

CHAPTER 13: REGIONAL EQUITY AND COLLABORATION

GOAL 8: REGIONAL EQUITY AND COLLABORATION

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

The California Department of Transportation (Caltrans) has adopted the 2024 Regional Transportation Plan (RTP) Guidelines, emphasizing the integration of equity into transportation planning and project delivery. Key equity-related requirements include:

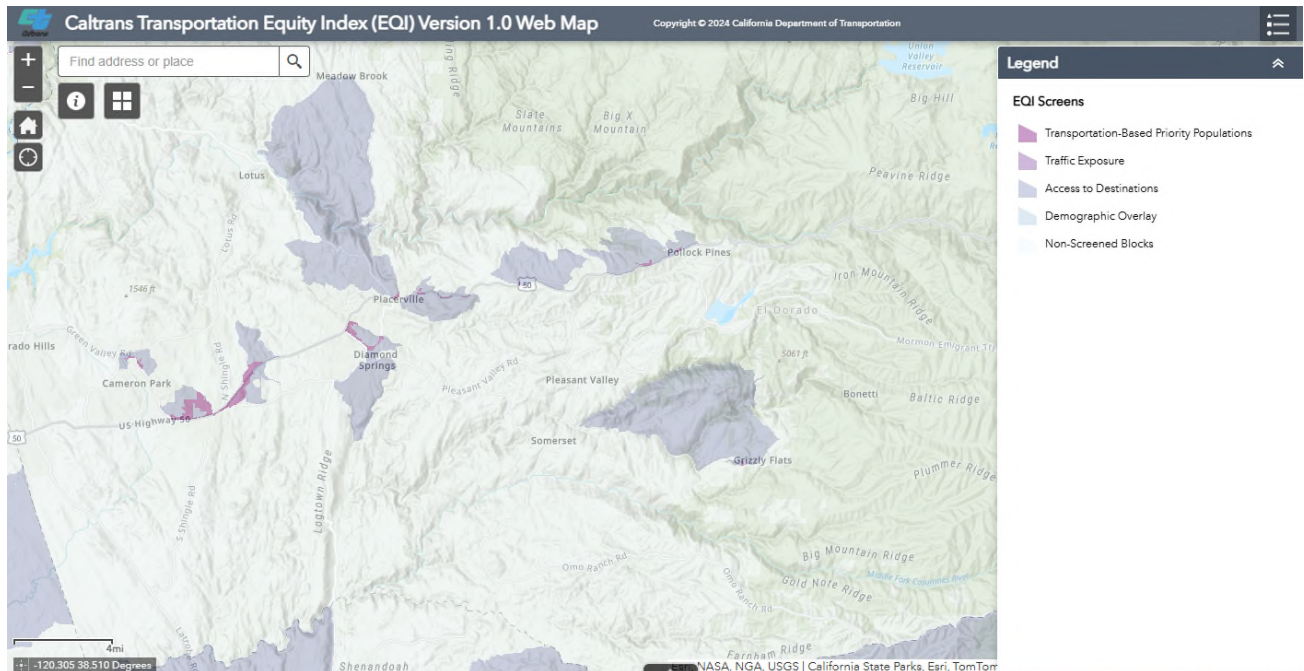
- 1. Transportation Equity Index (EQI):** Caltrans has developed the EQI, a spatial screening tool designed to identify and prioritize communities that have been adversely affected by the transportation system. The EQI operates at the census block level and integrates transportation and socioeconomic indicators into three screening categories. All three screens consider low-income status and tribal land status. The EQI includes the following screens:
 - **Transportation-Based Priority Populations:** Communities most burdened by the transportation system and receiving the fewest benefits.
 - **Traffic Exposure:** Communities with high exposure to traffic and crashes, indicating a disproportionate burden of transportation-related risk.
 - **Access to Destinations:** Communities with significant gaps in multimodal access to essential destinations such as jobs, healthcare, education, and services.

The EQI web map is publicly available here:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=ab02f124b3f54007a59dadf2165d21fc>

A screenshot highlighting the El Dorado County communities identified in the EQI tool is shown in Map 13-1:

MAP 13-1: EQI Tool – El Dorado County Communities



- 2. Community Engagement and Inclusivity:** The RTP guidelines stress the importance of early and continuous engagement with diverse communities—particularly Black, Indigenous, and People of Color (BIPOC), low-income populations, and individuals with disabilities. The goal is to ensure that historically marginalized voices are meaningfully included in all phases of the transportation planning process.
- 3. Interagency Collaboration:** Caltrans collaborates with the California State Transportation Agency (CalSTA) and the California Transportation Commission (CTC) through the Interagency Equity Advisory Committee. This committee provides guidance on policies and strategies to advance:
 - Transportation equity
 - Environmental justice
 - Equitable economic opportunities
- 4. Equity-Driven Funding Prioritization:** The guidelines integrate equity considerations into funding decisions, aiming to direct transportation investments toward underserved communities and reduce disparities in access, safety, and mobility.

These requirements aim to create a more inclusive and just transportation system in California, aligning with broader state goals of environmental justice and equitable economic development

Equity in transportation is a critical issue in California, where historically underserved and marginalized communities, often low-income, rural, and otherwise disconnected communities—have faced limited access to safe, reliable, and affordable transportation options. These disparities contribute to broader social and economic inequalities, including reduced access to jobs, education, healthcare, and other essential services. Addressing equity in transportation is not only a matter of social justice but also increasingly tied to funding opportunities; many state grant programs prioritize or require equity considerations in planning and project selection.

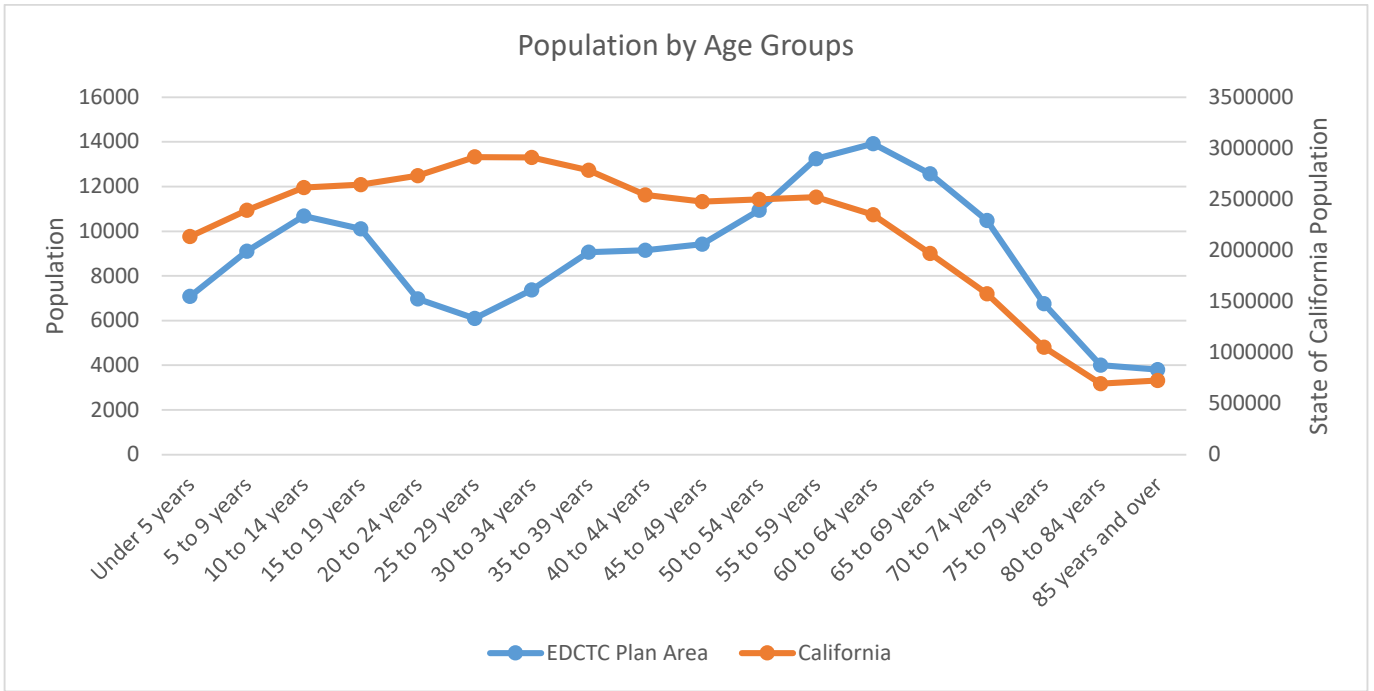
El Dorado County is one of the rural counties in California that faces the unique challenges of advancing equitable transportation solutions under California's evolving funding landscape. El Dorado County's lack of diversity and high median household income do not align with many metrics for statewide competitive funding sources. While the state emphasizes equity and prioritizes investments in disadvantaged communities, the criteria used to define and measure equity often reflect urban conditions—such as high population density, robust transit networks, and concentrated underserved cohorts—not typically found in rural areas like El Dorado County. This mismatch makes it difficult for rural El Dorado County to compete for transportation funding, even when local needs are significant, and communities are underserved.

Understanding equity in transportation requires recognizing the fundamental differences between urban and rural areas in terms of infrastructure, access, and mobility options. In urban regions, equity efforts often focus on improving access to a wide range of public transit options—such as buses, subways, light rail, and active transportation networks—within densely populated neighborhoods where disadvantaged communities are more easily identified and served. In contrast, El Dorado County communities are more geographically dispersed, transit services are limited or non-existent, and many residents rely heavily on personal vehicles to access jobs, healthcare, and essential services. As a result, rural equity strategies must prioritize basic connectivity and safe, reliable roadway infrastructure over expansive transit systems. Furthermore, while urban areas may be eligible for larger funding allocations due to population-based metrics, rural communities often require proportionally greater per-capita investments to meet even baseline transportation needs. These disparities highlight the importance of tailoring equity frameworks to reflect the distinct realities and needs of a rural population. One size truly does not fit all.

Recognizing these disparities, EDCTC is committed to fostering collaborative partnerships, improving data collection, and amplifying rural voices to ensure that the county's transportation investments promote access, inclusion, and opportunity for all residents, regardless of geographic or demographic barriers. An analysis of El Dorado County demographics is provided below, followed by an action plan to ensure El Dorado County can plan for investments in areas of greatest need, while identifying areas that have been underserved and/or are at high risk that may not meet the criteria of some state funding sources.

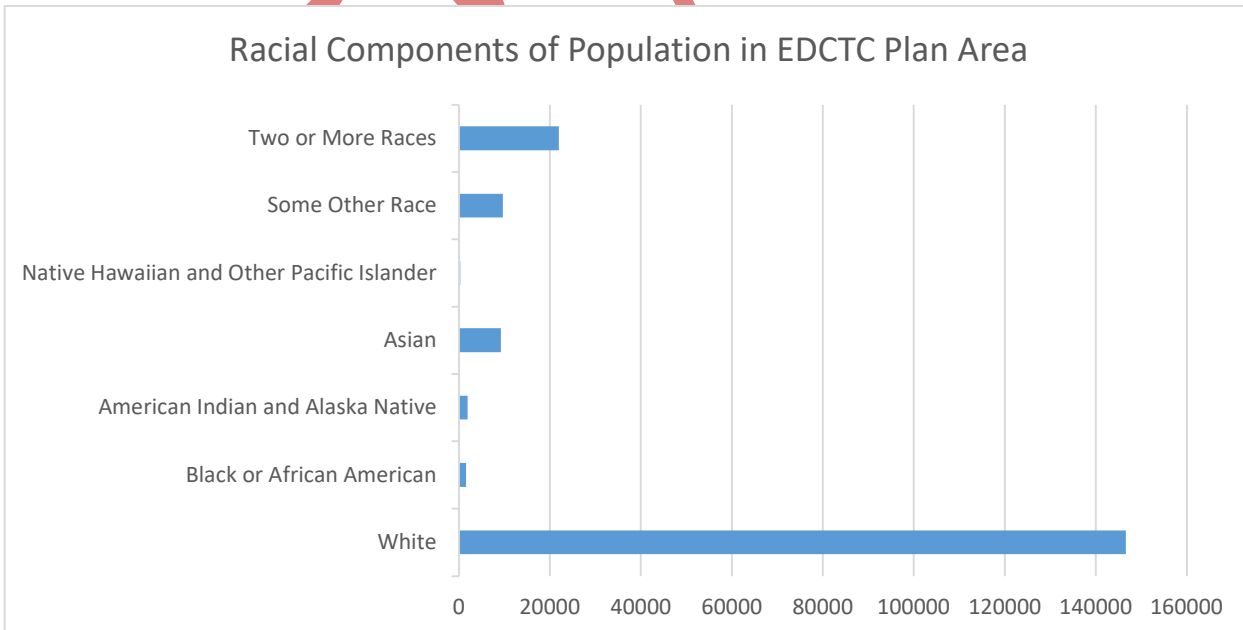
AGE, RACE, INCOME, AND POVERTY STATUS

According to the 2020 Census Demographic Profile, there are 160,812 residents in the EDCTC plan area. Among the age groups, 23% of the total population is 65 years old or over. Compared to the California state average, EDCTC plan area has a notably higher proportion of residents aged 60-80 and a smaller proportion of individuals aged 20-50. This demographic imbalance suggests potential challenges for the local workforce, as fewer young adults remain in the area, while the growing senior population increases the demand for accessible transportation and other age-related services.



Source: 2020 DEC; Fehr & Peers, 2024.

The racial composition of the residents in the EDCTC plan area is 77% identifying as White, 5% identifying as Asian, 1% identifying as American Indian and Alaska Native, <1% identifying as Black or African American, <1% identifying as Native Hawaiian and Other Pacific Islander, and 12% identifying as two or more racial groups. 14% of the total population in El Dorado County is identified as Hispanic or Latino.

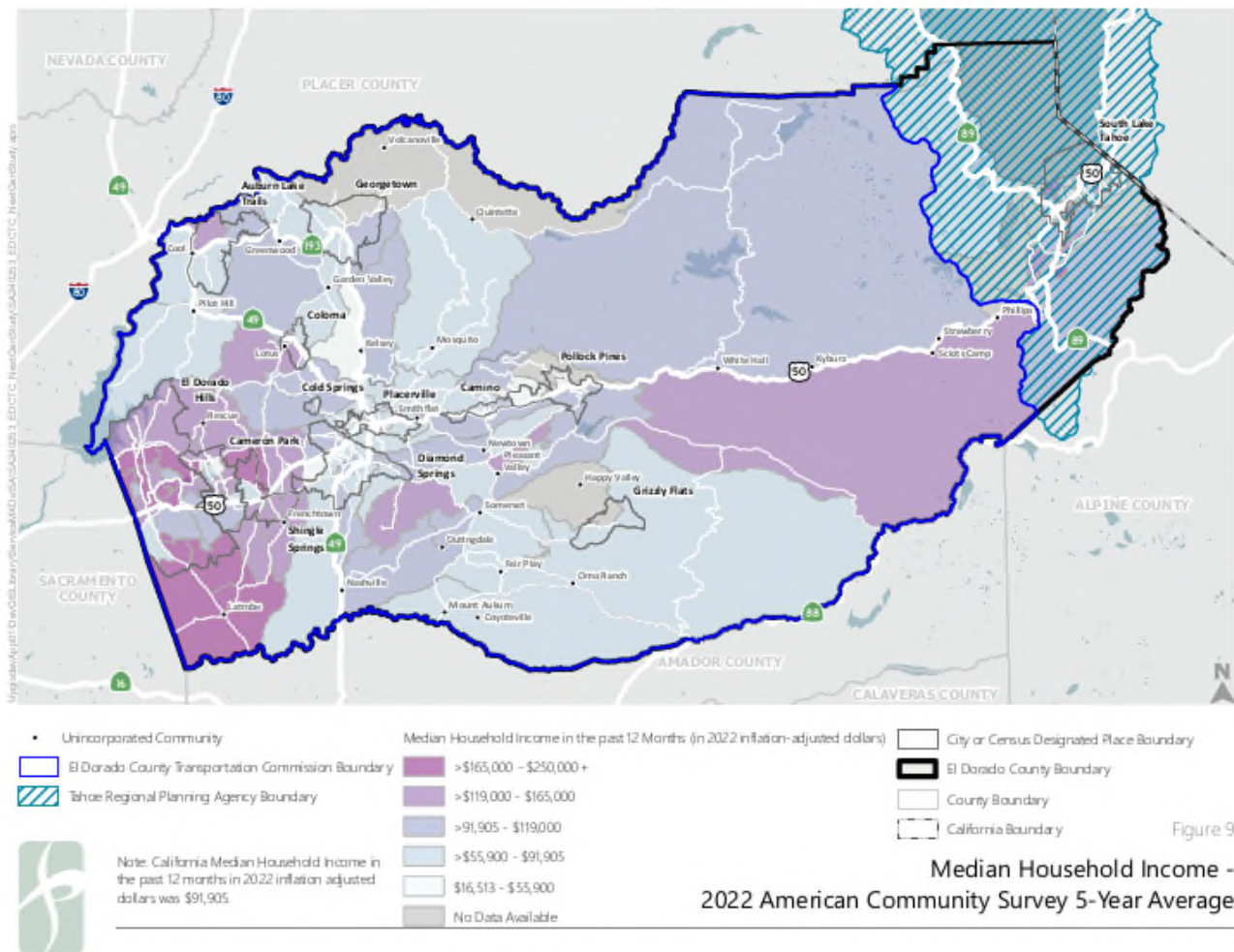


Source: 2020 DEC; Fehr & Peers, 2024.

According to the 2022 ACS 5-Year Estimates, the median household income in the EDCTC plan area reflects moderate affluence, supporting the county's position as a region of economic stability in

California. Map 13-2 displays the median household income of the past 12 months according to 2022 ACS 5-Year Estimates. The map identifies certain areas within the plan area as economically vulnerable due to notably low household incomes, often corresponding with communities facing higher rates of cost-burdened households, limited access to employment opportunities, or greater reliance on seasonal or part-time work. Addressing these disparities can be essential for ensuring equitable access to resources and opportunities across the EDCTC plan area.

MAP 13-2: Median Household Income

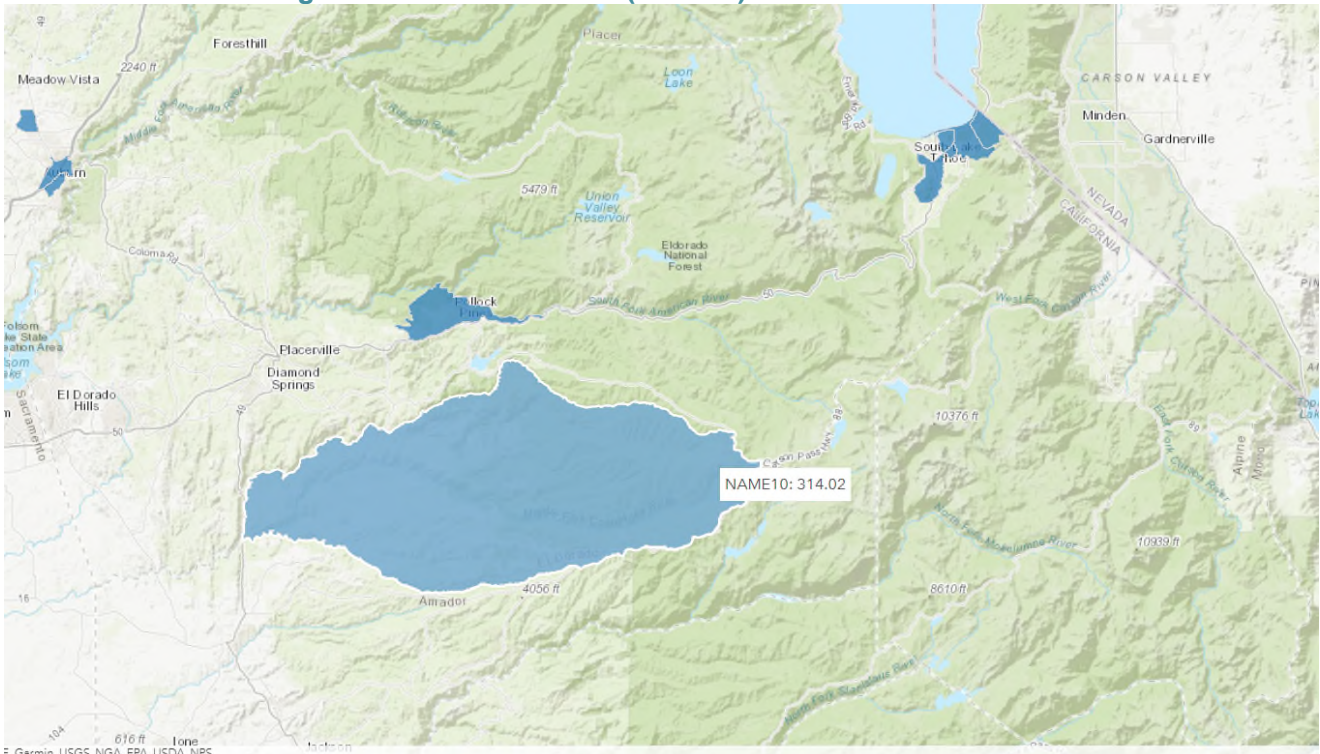


DISADVANTAGED COMMUNITIES

Understanding the distribution of disadvantaged communities helps promote social equity to ensure that public resources benefit all populations, especially those who have been historically underserved or marginalized. By understanding the specific needs and challenges faced by these communities, agencies can develop more inclusive policies, prioritize funding for essential projects, and create accessible, equitable systems. Such analysis is often required by various policies and initiatives, such as California Senate Bill 535, which mandates that a significant portion of climate investments be directed to disadvantaged communities.

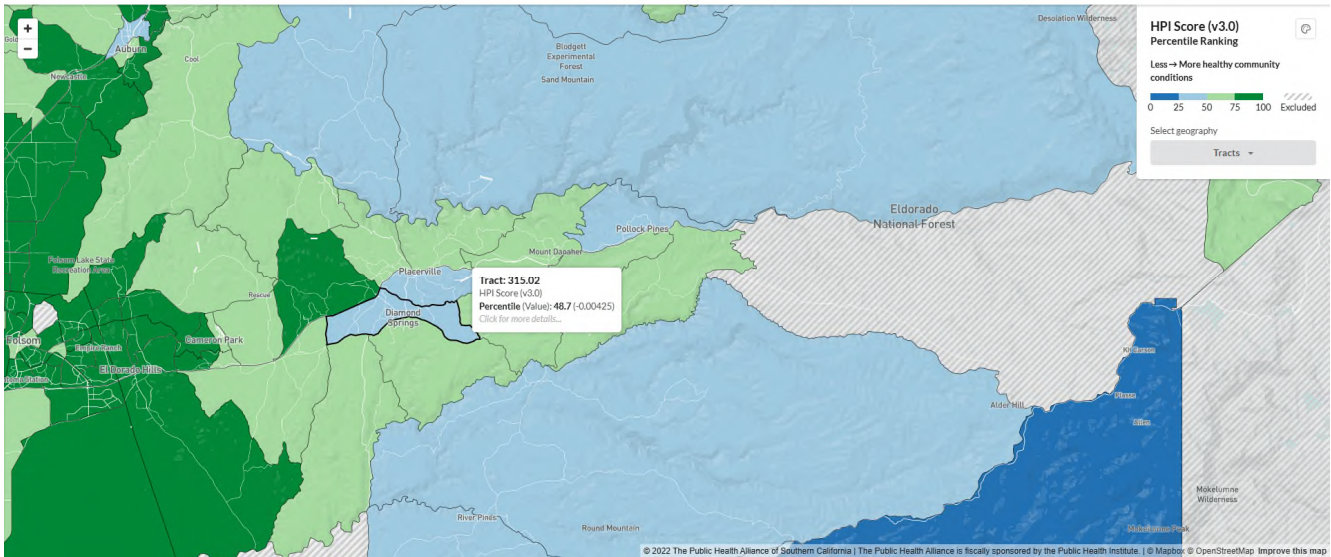
Disadvantaged communities often experience limited access to reliable transportation options, whether due to a lack of infrastructure, inadequate public transit services, or barriers related to affordability and availability. This enables local agencies to prioritize investments in transportation infrastructure that bridges accessibility gaps.

MAP 13-3: Disadvantaged Census Tracts 2020 (SACOG)



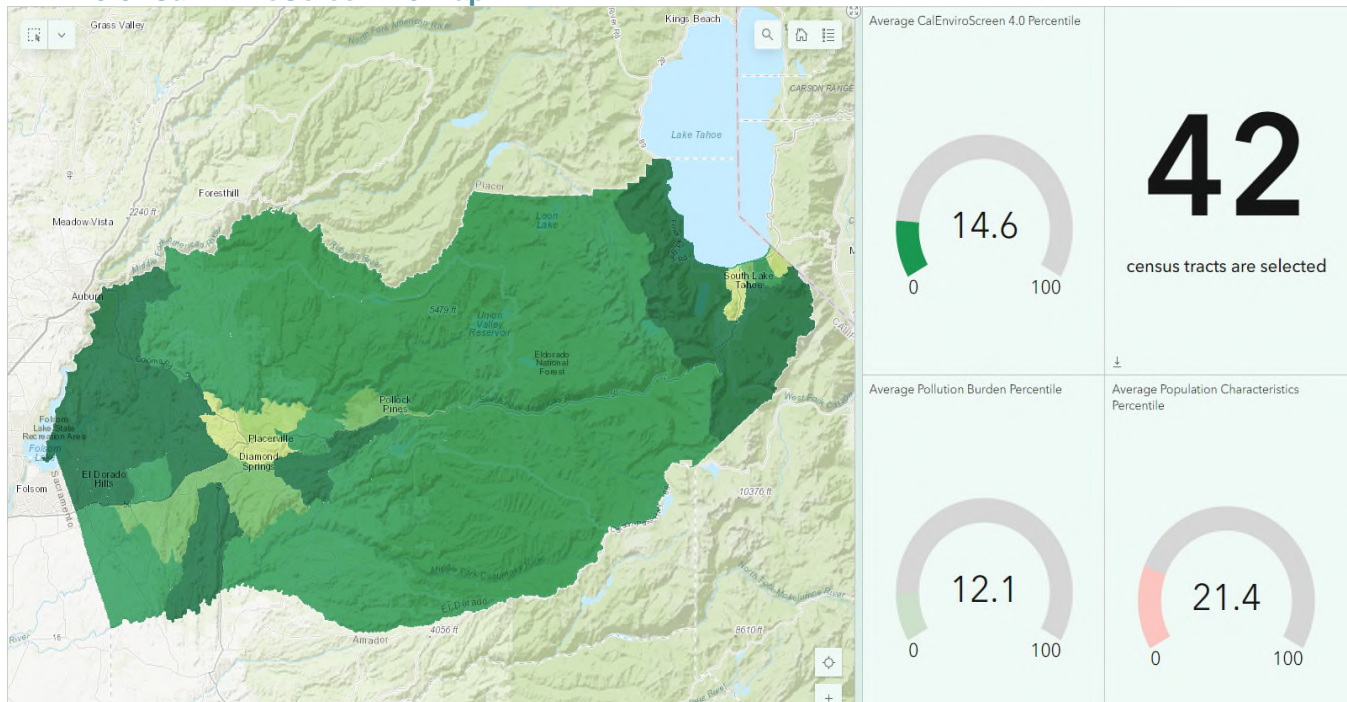
SACOG Disadvantaged Census Tracts 2020, <https://census-sacog.hub.arcgis.com/datasets/disadvantaged-census-tracts-2020/explore>

MAP 13-4: Disadvantaged Communities Identified by California Healthy Places Index



Source: California Healthy Places Index, <https://www.healthylacesindex.org/>

MAP 13-5: CalEnviroScreen 4.0 Map



Source: CalEnviroScreen 4.0, <https://experience.arcgis.com/experience/6b863505f9454cea802f4be0b4b49d62>

EQUITY AND COLLABORATION ACTION PLAN

Government agencies and jurisdictions can support improvements by conducting equity assessments, engaging directly with impacted communities, and prioritizing investments that close transportation gaps. By doing so, they help ensure that the benefits of transportation systems—such as reduced travel times, improved accessibility, improved safety, and maintained roadways—are shared equitably among all Californians.

One key action is conducting targeted community engagement that goes beyond traditional public outreach—such as hosting pop-up events at local gathering places, partnering with trusted community organizations to ensure that voices from historically underserved populations are heard and reflected in planning decisions. Agencies can also use innovative tools like mobile surveys, interactive mapping, and story-based data collection to better understand transportation barriers in remote or hard-to-reach communities.

To improve transportation options, agencies might explore creative, scalable solutions such as microtransit services, demand-response shuttles, or community carpool programs that can operate effectively in low-density environments. Expanding partnerships with non-profits, healthcare providers, and school districts can help identify shared mobility needs and funding opportunities. Additionally, investing in safe, multimodal infrastructure—like bike and pedestrian paths that connect rural neighborhoods to essential services—can enhance accessibility for non-drivers. By combining meaningful engagement with tailored strategies, rural transportation agencies can build equitable systems that respond to the specific challenges and strengths of their communities.

REGIONAL EQUITY AND COLLABORATION ACTION PLAN PROJECTS AND PERFORMANCE MEASURES

Consistent with California Regional Transportation Plan Guidelines, EDCTC has developed Performance Measures for projects included in the RTP 2025-2045 Action Plan. The performance measures are tied to each goal of the Policy Element and demonstrate the connection between the Policy and Action Element, demonstrating the RTP's support in advancing advance statewide goals for transportation, sustainability and climate adaptation. Performance Measures for **Goal 8: Regional Equity and Collaboration**, are as follows:

- **Measure 8.1; M14 and M1:** Project serves disadvantaged communities (using identified distance or OD Replica data) (high concentration of seniors ACS/Census) (zero vehicle households) (mobility zones data from SACOG). Measure 8.1 references M14 Disadvantaged communities maps from Next Generation Transportation Investments Strategy Existing Conditions Report (2025), and M15 – SACOG Equity Priority Communities Tool Map

Table 13-1 includes a list of road and highway, system management and operations, and Bike and Pedestrian projects that best meet the performance measures for **Goal 8: Regional Equity and Collaboration**. The comprehensive RTP Project and Performance Measure List is included in **Appendix 6A**.

- Short-Range projects are displayed as 2025-2035.
- Long-Range projects are displayed as 2035-2045.
- Unconstrained Projects, which are not subject to the fiscal constraint of the RTP document as outlined in Chapter 13; The Financial Element, are listed as Beyond 2045.

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TABLE 13-1: Regional Equity and Collaboration Projects

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 8: REGIONAL EQUITY AND COLLABORATION	
						Proposed Project Performance Criteria	
						8.1 Project serves disadvantaged communities (using identified distance or OD Replica data) (high concentration of seniors ACS/Census) (zero vehicle households) (mobility zones data from SACOG)	
						Performance Reference*	
Lead Agency	Year	MapID	Project Type Category	Title	Description	M14	M15
City of Placerville	2025-2035	4	B- Road & Highway Capacity	Placerville Dr at Hangtown Creek Bridge Replacement	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd; Replace existing functionally obsolete 2-lane bridge with a new bridge.	Yes	Yes
City of Placerville	2025-2035	7	G- System Management, Operations, and ITS	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	Yes	Yes
City of Placerville	2035-2045	8	B- Road & Highway Capacity	Western Placerville Interchanges Phase 3	Replacement and widening of the Placerville Dr/US 50 Overcrossing with upgraded on and offramps and an EB auxiliary lane (lane between ramps of adjacent interchanges) between the Placerville Dr and Ray Lawyer Dr on/off ramps	Yes	Yes
El Dorado County	2025-2035	18	B- Road & Highway Capacity	Diamond Springs Pkwy - Phase 1B	Construct a new 4-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR 49 south of Bradley Dr; includes planning, environmental clearance, grading, required improvements to SR-49 and three new signals.	Yes	Yes

TABLE 13-1: Regional Equity and Collaboration Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST) (cont.)						GOAL 8: REGIONAL EQUITY AND COLLABORATION	
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Lead Agency	Year	MapID	Project Type Category	Title	Description	M14	M15
El Dorado County	2025-2035	23	B- Road & Highway Capacity	Missouri Flat Rd Widening - China Garden Rd to Pleasant Valley Rd/SR49	Widening of Missouri Flat Rd from China Garden to Pleasant Valley Rd/SR 49. Work includes widening the road to 4 lanes, sidewalk, curb, and gutter.	Yes	Yes
City of Placerville	2025-2035	200	A- Bike & Ped	Canal St Bicycle and Pedestrian Improvement Project Phase 1	Canal St from Cougar Ln to Combellack Rd: Provide bicycle facilities and replace existing sidewalk	No	Yes
City of Placerville	2025-2035	201	A- Bike & Ped	Combellack Rd Sidewalk Project	Along Combellack Rd, from the east end of David Circle to Canal St: Construct approximately 1,080 feet of new sidewalk.	No	Yes
City of Placerville	2025-2035	202	A- Bike & Ped	Mallard Ln/Green Valley Rd Bike Lanes	Install bicycle lanes on Mallard Ln at the intersection of Green Valley Rd, and on Green Valley Rd from Mallard Ln to Placerville Dr.	No	Yes
City of Placerville	2035-2045	203	A- Bike & Ped	Middletown Rd Bike Lanes	Install bike lanes on Middletown Rd from Canal St to Cold Springs Rd.	No	Yes
City of Placerville	2035-2045	204	A- Bike & Ped	Placerville Dr Pedestrian Connectivity Project	Along Placerville Dr between Fair Ln and Armory Rd: Construct sidewalks and improvements for pedestrian crossing	No	Yes

TABLE 13-1: Regional Equity and Collaboration Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST) (cont.)						GOAL 8: REGIONAL EQUITY AND COLLABORATION	
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Lead Agency	Year	MapID	Project Type Category	Title	Description	M14	M15
City of Placerville	2025-2035	205	A- Bike & Ped	Placerville Dr Bicycle and Pedestrian Facilities	Along Placerville Dr between Cold Springs Rd and the Ray Lawyer Dr and Green Valley Rd from Placerville Dr to Mallard Ln: construct Class 2 and Class 4 bicycle facilities, sidewalks, crossing improvements, curb ramps, and transit improvements.	No	Yes
El Dorado County	2025-2035	209	A- Bike & Ped	Diamond Springs Pedestrian Facility Improvements	Pleasant Valley Rd between Pearl Place and SR 49, Pearl Place, Racquet Wy, Wimbledon Dr, and Black Rice Rd. Install various bicycle and pedestrian facilities.	No	Yes
El Dorado County	2025-2035	214	A- Bike & Ped	Jacquier Rd Bike Lanes	Placerville City limit to Carson Rd	No	Yes
El Dorado County	2025-2035	215	A- Bike & Ped	La Canada Dr and Gateway Dr Pedestrian and Bicycle Improvements	Along segments of Parkdale Ln, Gateway Dr, Cambridge Rd, La Canada Dr, and Cameron Park Dr: Construct new sidewalk, bike lanes, two crosswalks, install four solar flashing beacons, and replace or upgrade curbs, ramps, and gutters.	No	Yes
El Dorado County	2025-2035	218	A- Bike & Ped	Marshall Rd Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Rd	No	Yes
El Dorado County	2025-2035	219	A- Bike & Ped	Marshall Rd Bike Route	Class III Bike Route on Marshall Rd from Black Oak Mine Rd to SR 193	No	Yes

TABLE 13-1: Regional Equity and Collaboration Projects (cont.)

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Lead Agency	Year	MapID	Project Type Category	Title	Description	M14	M15
El Dorado County	2025-2035	221	A- Bike & Ped	Missouri Flat Rd Bike Lanes Phase 1	Phase 1: Campus Dr to existing Class II on the south side of US 50	No	Yes
El Dorado County	2025-2035	222	A- Bike & Ped	Missouri Flat Rd Bike Lanes Phase 2	Phase 2: Golden Center Dr near Wal-Mart to Pleasant Valley Rd	No	Yes
El Dorado County	2035-2045	227	A- Bike & Ped	Pleasant Valley Rd Bike Lanes Phase 1	Phase 1: Big Cut Rd to Missouri Flat Rd	No	Yes
El Dorado County	2034-2045	228	A- Bike & Ped	Pleasant Valley Rd Bike Lanes Phase 2	Phase 2: Missouri Flat Rd to Mother Lode Dr (split this off to only include the Caltrans segment)	No	Yes
El Dorado County	2035-2045	230	A- Bike & Ped	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Rd	No	Yes
El Dorado County	2025-2035	237	A- Bike & Ped	Silva Valley Pkwy Bike Facilities	Class 4 bike facilities on Silva Valley Pkwy from Old Bass Lake Rd to White Rock Rd	No	Yes
El Dorado County	2035-2045	240	A- Bike & Ped	Bass Lake Rd Bike Lanes	Class II bike lanes on Bass lake Rd from Silver Springs Pkwy to Green Valley Rd	No	Yes
El Dorado County	2035-2045	247	A- Bike & Ped	SR 49 Bike lanes	Class II bike lanes on SR 49 from SR 193 to Spring St	No	Yes

TABLE 13-1: Regional Equity and Collaboration Projects (cont.)

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Lead Agency	Year	MapID	Project Type Category	Title	Description	M14	M15
City of Placerville	2025-2035	248	A- Bike & Ped	Canal St pedestrian facilities Phase 2	Canal St sidewalk from US 50 to Middletown Rd	No	Yes
El Dorado County	2025-2035	253	A- Bike & Ped	Cambridge Rd Bike Lanes	Class II bike lanes on Cambridge Rd from Oxford Rd to Green Valley Rd	No	Yes
El Dorado County	2025-2035	258	A- Bike & Ped	Marshall Rd bike lanes	Class II bike lanes on Marshall Rd from Prospectors Rd to Coloma Rd	No	Yes
Caltrans	2035-2045	259	A- Bike & Ped	SR 193 Bike Lanes	Class II bike lanes on SR 193 from SR 49 to Georgetown Main St	No	Yes
Caltrans	2035-2045	260	A- Bike & Ped	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Coloma St to Pleasant Valley Rd	No	Yes
El Dorado County	2035-2045	279	A- Bike & Ped	Green Valley Rd bike lanes	Class II bike lanes on Green Valley Rd east of Lotus Rd	No	Yes
El Dorado County	2035-2045	281	A- Bike & Ped	SR 49 Bike Lanes	Class II bike lanes on SR 49 from SR 193 to Lotus Rd	No	Yes
El Dorado Transit	2025-2035	Not Mapped	E- Transit Capital	El Dorado Hills Park and Ride Improvements	Repave existing lot, construct transit passenger plaza, renew landscaping, striping, and signing, add new EV charging stations, improve bicycle and pedestrian connections, purchase and improve the lot to the east of the existing facility.	No	Yes

TABLE 13-1: Regional Equity and Collaboration Projects (cont.)

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						Performance Reference*	
Lead Agency	Year	MapID	Project Type Category	Title	Description	M14	M15
El Dorado Transit	2025-2035	Not Mapped	E- Transit Capital	Placerville Station Improvements	Maintenance improvements include replacing the roof, power washing the facility, drywall repair, exterior painting, and new restroom amenities.	No	Yes

***Performance Reference:**

- M14: Disadvantaged community maps from existing conditions report
- M15: SACOG Equity Priority Communities Tool Map

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