

CHAPTER 2: ORGANIZATIONAL SETTING

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

REGIONAL TRANSPORTATION PLANNING AGENCY DESIGNATION

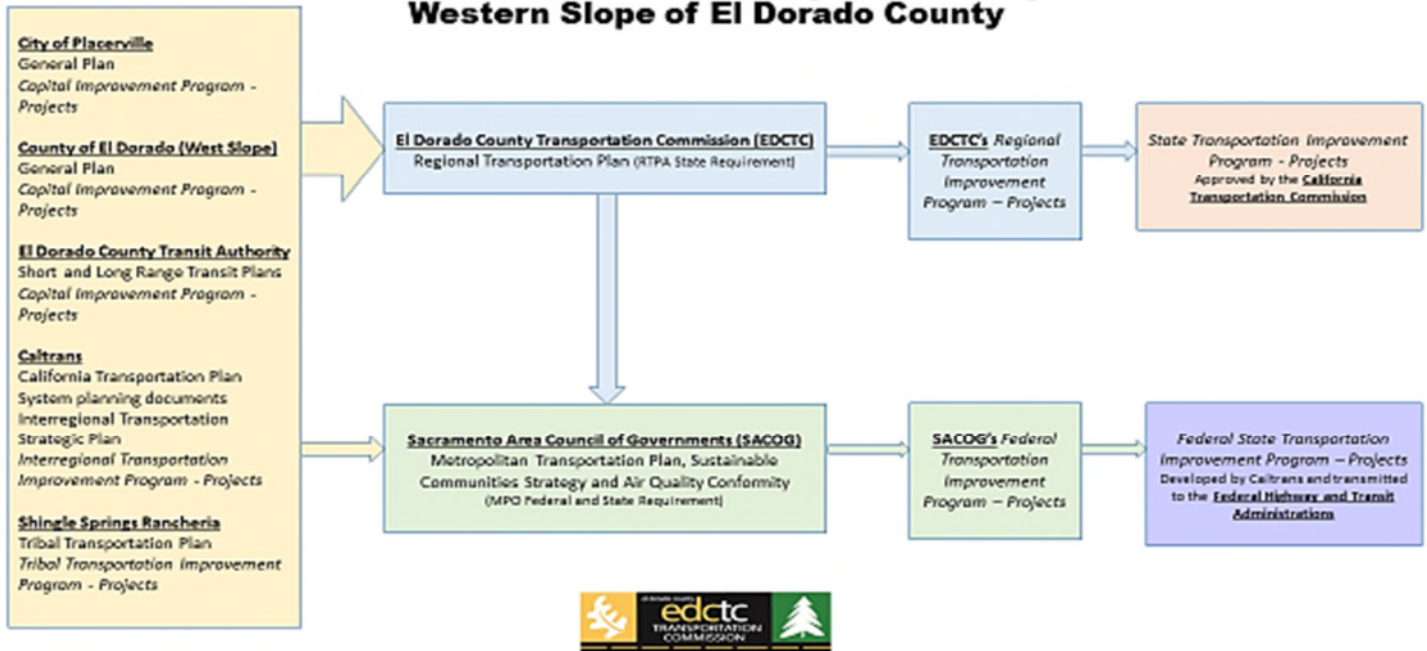
The EDCTC was designated as the RTPA for the western slope of El Dorado County on July 23, 1975, (amended April 4, 1979) per Article 11, Chapter 2, Division 3, Title 3 of the Government Code and organized under Chapter 3, Title 21 of the California Administrative Code. This planning and programming authority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

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

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

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

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



PARTNER AGENCIES

MEMBER JURISDICTIONS

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

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

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

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

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

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

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

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

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

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

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

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

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

ELDORADO NATIONAL FOREST

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

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

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

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

Source: Eldorado National Forest October 2024

INTER-JURISDICTIONAL COORDINATION

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

The coordination is essential to:

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

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

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

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

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

ADVISORY COMMITTEES

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

POLICY ADVISORY TEAM (PAT)

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

- Funding and finances
- Land use
- Intergovernmental coordination

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

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

TECHNICAL ADVISORY COMMITTEE (TAC)

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

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

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSSTAC)

The SSSTAC represents the interests of:

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

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

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE (RTP AC)

The RTP AC includes representatives from:

- Local jurisdictions
- Community organizations

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

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

ACTIVE TRANSPORTATION PLAN STAKEHOLDER ADVISORY COMMITTEE (ATP-SAC)

The ATP-SAC assists EDCTC with:

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

CONSULTATION WITH TRIBAL GOVERNMENTS

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

Key efforts include:

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

PUBLIC PARTICIPATION

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

PUBLIC INVOLVEMENT PROCESS

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

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

AVAILABILITY OF DRAFT RTP AND ENVIRONMENTAL DOCUMENTATION

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

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

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

PUBLIC HEARING REQUIREMENTS

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

RELATED PLANS AND PROGRAMS

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

LOCAL GENERAL PLANS

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

Key requirements:

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

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

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

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

The Coordinated Plan is designed to:

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

Federal requirements of coordinated plan:

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

SHORT- AND LONG-RANGE TRANSIT PLAN

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

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

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

Ridership Trends

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

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

EL DORADO COUNTY TRANSIT AUTHORITY PARK AND RIDE MASTER PLAN

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

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

The 2023 update includes an assessment of:

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

EL DORADO COUNTY TRANSIT AUTHORITY TRANSIT DESIGN MANUAL

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

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

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

ACTIVE TRANSPORTATION PLANS

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

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

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

- Health benefits
- Community impact
- Performance-based funding

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

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

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

REGIONAL COORDINATION WITH OTHER AGENCIES

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

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

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

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

This coordination ensures efficient and seamless interregional transportation connections.

SACOG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

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

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

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

SACOG SMART REGIONAL TECHNOLOGY AND MOBILITY MASTER PLAN

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

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

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

CALIFORNIA STATE WILDLIFE ACTION PLAN

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

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

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

CORRIDOR SYSTEM MANAGEMENT PLAN

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

CSMPs incorporate Intelligent Transportation Technologies (ITS) such as:

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

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

CALTRANS DISTRICT 3 MANAGED LANES SYSTEM PLAN (MLSP)

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

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

US 50 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP)

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

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

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

CALTRANS STRATEGIC HIGHWAY SAFETY PLAN

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

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

REGIONAL AND STATE TRANSPORTATION FUNDING PROGRAMS

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

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP)

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

SENATE BILL 1 (SB-1)

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

DRAFT