

COMMISSIONERS

Council Members Representing the City of Placerville

Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing the County of El Dorado

John Hidaahl, Lori Parlin, Wendy Thomas, George Turnboo

Contact the EDCTC: 2828 Easy Street, Placerville, CA, 530.642.5260 www.edctc.org

AGENDA

Regular Meeting

Thursday, December 2, 2021, 2:00 PM

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

IMPORTANT NOTICE:

Those that would like to observe or listen to the meeting may access it either on a computer or by phone. If you are using a computer or mobile device with video, you can make a comment by using the “raise your hand” option. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The Secretary to the Commission will call you by the last three digits of your phone number when it is your turn to speak. Note that your comments must pertain to the subject at hand and are limited to no more than three minutes.

If you would like to remain anonymous and not have your name or phone number posted in this public forum, you may use the “more” button to rename yourself.

By participating in this meeting, you acknowledge that you are being recorded.

If you choose not to observe or listen to the meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 p.m. Monday, November 29th to the Secretary to the Commission dkeffer@edctc.org. Your comment will be placed into the record and forwarded to the Commissioners. They may or may not be read at the meeting on your behalf.

The meeting will begin 15 minutes early. If you need assistance before 2:00, please call the Secretary to the Commission 530.642.5260.

[This is your Meeting Link](#)

Webinar ID: 825 2197 9216

Passcode: 622487

Phone: 1-669-900-6833

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ADOPTION OF AGENDA AND CONSENT CALENDAR

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

CONSENT CALENDAR

1. EXPIRATION OF THE EXECUTIVE ORDER NO. N-25-20 AND PASSAGE OF ASSEMBLY BILL 361 (DELORIA)
REQUESTED ACTION: Adopt Resolution 21/22.12 regarding the Ralph M. Brown Act and the finding of risk to health and safety of in-person meetings because of the continuing COVID-19 pandemic State of Emergency declared by Governor Newsom.
2. MINUTES FOR THE NOVEMBER 4, 2021, COMMISSION MEETING (KEFFER)
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the November 4, 2021, Commission meeting.
3. OCTOBER 2021 CHECK REGISTER (THOMPSON)
REQUESTED ACTION: Receive and file the October 2021 Check Register.
4. 2022 COMMISSION MEETING CALENDAR (KEFFER)
REQUESTED ACTION: Consider and adopt the meeting calendar for 2022 and cancel the July 7 meeting.
5. DESIGNATE A REPRESENTATIVE FOR THE 2022 CAP-TO-CAP ADVOCACY EFFORT (DELORIA)
REQUESTED ACTION: Designate the Executive Director to represent the El Dorado County Transportation Commission at the 2022 Cap-to-Cap advocacy effort, in Washington D.C., scheduled for April 30th through May 4th, 2022.

NOTICED PUBLIC HEARINGS – 2:00 PM Allotted Time

6. TRANSPORTATION DEVELOPMENT ACT CITIZEN'S PARTICIPATION PROCESS FOR PUBLIC TRANSPORTATION (BOLSTER)
REQUESTED ACTION:
 - Open public hearing regarding public transportation
 - Accept public comment
 - Close public hearing
 - Refer comments to the Social Services Transportation Advisory Council for review
7. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (BOLSTER)
REQUESTED ACTION:
 - Open public hearing regarding the EDCTC 2022 Regional Transportation Improvement Program (RTIP)
 - Accept public comment
 - Close public hearing
 - Adopt Resolution 21/22.13 adopting the 2022 El Dorado County RTIP and direct the Executive Director to submit the 2020 RTIP to the California Transportation Commission. (Attachment A)

OPEN FORUM

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

BUSINESS ITEMS

8. FISCAL YEAR 2020/21 AUDIT REPORTS (THOMPSON)
REQUESTED ACTION: Receive and file the Fiscal Year 2020/2021 Audit Reports.

INFORMATION ITEMS

9. FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA CORRECTIVE ACTION CMAQ AND STBG PROGRAMS ADMINISTRATION AND OVERSIGHT (DELORIA)
REQUESTED ACTION: None. This item is for information only.
10. US 50 CORRIDOR INVESTMENT STRATEGY TOLLING PRESENTATION (BARTON)
REQUESTED ACTION: None. This item is for information only.

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

11. PURSUANT TO GOVERNMENT CODE SECTION 54957 – PUBLIC EMPLOYEE PERFORMANCE EVALUATION: TITLE: EXECUTIVE DIRECTOR

RECONVENE TO OPEN SESSION AND CLOSED SESSION REPORT**ADJOURNMENT**

The next regular meeting is scheduled for 2:00 PM on February 3, 2022* at 330 Fairlane, Placerville, California.

* pending approval of Agenda Item 4, 2022 Meeting Calendar.

CONSENT CALENDAR**STAFF REPORT**

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EXPIRATION OF THE EXECUTIVE ORDER NO. N-25-20 AND PASSAGE OF ASSEMBLY BILL 361

REQUESTED ACTION

Adopt Resolution 21/22.12 regarding the Ralph M. Brown Act and the finding of risk to health and safety of in-person meetings because of the continuing COVID-19 pandemic State of Emergency declared by Governor Newsom.

BACKGROUND

The Ralph M. Brown Act ("the Brown Act"), provides guidance and requirements for public agencies and local governments in California to hold and conduct business at open and public meetings. The Brown Act ensures the public is involved, informed, and active in the decisions and discussions of local, regional, and state governance. EDCTC meetings are held to the standards within the Brown Act and are conducted consistent with the requirements therein.

In response to the COVID-19 pandemic, on March 12, 2020, the Governor issued Executive Order No. N-25-20 that waived certain requirements of the Brown Act including:

- the requirement that the notice of each meeting location be provided for those members of the legislative body (board or committee) participating in the meeting;
- the requirement that each meeting location be accessible to members of the public;
- the requirement that members of the public be able to address the legislative body (board and committee) at each meeting location;
- the requirement that agencies post agendas at all meeting locations; and
- the requirement that at least a quorum of the legislative body (board and committee) participate from locations within the boundaries of the territory over which they exercise jurisdiction.

EDCTC has been conducting monthly meetings since the beginning of the pandemic consistent with these modifications to the Brown Act by holding meetings virtually over the Zoom meeting platform. These modifications to the Brown Act expired on September 30, 2021. To continue the allowance of these modifications and to continue allowing virtual meetings to protect health and safety, Governor Newsom signed Assembly Bill (AB) 361 on September 16th. AB 361 extended these modifications through June of 2024, for any State or Local government agency which is under a declared State of Emergency.

DISCUSSION

The provisions of AB 361 regarding remote meetings can only be used in the event there is a Governor issued state of emergency that is active under the California Emergency Services Act and a legislative body decides by resolution that there is a need to meet remotely. The Governor's state of emergency presently remains in effect. Staff and EDCTC Legal Counsel recommend adoption of Resolution 21/22.12, a resolution that the commission is holding a meeting during a proclaimed state of emergency and State officials have imposed or recommended measures to promote social distancing.

AB 361 also requires legislative bodies to approve by resolution the decision to meet remotely every 30 days. As such, staff will present this resolution to EDCTC at regularly scheduled meetings for consideration while a state of emergency exists. Attached is the authorizing resolution.

Assembly Bill 361 permits remote meetings but requires that:

- agencies may not close public comment periods for written comments in advance of a meeting, but instead only close the comment period at the same time it is closed during a meeting;
- that agencies must clearly advertise the means by which the public can observe the meeting and offer comment during the meeting via either a call or internet-based option, the public must be given an opportunity to comment directly; and
- that in the event of a disruption in the broadcasting of the meeting the legislative body (board or committee) would take no further action until meeting access would be restored to the public.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 21/22.12



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

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 21/22.12

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION REGARDING THE RALPH M. BROWN ACT AND PROVISIONS PROVIDED UNDER AB 361 TO CONTINUE MEETING VIRTUALLY DURING THE ONGOING COVID-19 PANDEMIC STATE OF EMERGENCY DECLARED BY GOVERNOR NEWSOM

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, On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic; and

WHEREAS, the proclaimed state of emergency remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the "Brown Act"), provided certain requirements were met and followed; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

WHEREAS, effective October 1, 2021, AB 361 allows local legislative bodies to continue to allow remote meetings during a proclaimed state of emergency, if "state or local officials have imposed or recommended measures to promote social distancing"; and

WHEREAS, on September 30, 2021, the El Dorado County Public Health Officer released "Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic" supporting compliance with AB 361; and

WHEREAS, EDCTC has an important governmental interest in protecting the health, safety, and welfare of those who participate in meetings of EDCTC's legislative body subject to the Brown Act; and

WHEREAS, in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, AB 361 allows for EDCTC to continue holding meetings virtually in a safe and effective manner while still providing opportunity for public involvement.

NOW THEREFORE, BE IT RESOLVED, by the El Dorado County Transportation Commission as follows:

1. EDCTC finds that AB 361 provides the legal basis for EDCTC to continue to meet virtually while in a declared state of emergency.
2. AB 361 applies to all EDCTC-related legislative bodies subject to the Brown Act, including but not limited to, the El Dorado County Transportation Commission, Social Services Technical Advisory Committee, Technical Advisory Committee, Airport Land Use Commission, and any other standing committees.
3. Staff is directed to return to the Commission no later than thirty (30) days after the adoption of this resolution, or by the next Commission meeting, for the Commission to consider continuing to meet in accordance with AB 361.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission on December 2, 2021, by the following vote:

Vote pending

Attest:

Kara Taylor, Chairperson

Dana Keffer, Secretary to the Commission

CONSENT CALENDAR

STAFF REPORT

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DANA KEFFER, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: MINUTES FOR THE NOVEMBER 4, 2021, COMMISSION MEETING

REQUESTED ACTION

The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the November 4, 2021, Commission meeting.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment: November 4, 2021, Minutes



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

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas
Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo
Woodrow Deloria, Executive Director

ACTION MINUTES

Regular Meeting, Thursday, November 4, 2021, 2:00 PM

IMPORTANT NOTICE:

In Response to Coronavirus COVID-19 California Governor Gavin Newsom issued Executive Order N-29-20 on March 17, 2020, relating to the convening of public meetings in light of the COVID-19 pandemic, the El Dorado County Transportation Commission convened this regularly scheduled meeting using an online conference service and was not held at 330 Fair Lane, Placerville. Notice of the location change was made at least 72 hours in advance. All votes were completed with a roll call vote and public comment was accepted.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Taylor called the meeting to order at 2:03 PM and led the Pledge of Allegiance.

ATTENDANCE: Chair Taylor, Vice Chair Hidahl, Parlin, D. Thomas, W. Thomas, Turnboo and Caltrans Ex Officio Alex Fong. ABSENT: Commissioner Borelli and Ex Officio Councilmember Bass.

ADOPTION OF AGENDA AND CONSENT CALENDAR

There was no public comment.

ACTION: Commissioner Wendy Thomas made a motion to adopt the agenda and to approve or adopt items 1-4 on the Consent Calendar. The motion was seconded by Commissioner Parlin which carried as follows:

MOTION/SECOND: W. Thomas/Parlin

AYES: Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: Borelli

1. EXPIRATION OF THE EXECUTIVE ORDER NO. N-25-20 AND PASSAGE OF ASSEMBLY BILL 361
REQUESTED ACTION: Adopt Resolution 21/22.11 regarding the Ralph M. Brown Act and the finding of risk to health and safety of in-person meetings because of the continuing COVID-19 pandemic State of Emergency declared by Governor Newsom.
2. MINUTES FOR THE OCTOBER 7, 2021, COMMISSION MEETING
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the October 7, 2021, Commission meeting.
3. SEPTEMBER 2021 CHECK REGISTER
REQUESTED ACTION: Receive and file the September 2021 Check Register.

4. OVERALL WORK PROGRAM BUDGET VS. ACTUAL COMPARISON FISCAL YEAR 2021/22 REPORT
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2020/21 July-September Report.

OPEN FORUM

There was no public comment received.

BUSINESS ITEMS

5. FINAL EL DORADO HILLS BUSINESS PARK COMMUNITY TRANSPORTATION STUDY
REQUESTED ACTION: Accept the Final El Dorado Hills Business Park Community Transportation Study as complete.

Public comment received from Natalie Porter (El Dorado County DOT).

ACTION: Vice Chair Hidahl made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Wendy Thomas which carried as follows:

MOTION/SECOND: Hidahl/W. Thomas
AYES: Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo
ABSTAIN: None
NOES: None
ABSENT: Borelli

6. FINAL EL DORADO COUNTY TRANSIT AUTHORITY ZERO EMISSION BUS FLEET CONVERSION PLAN
REQUESTED ACTION: Accept the final El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan.

There was no public comment.

ACTION: Commissioner Dennis Thomas made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Parlin which carried as follows:

MOTION/SECOND: D. Thomas/Parlin
AYES: Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo
ABSTAIN: None
NOES: None
ABSENT: Borelli

7. RATIFICATION OF THE STAKEHOLDER ADVISORY COMMITTEE FOR THE STATE ROUTE 49 AMERICAN RIVER CONFLUENCE STUDY
REQUESTED ACTION: By motion, ratify the SR 49 American River Confluence Study Stakeholder Advisory Committee.

There was no public comment.

ACTION: Commissioner Parlin made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Wendy Thomas which carried as follows:

MOTION/SECOND: Parlin/W. Thomas

AYES: Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: Borelli

INFORMATION ITEM

8. 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW
REQUESTED ACTION: None. This item is for information only.

There was no public comment.

9. FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA CORRECTIVE ACTION CMAQ AND STBG PROGRAMS ADMINISTRATION AND OVERSIGHT
REQUESTED ACTION: None. This item is for information only.

There was no public comment.

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

RECESS TO CLOSED SESSION

The Board recessed to Closed Session at 2:58 PM.

10. CONFERENCE WITH LEGAL COUNSEL – THREATENED LITIGATION. GOVERNMENT CODE SECTION 54956.9 SUBDIVISION (d) (2)
REQUESTED ACTION: By motion, direct the Executive Director to respond to legal claim.

RECONVENE TO OPEN SESSION AND CLOSED SESSION REPORTS

The Board reconvened to Open Session at 3:15 PM. Executive Director Deloria reported that the Board directed him to respond to legal claims.

There was no public comment.

ADJOURNMENT

The meeting was adjourned at 3:15 PM.

The next regular meeting is scheduled for 2:00 PM on December 2, 2021.

CONSENT CALENDAR

STAFF REPORT

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: OCTOBER 2021 CHECK REGISTER

REQUESTED ACTION

Receive and file the October 2021 Check Register (Attachment A).

BACKGROUND AND DISCUSSION

The attached check listing includes seven payments that merit further explanation:

- David Turch and Associates*.....\$5,417.00
 August Federal advocacy services, Work Element 410. This contract was approved at the April 2, 2020, EDCTC meeting
- AIM Consulting, Inc.*\$3,068.33
 September public outreach for the 50 Corridor Proof of Concept, Work Element 253. The contract with AIM Consulting was approved at the June 3, 2021, EDCTC meeting.
- Sacramento Area Council of Governments (SACOG)*.....\$113,601.29
 EDCTC contributes annually to SACOG for their federal planning and programming effort. This payment is for fiscal year 2021/22. Per EDCTC’s MOU with SACOG, the amount is 2% of the annual apportionment of Transportation Development Act/Local Transportation Funds. This allocation was approved at the May 6, 2021, meeting by Resolution 20/21.29.
- Extreme Towing*.....\$12,446.28
 September 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.
- Wood Rodgers*.....\$3,717.28
 September professional services for the 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan, Work Element 253. This contract was approved at the December 3, 2020, EDCTC meeting.
- Fehr & Peers*.....\$4,474.00
 September professional services for the El Dorado Hills Business Park Community Transportation Plan, Work Element 261. This contract was approved at the April 4, 2019, EDCTC meeting.
- Stantec Consulting Services Inc.*.....\$12,006.90
 September professional services for the El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan, Work Element 228. This contract was approved at the November 5, 2020, EDCTC meeting.

Approved for Agenda:

 Woodrow Deloria, Executive Director

Attachment A: October 2021 Check Register

**El Dorado County Transportation Commission
Check Register
October 2021**

Date	Name	Payment	Memo
10/01/2021	Ameritas Life Insurance Corp.	579.92	October 2021 Dental
10/01/2021	Ameritas Life Insurance Corp.	85.56	October 2021 Vision
10/01/2021	Benefit Coordinators Corporation	203.88	October 2021 Life/Disability Premiums
10/01/2021	CalPERS Health	7,974.25	October 2021 Health Premiums
10/01/2021	RTS IT, Inc.	690.00	October 2021 ITCare Silver Service Plan
10/04/2021	Airespring	636.50	October 2021 Fiber Optic Internet
10/04/2021	Carbon Copy	37.14	September 2021 Copy Machine Copies/Maint
10/04/2021	David Turch and Associates	5,417.00 *	August 2021 Federal Advocacy
10/06/2021	CalPERS Retirement System	3,065.78	October 2021 Contribution #1
10/12/2021	AIM Consulting, Inc.	3,068.33 *	September 2021 US 50 Proof of Concept Public Outreach
10/12/2021	Cardmember Service - Visa DK	115.91	September Office Expense
10/12/2021	Cardmember Service - Visa KT	254.99	ADA Website, Remote Access & Zoom Webinars September 2021
10/12/2021	Century Building Maintenance	450.00	September 2021 Building Maintenance
10/12/2021	SACOG	113,601.29 *	FY2021/22 Payment per MOU
10/18/2021	El Dorado Hills Chamber of Commerce	225.00	Membership 11/1/21-10/31/22
10/18/2021	Extreme Towing	12,446.28 *	September 2021 Freeway Service Patrol
10/18/2021	PG&E	369.44	October 2021 Utilities
10/18/2021	Wood Rodgers	3,717.28 *	September 2021 US 50 Corridor System User Analysis
10/20/2021	CalPERS Retirement System	3,065.78	October 2021 Contribution #2
10/20/2021	Umpqua Bank	72.94	September 2021 Analyzed Checking Fee
10/25/2021	AT&T	125.78	October 2021 Office Phones
10/25/2021	De Lage Landen Financial Services	203.78	November 2021 Copy Machine Lease Payment
10/25/2021	Fehr & Peers	4,474.00 *	September 2021 EDH Business Park Comm Transp Plan
10/25/2021	Mead & Hunt, Inc.	202.00	July-September 2021 ALUC Support
10/25/2021	QuickBooks Payroll Service	8.00	September 2021 Payroll Fee
10/25/2021	Stantec Consulting Services Inc.	12,006.90 *	September 2021 EDCTA ZEB Fleet Conversion Plan
10/25/2021	Steele Building Offices	4,517.00	November 2021 Office Rent
	Total	<u>177,614.73</u>	

CONSENT CALENDAR

STAFF REPORT

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DANA KEFFER, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: 2022 COMMISSION MEETING CALENDAR

REQUESTED ACTION

Consider and adopt the meeting calendar for 2022 and cancel the July 7th meeting.

BACKGROUND

El Dorado County Transportation Commission Bylaws state that the Commission meets the first Thursday of every month at 2:00 PM (or immediately following the El Dorado County Transit Authority meeting, whichever is later) in the El Dorado County Board of Supervisors' Chambers at 330 Fair Lane in Placerville or using an online meeting service in compliance to AB 361, effective October 1, 2021, in response to COVID-19.

DISCUSSION

The proposed 2022 meeting schedule is attached. Staff recommends cancelling the July 7th meeting. The Chambers have been confirmed as available for the 2022 meeting dates.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: EDCTC proposed meeting schedule for 2022 for the Commission meetings.

EL DORADO COUNTY TRANSPORTATION COMMISSION MEETING SCHEDULE FOR 2022

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

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

2022 Commissioners

REPRESENTING THE CITY OF PLACERVILLE

APPOINTMENTS WILL BE DETERMINED DURING THE
JANUARY CITY COUNCIL MEETING.

REPRESENTING EL DORADO COUNTY

John Hidahl, District 1
Lori Parlin, District 4
George Turnboo, District 2
Wendy Thomas, District 3

Alex Fong, Ex Officio, Caltrans
To be Determined, Ex Officio, Tahoe

CONSENT CALENDAR**STAFF REPORT**

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: DESIGNATE A REPRESENTATIVE FOR THE 2022 CAP-TO-CAP
ADVOCACY EFFORT

REQUESTED ACTION

Designate the Executive Director to represent El Dorado County Transportation Commission (EDCTC) at the 2022 Cap-to-Cap advocacy effort, in Washington D.C., scheduled for April 30th through May 4th, 2022.

BACKGROUND

The Sacramento Metropolitan Chamber of Commerce sponsors a trip to Washington, D.C. for business and government leaders in the greater Sacramento region to meet with key federal decision-makers, including members of Congress, federal agencies, and others. This effort bands together local leaders for meetings with federal representatives and thus provides a greater opportunity for the region as a whole to obtain federal assistance, such as budget allocations, which address critical local and regional issues. For calendar year 2022, the Cap-to-Cap trip is scheduled for April 30th through May 4th, 2022. Registration is expected to begin in early December.

The Sacramento Metropolitan Chamber of Commerce establishes an effective preparation agenda prior to the Cap-to-Cap trip. Delegates are assigned to committees that spotlight particular issues, such as transportation. Each committee holds pre-trip briefings in which project advocates, such as EDCTC, educate the delegates about key issues. Project advocates also develop informational packets that are useful both as a reference for the committee members and as background material, or "leave behinds", for meetings with federal officials. Director Deloria is serving on the Chamber's Transportation Committee and is participating in the development of the materials which will be presented.

FISCAL IMPACT

The cost to attend the Cap-to-Cap trip is expected to be approximately \$4,495 per person. The fiscal year 2021/22 Overall Work Program and Budget includes \$4,500 for one representative.

Approved for Agenda:

Woodrow Deloria, Executive Director

NOTICED PUBLIC HEARING

Time Allocation: 2:00 PM

(This item will be addressed as close to 2:00 as is possible, but not before.)

STAFF REPORT

DATE: DECEMBER 2, 2021

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER

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

REQUESTED ACTION

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

BACKGROUND

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

The El Dorado County Transit Authority (EDCTA) currently claims all TDA funds for transit purposes; therefore, the formal unmet needs process and analysis referenced in the TDA Statutes and California Code of Regulations no longer applies. This fact, though, does not preclude the need to identify potential transit needs and/or ways to improve the efficiency and effectiveness of existing transit service.

DISCUSSION

Pursuant to TDA requirements, the public hearing was noticed 30 days in advance on the EDCTC website, Facebook page, and in the Mountain Democrat. Fliers were made available online at the EDCTC and EDCTA web pages, and were placed on EDCTA buses soliciting both verbal and written comments. Comments received during the 30-day comment period will be forwarded to the SSTAC for review and consideration, and, as appropriate, to the EDCTA.

Approved for Agenda:

Woodrow Deloria, Executive Director

NOTICED PUBLIC HEARING
Time Allocation: 2:00 PM

STAFF REPORT

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER
SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

REQUESTED ACTION

- Open public hearing regarding the El Dorado County Transportation Commission (EDCTC) 2022 Regional Transportation Improvement Program (RTIP)
- Accept public comment
- Close public hearing
- Adopt Resolution 21/22.13 adopting the 2022 El Dorado County RTIP and direct the Executive Director to submit the 2022 RTIP to the California Transportation Commission (Attachment A)

BACKGROUND

The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the California Transportation Commission (CTC) of future allocations of state transportation funds for state highway improvements, intercity rail, and regional highway, bicycle, pedestrian, and transit improvements. The 2022 STIP cycle begins in Fiscal Year (FY) 2022/23 and extends through FY 2026/27. The regional agency element of the STIP is referred to as the Regional Transportation Improvement Program (RTIP). State law requires EDCTC, as the Regional Transportation Planning Agency for the western slope of El Dorado County, to adopt an RTIP every two years. The proposed RTIP should be approved by the EDCTC Board at the December 2021 meeting and submitted to the CTC by December 15, 2021. EDCTC's RTIP, upon adoption by the CTC, represents western El Dorado County's portion of the larger statewide STIP.

EDCTC 2016 RTIP Funding

The CTC adopted the 2016 STIP Fund Estimate on August 27, 2015. In 2016, EDCTC had a net advance share of \$5.24 million.

Western Placerville Interchanges

For the 2016 RTIP, EDCTC staff recommended maintaining the existing programming levels for the Western Placerville Interchanges Project. Since the funding was advanced, options to move or change the \$5.542 million funding level were not proposed.

Western Placerville Interchanges Phase 2 Programming – 2016 RTIP		
Project Segment	Funding Amount	Fund Source
Eastbound off ramp, Forni Road, and Ray Lawyer Drive Improvements (Placerville)	\$5,542,000	RTIP
Estimated contribution for Future Park-and-Ride Lot (EDCTA)	\$230,000	PTMISEA
TOTAL CONSTRUCTION	\$5,772,000	

State Route 49 Bridge Construction

In the 2016 RTIP, EDCTC requested to retain the funding for the bicycle/pedestrian elements of State Route 49 bridge project programmed in the 2014 RTIP to deliver the Caltrans State Highway Operation

and Protection Program (SHOPP) bridge retrofit and bicycle/pedestrian elements together during the 2017 construction season.

SR 49 Bridge Construction and Bicycle/Pedestrian Facilities Programming – 2016 RTIP		
Project	Funding Amount	Fund Source
SR 49 Bridge Construction – South Fork American River Bridge in Coloma Bicycle/Pedestrian Facilities	\$500,000	RTIP
SR 49 Bridge Construction – South Fork American River Bridge Construction in Coloma (Caltrans)	\$13,908,000	SHOPP
TOTAL CONSTRUCTION	\$14,408,000	

Planning, Programming and Monitoring (PPM)

Like other Regional Transportation Planning Agencies in the state, EDCTC utilizes PPM funds for work elements that support the Overall Work Program. The EDCTC 2016 RTIP strategy included the programming of Planning, Programming and Monitoring funds, as follows:

EDCTC PPM Programming – 2016 RTIP				
2016-17	2017-18	2018-19	2019-20	2020-21
\$70,000	\$70,000	\$70,000	\$70,000	\$0

EDCTC 2018 RTIP Funding

On August 16, 2017, the CTC released the 2018 Draft STIP Fund Estimate, which included an estimate of county and interregional shares. Based on the fund estimate, EDCTC's estimated STIP share was \$0 through FY 2021/22 due to being advanced \$5.179 million.

Planning, Programming, and Monitoring (PPM)

The EDCTC 2018 RTIP included the following programming of Planning, Programming and Monitoring funds during the five fiscal years of the 2018 STIP cycle:

EDCTC PPM Programming – 2018 RTIP				
2018-19	2019-20	2020-21	2021-22	2022-23
\$70,000	\$70,000	\$92,000	\$92,000	\$93,000

EDCTC 2020 RTIP Funding

On August 14, 2019, the CTC released the 2020 Draft STIP Fund Estimate, which included an estimate of county and interregional shares. Based on the fund estimate, EDCTC's estimated STIP share in FY 2024/25 at the end of the five-year 2020 STIP cycle was \$2.369 million. EDCTC chose to carry the 2020 STIP share forward to the 2022 STIP.

Planning, Programming, and Monitoring (PPM)

The EDCTC 2020 RTIP included the following programming of Planning, Programming and Monitoring funds during the five fiscal years of the 2020 STIP cycle:

EDCTC PPM Programming – 2020 RTIP				
2020-21	2021-22	2022-23	2023-24	2024-25
\$78,000	\$78,000	\$78,000	\$78,000	\$78,000

EDCTC 2022 RTIP Funding

On August 18, 2021, the CTC released the 2022 Draft 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 2022 STIP in FY 2026/27 is \$5,318,000. Additionally, EDCTC received an apportionment of \$874,084 in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) STIP funds. After a joint consultation between the City of Placerville, El Dorado County, El Dorado Transit, and EDCTC, all parties agreed to the following 2022 STIP programming:

- Carry the 2022 STIP share forward to the 2024 STIP
- Program \$874,084 of CRRSAA STIP funds to the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B

El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B

The following table provides detail on the proposed programming for the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B project:

El Dorado Hills Boulevard Interchange Improvement Project – Phase 2B Programming – 2022 RTIP		
Project Segment	Funding Amount	Fund Source
Eastbound on- and off-ramps; Latrobe Road and El Dorado Hills Boulevard Improvements	\$874,084	CRRSAA RTIP
TOTAL	\$874,084	

Planning, Programming, and Monitoring (PPM)

The EDCTC 2022 RTIP proposes to include the following programming of Planning, Programming and Monitoring funds during the five fiscal years of the 2022 STIP cycle:

EDCTC PPM Programming – 2022 RTIP				
2022-23	2023-24	2024-25	2025-26	2026-27
\$78,000	\$78,000	\$78,000	\$77,000	\$77,000

CRRSAA Planning, Programming, and Monitoring (PPM)

EDCTC received an apportionment of \$43,704 in CRRSAA PPM and proposes to program those funds in the 2022 RTIP. The EDCTC 2022 RTIP proposes to include the following programming of CRRSAA Planning, Programming and Monitoring funds during the 2022 STIP cycle:

EDCTC COVID CRRSAA PPM Programming – 2022 RTIP				
2022-23	2023-24	2024-25	2025-26	2026-27
\$43,704	\$0	\$0	\$0	\$0

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: EDCTC Resolution 21/22.13



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

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 21/22.13

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION ADOPTING THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, EDCTC desires to improve the transportation system in El Dorado County; and

WHEREAS, EDCTC has reviewed regional projects, considered comments from member jurisdictions and considered public comment and correspondence regarding transportation projects; and

WHEREAS, the proposed 2022 Regional Transportation Improvement Program is consistent with the currently approved El Dorado County Regional Transportation Plan; and

WHEREAS, State law requires the adoption of a Regional Transportation Improvement Program (RTIP) by each Regional Transportation Planning Agency every two years for consideration by the California Transportation Commission (CTC) as a component of the State Transportation Improvement Program (STIP).

NOW, THEREFORE, BE IT RESOLVED, that EDCTC hereby certifies that the following project nominations and recommendations constitute the El Dorado County 2022 RTIP and that the Executive Director is authorized to submit the RTIP to the CTC:

Planning, Programming, and Monitoring (PPM)	\$388,000
Fiscal Year 2022/23	\$78,000
Fiscal Year 2023/24	\$78,000
Fiscal Year 2024/25	\$78,000
Fiscal Year 2025/26	\$77,000
Fiscal Year 2026/27	\$77,000
CRRSAA Planning, Programming, and Monitoring (PPM)	\$43,704
Fiscal Year 2022/23	\$43,704
CRRSAA Regional Improvement Program (CRRSAA RIP)	\$874,084
El Dorado Hills Boulevard Interchange Improvement Project – Phase 2B. Improve the eastbound on-and-off-ramps and widen Latrobe Road / El Dorado Hills Boulevard.	\$874,084

PASSED AND APPROVED by the El Dorado County Transportation Commission governing body at the regular meeting held on December 2, 2021, by the following vote:

Vote pending

Attest:

Kara Taylor, Chairperson

Dana Keffer, Secretary to the Commission

BUSINESS CALENDAR**STAFF REPORT**

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: FISCAL YEAR 2020/2021 AUDIT REPORTS

REQUESTED ACTION

Receive and file the Fiscal Year 2020/2021 Audit Reports.

BACKGROUND

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

For Fiscal Year 2020/2021, these audit reports include:

- El Dorado County Transportation Commission
- El Dorado County Transportation Commission – Local Transportation Fund
- El Dorado County Transportation Commission – State Transit Assistance Fund
- El Dorado County Transit Authority (EDCTA)

The Commission has traditionally included and paid for the annual financial audit of the El Dorado County Transit Authority (EDCTA), in addition to the TDA portions of their fiscal audit. The approved EDCTC FY 2021/2022 Overall Work Program and Budget includes the expenditure for the preparation of the fiscal year 2020/2021 audits and reports for Transit and EDCTC.

DISCUSSION

On November 22, 2021, Richardson & Company, LLP presented the El Dorado County Transportation Commission's audit reports to Chair Taylor and Vice Chair Hidahl. The presented audit reports included the El Dorado County Transportation Commission, the Local Transportation Fund (LTF), the State Transit Assistance (STA) Fund and the State of Good Repair (SGR) Fund. The Auditors also presented El Dorado County Transit Authority's audit reports to EDCTA Chair Taylor and Vice Chair Parlin.

The results of the audit were a clean opinion and compliance testing was performed where Richardson & Company, LLP determined the Commission complied with the TDA.

The Management's Discussion and Analysis beginning on page 3 presents a narrative overview and analysis of EDCTC's financial statements during the fiscal year ending June 30, 2021.

In addition to the Audit Report, independent audit firms are also required to submit communications regarding the audit directly to the governing board. This communication is included as Attachment B. The audit reports are available for public review at the EDCTC office during normal business hours. The EDCTC agency financial statements are available online on the Commission's website at <https://www.edctc.org>.

Approved for Agenda:

Woodrow Deloria, Executive Director

- Attachments: A) FY 2020/2021 EDCTC Audited Financial Statements
(*provided under separate cover*)
B) FY 2020/2021 Governing Board Communication
C) FY 2020/2021 Management Letter

**EL DORADO COUNTY
TRANSPORTATION COMMISSION**

Audited Financial Statements
Supplementary Information and Compliance Report

June 30, 2021

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EL DORADO COUNTY TRANSPORTATION COMMISSION

Audited Financial Statements,
Supplementary Information and Compliance Report

June 30, 2021

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INDEPENDENT AUDITOR'S REPORT

El Dorado County Transportation Commission
Placerville, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and each major fund of the El Dorado County Transportation Commission (the Commission), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the State Controller's Minimum Audit Requirements for California Special Districts. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of governmental activities and each major fund of the Commission as of June 30, 2021 and the respective changes in financial position, and the budgetary comparison for the General

Fund for the year then ended in accordance with accounting principles generally accepted in the United States of America as well as accounting systems prescribed by the State Controller's Office and state regulations governing special districts.

Other Matters

Required Supplementary Information

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

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission's basic financial statements. The schedule of indirect and direct expenses is presented for purposes of additional analysis and is not a required part of the financial statements.

The schedule of indirect and direct expenses is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated November 16, 2021 on our consideration of the Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and the Transportation Development Act. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the effectiveness of the Commission's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission's internal control over financial reporting and compliance.

Richardson & Company, LLP

November 16, 2021

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management's Discussion and Analysis June 30, 2021

This section of the El Dorado County Transportation Commission's (EDCTC) annual financial report presents a narrative overview and analysis of EDCTC's financial performance during the fiscal year ending June 30, 2021. This discussion and analysis is intended to be used in conjunction with EDCTC's financial statements and notes to the financial statements which follow this section.

EDCTC's primary objective is to administer the regional transportation planning process and implement a programming and funding strategy to address the mobility needs of El Dorado County residents and visitors. The Overall Work Program and Budget (OWP) is the primary management tool that identifies the activities and annual schedule of work for regional transportation planning for the western slope of El Dorado County. Furthermore, the Regional Transportation Plan 2020-2040 and accompanying Environmental Impact Report serve as a guiding force for transportation improvements over the 20 year period. Additional elements of the Overall Work Program continued at anticipated work levels, including: Agency Administration and Intergovernmental Coordination; Multi-Modal Transportation Planning; Project Delivery and Programming; and Public Information and Outreach.

OVERVIEW OF THE FINANCIAL STATEMENTS

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

FINANCIAL HIGHLIGHTS OF THE GENERAL FUND

- Total Assets \$ 666,311
- Total Liabilities \$ 368,856
- Total Fund Balance \$ 297,455
- Total Revenue \$ 1,046,165
- Total Transfers In \$ 416,887
- Total Expenditures \$ 1,470,131

REQUIRED FINANCIAL STATEMENTS

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

Governmental Activities Financial Statements

The Statement of Net Position found on page 11 summarizes all governmental activities for EDCTC and the Special Revenue Funds. The Net Position Deficit is due to the long-

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management's Discussion and Analysis June 30, 2021

term pension liability. These liabilities are planned to be funded with future funding sources that have not been identified. The detail for EDCTC (General Fund) and the Special Revenue Funds is on page 13. Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes. EDCTC has four Special Revenue funds:

- 1) Surface Transportation Block Grant Program (STBGP) Exchange Funds programmed to the City of Placerville for the Clay Street/Cedar Ravine Intersection.
- 2) Local Transportation Fund (LTF) – One-quarter cent retail sales tax received monthly to be used to administer the Transportation Development Act, to provide transit services, pedestrian/bicycle facilities, and funding for streets and roads in El Dorado County.
- 3) State Transit Assistance (STA) Fund – Sales tax collected on diesel fuel received quarterly and allocated to El Dorado County Transit Authority.
- 4) State of Good Repair (SGR) Fund – A portion of the Transportation Improvement Fee included in SB1, the 2017 Road Repair and Accountability Act, allocated to transit operators for eligible transit maintenance, rehabilitation and capital projects.

The Statement of Revenues, Expenditures, and Changes in Fund Balances on page 15 reports information about EDCTC's activities.

Notes to the Financial Statements

The notes to the Financial Statements provide additional information that is essential to understand the data provided. These notes can be found on pages 18 through 34 of this report.

FINANCIAL ANALYSIS OF EDCTC

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management’s Discussion and Analysis
June 30, 2021

Balance Sheet – General Fund

The following table compares the Balance Sheet for the General Fund at June 30, 2021 and 2020:

	<u>2021</u>	<u>2020</u>	<u>Increase/ (Decrease)</u>
<u>Assets</u>			
Cash and investments	\$ 443,690	\$ 549,300	\$ (105,610)
Due from other governments	216,213	198,510	17,703
Due from other funds	-	-	-
Prepaid expenses and other assets	3,915	3,915	-
Total Current Assets	<u>\$ 663,818</u>	<u>\$ 751,725</u>	<u>\$ (87,907)</u>
<u>Noncurrent Assets</u>			
Restricted Cash	2,493	10,334	(7,841)
Total Noncurrent Assets	<u>2,493</u>	<u>10,334</u>	<u>(7,841)</u>
Total Assets	<u>\$ 666,311</u>	<u>\$ 762,059</u>	<u>\$ (95,748)</u>
<u>Liabilities</u>			
Current Liabilities	\$ 368,856	\$ 457,525	\$ (88,669)
Total Liabilities	<u>368,856</u>	<u>457,525</u>	<u>(88,669)</u>
<u>Fund Balance</u>			
Nonspendable	3,915	3,915	-
Unrestricted	293,540	300,619	(7,079)
Total Fund Balance	<u>297,455</u>	<u>304,534</u>	<u>(7,079)</u>
Total Liabilities, Deferred Inflows of Resources, and Fund Balance	<u>\$ 666,311</u>	<u>\$ 762,059</u>	<u>\$ (95,748)</u>

Current Assets – The Cash and investments decreased \$105,610 due to the use of carry over funding for professional services to complete the Regional Transportation Plan Environmental Impact Report which is required every five years. Due from other governments increased \$17,703 for fourth quarter grant reimbursements billed after the end of the fiscal year.

Noncurrent Assets – The restricted cash is a contribution from El Dorado County to match the El Dorado Hills Business Park Community Transportation Plan project. These funds will be used to match the grant funding for project expenditures.

Current Liabilities – Current liabilities for the fiscal year ending June 30, 2021 decreased \$88,669 due to a decrease in the accounts payable and accrued leave.

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management’s Discussion and Analysis
June 30, 2021

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

	<u>2021</u>	<u>2020</u>	<u>Increase/ (Decrease)</u>
<u>Revenues</u>			
State & Local Funds	\$ 1,004,369	\$ 967,118	\$ 37,251
Interest Income/Other	41,796	17,181	24,615
Total Revenues	<u>1,046,165</u>	<u>984,299</u>	<u>61,866</u>
<u>Expenditures</u>			
Salaries and Benefits	759,904	728,884	31,020
Professional Services	597,574	586,403	11,171
Administrative Expenses	112,653	119,397	(6,744)
Total Expenditures	<u>1,470,131</u>	<u>1,434,684</u>	<u>35,447</u>
(Deficiency) Excess of Revenues over Expenditures	(423,966)	(450,385)	26,419
<u>Other Financing Sources</u>			
Transfers in	416,887	436,945	(20,058)
Total Other Financing Sources	<u>416,887</u>	<u>436,945</u>	<u>(20,058)</u>
Change in Fund Balance	(7,079)	(13,440)	6,361
Fund Balance, Beginning of Year	<u>304,534</u>	<u>317,974</u>	<u>(13,440)</u>
Fund Balance, End of Year	<u>\$ 297,455</u>	<u>\$ 304,534</u>	<u>\$ (7,079)</u>

Revenues – The State and Local Funds increased \$37,251. Additional Surface Transportation Block Grant Exchange funding carry over was used for the Regional Transportation Plan Environmental Impact Report. Interest Income and Other increased \$24,615. Fiscal year 2020/2021 was a full year of reimbursement from partner agencies on the shared federal advocacy contract compared with FY 2019/2020. The contract and reimbursement started in the fourth quarter of FY 2019/2020.

Expenditures – Salaries and Benefits increased due to accrued vacation and sick leave paid to a retiree during FY 2020/2021.

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management's Discussion and Analysis
June 30, 2021

SPECIAL REVENUE FUNDS

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

Refer to the separate financial statements for management's discussion and analysis on the LTF, STA and SGR Special Revenue Funds.

OVERALL WORK PROGRAM AND BUDGET

EDCTC considered many factors when developing the FY 2020/2021 budget. Considerations included funding from federal and state grants, Rural Planning Assistance Funds (RPA), State Transportation Improvement Program, Planning, Programming, and Monitoring (PPM) Funds, and the Transportation Development Act (TDA) Local Transportation Fund (LTF) apportionment. EDCTC relies primarily on federal and state grants, local programs, RPA, PPM and LTF to fund its activities. LTF funds are derived from a portion of state sales tax dollars and are allocated to EDCTC to be utilized for planning and administrative services. RPA funds are allocated to the rural Regional Transportation Planning Agencies (RTPA) and may only be used for specific planning and administrative activities within the RTPA. PPM funds are State funds that must be used for planning, programming, and monitoring activities within two years of the allocation.

The overall work program includes work elements that are grant funded. Each year, EDCTC applies for grant funding through the State of California Department of Transportation. The FY 2020/2021 OWP included six grant funded projects:

- 1) US 50 Hot Spot Study Placerville Public Engagement - FY 2017/2018 RPA Grant
- 2) El Dorado Hills Business Park Community Transportation Plan – FY 2018/2019 FHWA State Planning & Research Part I Grant
- 3) El Dorado County Traffic Demand Model Update to Senate Bill 743 Consistency - FY 2019/2020 RPA Grant
- 4) 50 Corridor System User Analysis, Investment Strategy and Access Control Action Plan – FY 2020/2021 FHWA State Planning & Research Part I Strategic Partnerships Grant
- 5) El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan – FY 2020/2021 Road Maintenance and Rehabilitation Account Sustainable Communities Technical Grant
- 6) State Route (SR) 49 American River Confluence Study – FY 2020/2021 State Highway Account Grant

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management's Discussion and Analysis
June 30, 2021

BUDGET (FINAL, AS AMENDED) VERSUS ACTUAL

In June 2020, EDCTC adopted the FY 2020/2021 Overall Work Program and Budget (OWP) with a budget for operating expenses of \$1,466,741. EDCTC's OWP was revised during the year to reflect adjustments based on final prior fiscal year-end adjustments, additions of awarded grant funding, and revisions to the work plan. The final amendment to the FY 2020/2021 OWP was adopted in April 2021. The budget comparison and analysis is presented below:

	2020/2021 Budget Final	2020/2021 Amend. 1	2020/2021 Amend. 2	2020/2021 Amend. 3	Difference between Final and Amend. 3
Operating Revenues					
TDA	\$ 440,823	\$ 440,823	\$ 416,887	\$ 416,887	\$ (23,936)
Other State and Federal	946,387	1,365,118	1,331,932	1,264,887	318,500
Other Local Funds	88,637	50,138	71,833	61,834	(26,803)
Total Operating Revenues	<u>\$ 1,475,847</u>	<u>\$ 1,856,080</u>	<u>\$ 1,820,651</u>	<u>\$ 1,743,608</u>	<u>\$ 267,761</u>
Operating Expenses					
Salaries and Benefits	\$ 748,559	\$ 748,683	\$ 752,391	\$ 748,745	\$ 187
Professional Services	586,373	965,373	922,369	864,637	278,264
Administrative Expenses	131,809	142,023	145,892	115,222	(16,587)
Total Operating Expenses	<u>\$ 1,466,741</u>	<u>\$ 1,856,079</u>	<u>\$ 1,820,651</u>	<u>\$ 1,728,604</u>	<u>\$ 261,864</u>

The Other State and Federal revenues increased from the Final Budget to Amendment 3 due to three new grant funded projects awarded in FY 2020/2021:

- 1) 50 Corridor System User Analysis, Investment Strategy and Access Control Plan
- 2) El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan
- 3) State Route 49 American River Confluence Study

Professional Services also increased because consultants are hired to complete each of the plans or studies.

ECONOMIC CONDITIONS

For FY 2021/2022, it is expected that the majority of federal, state, and local fund sources will remain constant. Contingency Fund Reserves, comprised of carryover funding, available to supplement the work program and maintain a reserve to fund unexpected future costs and/or unanticipated revenue shortfalls, will be programmed in FY 2021/2022.

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

Management's Discussion and Analysis
June 30, 2021

EL DORADO COUNTY TRANSPORTATION COMMISSION SCORECARD TRENDING

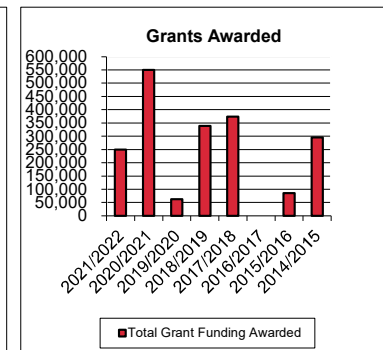
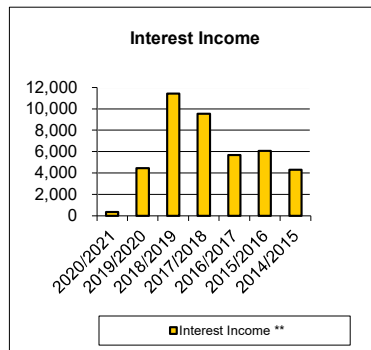
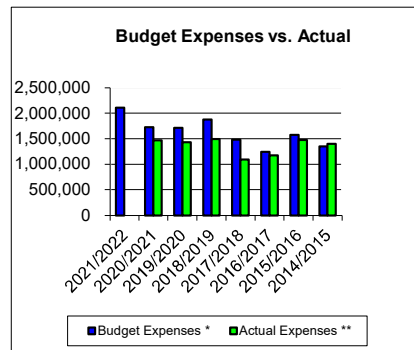
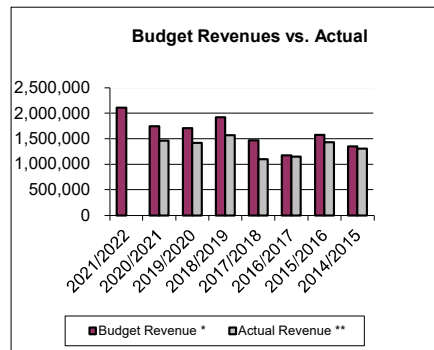
Refer to the attached scorecard trending report on page 10 which reflects the historical financial activity of the EDCTC for the actual FY 2014/2015 to budget FY 2021/2022.

REQUEST FOR INFORMATION

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

**EL DORADO COUNTY TRANSPORTATION COMMISSION
SCORECARD TRENDING**

* Per OWP	2021/2022	2020/2021	2019/2020	2018/2019	2017/2018	2016/2017	2015/2016	2014/2015
** Per Financial Statements	BUDGET	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL
<i>Does not include amounts for Contingency</i>								
Budget Revenue *	2,112,095	1,743,608	1,708,365	1,924,065	1,470,480	1,171,308	1,575,094	1,352,294
Actual Revenue **	0	1,463,052	1,421,244	1,571,979	1,099,273	1,147,143	1,431,194	1,306,975
Budget vs. Actual Revenue		(280,556)	(287,121)	(352,086)	(371,207)	(24,165)	(143,900)	(45,319)
% Revenue vs. Budget		-16.1%	-16.8%	-18.3%	-25.2%	-2.1%	-9.1%	-3.4%
Budget Expenses *	2,112,095	1,728,604	1,713,990	1,875,258	1,484,567	1,245,768	1,575,094	1,352,294
Actual Expenses **	0	1,470,131	1,434,684	1,492,829	1,091,239	1,176,099	1,473,479	1,402,415
Budget vs. Actual Expenses		(258,473)	(279,306)	(382,429)	(393,328)	(69,669)	(101,615)	50,121
% Expenses vs. Budget		-15.0%	-16.3%	-20.4%	-26.5%	-5.6%	-6.5%	3.7%
Current Year Assets **	0	666,311	762,059	829,016	746,226	690,145	896,944	1,040,893
Prior Year Assets **	0	762,059	829,016	746,226	690,145	896,944	1,040,893	1,043,376
Assets Gain/Losses	0	(95,748)	(66,957)	82,790	56,081	(206,799)	(143,949)	(2,483)
% Change in Assets	0.0%	-14.4%	-8.8%	10.0%	7.5%	-30.0%	-16.0%	-0.2%
Current Year Liabilities **	0	368,856	457,525	511,042	507,402	459,355	637,198	738,862
Prior Year Liabilities **	0	457,525	511,042	507,402	459,355	637,198	738,862	645,905
Liabilities Gain/Losses	0	(88,669)	(53,517)	3,640	48,047	(177,843)	(101,664)	92,957
% Change in Liabilities	0.0%	-24.0%	-11.7%	0.7%	9.5%	-38.7%	-16.0%	12.6%
Interest Income **	0	370	4,459	11,411	9,551	5,681	6,064	4,294
Total Investments/Interest	0	370	4,459	11,411	9,551	5,681	6,064	4,294
Grants Awarded:								
Community Based Transp Planning	0	0	0	0	0	0	0	0
SB1 - Road Maint/Rehab Acct (RMRA)	0	180,000	0	0	0	0	0	0
FHWA/FTA 5304	0	0	0	150,000	100,000	0	0	25,187
FHWA State Planning & Research	0	185,040	0	144,000	0	0	0	0
Partnership Planning	0	0	0	0	0	0	0	220,000
Sustainable Communities	0	0	0	0	0	0	85,000	0
SB1 - Sustainable Communities	0	0	0	0	230,003	0	0	0
State Highway Account (SHA)	250,000	175,000	30,000	0	0	0	0	0
Active Transportation Program	0	0	0	0	0	0	0	50,000
Rural Planning Assistance Grants	0	10,000	32,000	45,000	43,645	0	0	0
Total Grant Funding Awarded	250,000	550,040	62,000	339,000	373,648	0	85,000	295,187



EL DORADO COUNTY TRANSPORTATION COMMISSION

STATEMENT OF NET POSITION

June 30, 2021

	<u>Governmental Activities</u>
ASSETS	
Current Assets:	
Cash and investments	\$ 443,690
Due from other governments	1,861,197
Prepaid expenses and other assets	3,915
	<u>2,308,802</u>
	Total Current Assets
Noncurrent Assets:	
Restricted cash and investments	3,412,384
Net other postemployment benefits asset	25,866
Capital assets depreciable, net	8,479
	<u>3,446,729</u>
	Total Noncurrent Assets
	<u>5,755,531</u>
	TOTAL ASSETS
DEFERRED OUTFLOWS OF RESOURCES	
Pension plan	152,398
Other postemployment benefits plan	10,615
	<u>163,013</u>
	TOTAL DEFERRED OUTFLOWS OF RESOURCES
LIABILITIES	
Current Liabilities:	
Accounts payable	55,153
Accrued payroll taxes and benefits	5,888
Unearned revenues	287,594
Contract retentions payable	20,221
Allocations payable to other governments	907,248
Compensated absences, due within one year	83,262
	<u>1,359,366</u>
	Total Current Liabilities
Noncurrent Liabilities:	
Compensated absences, due in more than one year	55,508
Net pension liability	452,953
	<u>508,461</u>
	Total Noncurrent Liabilities
	<u>1,867,827</u>
	TOTAL LIABILITIES
DEFERRED INFLOWS OF RESOURCES	
Pension plan	8,961
Other postemployment benefits plan	19,700
	<u>28,661</u>
	TOTAL DEFERRED INFLOWS OF RESOURCES
NET POSITION	
Investment in capital assets	8,479
Restricted	4,147,627
Deficit	<u>(134,050)</u>
	<u>\$ 4,022,056</u>
	TOTAL NET POSITION

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

STATEMENT OF ACTIVITIES

For the Year Ended June 30, 2021

	<u>Governmental Activities</u>
PROGRAM EXPENSES	
Planning and administration	\$ 1,456,385
Transportation claimants	6,747,780
TOTAL PROGRAM EXPENSES	<u>8,204,165</u>
PROGRAM REVENUES	
Operating grants and contributions	<u>1,831,543</u>
NET PROGRAM EXPENSE	(6,372,622)
GENERAL REVENUES	
State shared revenue - sales tax	7,990,039
Interest income	10,444
Other revenues	81,663
TOTAL GENERAL REVENUES	<u>8,082,146</u>
CHANGE IN NET POSITION	1,709,524
Net position, beginning of year	<u>2,312,532</u>
NET POSITION, END OF YEAR	<u><u>\$ 4,022,056</u></u>

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

BALANCE SHEETS - GOVERNMENTAL FUNDS

June 30, 2021

	General	Major Special Revenue Funds				Total Governmental Funds
	Fund	Surface Transportation Block Grant Program Fund	Local Transportation Fund	State Transit Assistance Fund	State of Good Repair Fund	
	Planning and Administration					
ASSETS						
Current Assets:						
Cash and investments	\$ 443,690					\$ 443,690
Due from other governments	216,213		\$ 1,273,358	\$ 326,868	\$ 44,758	1,861,197
Prepaid costs and other assets	3,915					3,915
Total Current Assets	<u>663,818</u>		<u>1,273,358</u>	<u>326,868</u>	<u>44,758</u>	<u>2,308,802</u>
Noncurrent Assets:						
Restricted cash and investments	2,493	\$ 202,812	2,985,440	17	221,622	3,412,384
Total Noncurrent Assets	<u>2,493</u>	<u>202,812</u>	<u>2,985,440</u>	<u>17</u>	<u>221,622</u>	<u>3,412,384</u>
TOTAL ASSETS	<u>\$ 666,311</u>	<u>\$ 202,812</u>	<u>\$ 4,258,798</u>	<u>\$ 326,885</u>	<u>\$ 266,380</u>	<u>\$ 5,721,186</u>
LIABILITIES						
Current Liabilities:						
Accounts payable	\$ 55,153					\$ 55,153
Accrued payroll taxes and benefits	5,888					5,888
Unearned revenues	287,594					287,594
Contract retentions payable	20,221					20,221
Allocations payable to other governments			\$ 314,000	\$ 326,868	\$ 266,380	907,248
TOTAL CURRENT LIABILITIES	<u>368,856</u>		<u>314,000</u>	<u>326,868</u>	<u>266,380</u>	<u>1,276,104</u>
FUND BALANCE						
Nonspendable	3,915					3,915
Restricted for:						
Pedestrian and bikeway projects			367,825			367,825
Transportation projects		\$ 202,812	3,076,973	17		3,279,802
Contingencies			500,000			500,000
Unrestricted	293,540					293,540
TOTAL FUND BALANCE	<u>297,455</u>	<u>202,812</u>	<u>3,944,798</u>	<u>17</u>		<u>4,445,082</u>
TOTAL LIABILITIES AND FUND BALANCE	<u>\$ 666,311</u>	<u>\$ 202,812</u>	<u>\$ 4,258,798</u>	<u>\$ 326,885</u>	<u>\$ 266,380</u>	<u>\$ 5,721,186</u>

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

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

June 30, 2021

Fund balance - governmental funds, June 30, 2021	\$ 4,445,082
Amounts reported for governmental activities in the statement of net position are different from those reported in the governmental funds above because:	
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the governmental funds.	8,479
Pension and OPEB contributions subsequent to the valuation measurement date and other items will reduce the pension and OPEB liability in the future and are reported as deferred outflows of resources on the statement of net position.	
Pension plan	152,398
OPEB plan	10,615
Long-term assets are not recoverable in the current period and, therefore, are not reported in the governmental funds:	
Net other postemployment benefits asset	25,866
Certain long-term liabilities are not due and payable in the current period and, therefore, are not reported in the governmental funds:	
Compensated absences	(138,770)
Net pension liability	(452,953)
Employee pension and OPEB differences to be recognized in the future as pension and OPEB expense are reported as deferred inflows of resources on the statement of net position.	
Pension plan	(8,961)
OPEB plan	<u>(19,700)</u>
Net position - governmental activities, June 30, 2021	<u><u>\$ 4,022,056</u></u>

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

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

For the Year Ended June 30, 2021

	General Fund	Major Special Revenue Funds				Total Governmental Funds
	Planning and Administration	Surface Transportation Block Grant Program Fund	Local Transportation Fund	State Transit Assistance Fund	State of Good Repair Fund	
REVENUES:						
Sales taxes			\$ 6,456,517	\$ 1,268,017	\$ 265,505	\$ 7,990,039
State subvention allocation	\$ 363,772					363,772
State transportation improvement program	94,000					94,000
Freeway Service Patrol Income	177,158					177,158
Surface Transportation Block Grant Allocation	135,599					135,599
Other intergovernmental revenues	193,603					193,603
Rural Counties Task Force dues	40,237					40,237
Interest income	370		8,920	279	875	10,444
Other	41,426					41,426
Surface Transportation Block Grant Program		\$ 867,411				867,411
TOTAL REVENUES	1,046,165	867,411	6,465,437	1,268,296	266,380	9,913,689
EXPENDITURES:						
Salaries and benefits	759,904					759,904
Professional services	458,139					458,139
Rents, leases and building maintenance	67,365					67,365
Freeway Service Patrol	139,435					139,435
Office and other operating	19,087					19,087
Memberships and publication	7,553					7,553
Local mileage and travel	240					240
Communications	8,095					8,095
Insurance	7,473					7,473
Transportation services			4,257,454	1,268,279	266,380	5,792,113
Road maintenance		867,411				867,411
Pedestrian and bicycle projects			80,000			80,000
Planning and administration			8,256			8,256
Capital outlay	2,840					2,840
TOTAL EXPENDITURES	1,470,131	867,411	4,345,710	1,268,279	266,380	8,217,911
(DEFICIENCY) EXCESS OF REVENUES OVER EXPENDITURES	(423,966)		2,119,727	17		1,695,778
OTHER FINANCING SOURCES (USES)						
Transfers in	416,887					416,887
Transfers out			(416,887)			(416,887)
TOTAL OTHER FINANCING SOURCES (USES)	416,887		(416,887)			
NET CHANGE IN FUND BALANCE	(7,079)		1,702,840	17		1,695,778
Fund balance, beginning of year	304,534	202,812	2,241,958			2,749,304
FUND BALANCE, END OF YEAR	\$ 297,455	\$ 202,812	\$ 3,944,798	\$ 17	\$ -	\$ 4,445,082

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

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

For the Year Ended June 30, 2021

Net change in fund balance - governmental funds	\$1,695,778
Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlay as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense.	
Capital outlay expenses	2,840
Depreciation expense	(7,481)
Changes in certain expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.	
Change in compensated absences liability	17,485
Change in termination benefits liability	51,127
Change in net pension liability and related deferred inflows and outflows	(46,288)
Change in net other postemployment benefits asset and related deferred inflows and outflows	<u>(3,937)</u>
Change in net position - governmental activities	<u>\$1,709,524</u>

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

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

For the Year Ended June 30, 2021

	Budgeted Amounts		Actual Amounts	Variance
	Original	Final		With Final Budget
REVENUES:				
State subvention allocation	\$ 391,000	\$ 373,373	\$ 363,772	\$ (9,601)
State transportation improvement program	118,000	94,000	94,000	
Freeway Service Patrol Income	188,855	185,231	177,158	(8,073)
Surface Transportation Block Grant Allocation	179,432	133,829	135,599	1,770
Other intergovernmental revenues	116,737	499,919	193,603	(306,316)
Rural Counties Task Force dues	38,500	37,869	40,237	2,368
Interest income			370	370
Other	2,500	2,500	41,426	38,926
TOTAL REVENUES	<u>1,035,024</u>	<u>1,326,721</u>	<u>1,046,165</u>	<u>(280,556)</u>
EXPENDITURES:				
Salaries and benefits	748,559	748,745	759,904	(11,159)
Professional services	439,373	717,637	458,139	259,498
Freeway Service Patrol	147,000	147,000	139,435	7,565
Leases and building maintenance	67,579	67,687	67,365	322
Office and other operating	19,335	19,745	19,087	658
Memberships and publication	9,420	7,605	7,553	52
Local mileage and travel (staff and Commissioners)	16,750	1,150	240	910
Staff development	7,400	1,800		1,800
Communications	5,325	9,035	8,095	940
Insurance	6,000	8,200	7,473	727
Capital outlay			2,840	(2,840)
TOTAL EXPENDITURES	<u>1,466,741</u>	<u>1,728,604</u>	<u>1,470,131</u>	<u>258,473</u>
(DEFICIENCY) EXCESS OF REVENUES OVER EXPENDITURES	(431,717)	(401,883)	(423,966)	(22,083)
OTHER FINANCING SOURCES				
Transfers in	440,823	416,887	416,887	
TOTAL OTHER FINANCING SOURCES	<u>440,823</u>	<u>416,887</u>	<u>416,887</u>	
NET CHANGE IN FUND BALANCE	9,106	15,004	(7,079)	(22,083)
Fund balance, beginning of year	304,534	304,534	304,534	
FUND BALANCE, END OF YEAR	<u>\$ 313,640</u>	<u>\$ 319,538</u>	<u>\$ 297,455</u>	<u>\$ (22,083)</u>

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS

June 30, 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

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

The Commission has one blended component unit, the ALUC. The ALUC provides technical and advisory support on airport land use planning issues for the existing local County of El Dorado airport facilities. The ALUC is reported on a blended basis due to the governing body of the Commission serving as the governing body of the ALUC and the Commission being able to impose its will on the ALUC. The ALUC had no significant activity during the year ended June 30, 2021.

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

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

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

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

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

The Commission reports the following major governmental funds:

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

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

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

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

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

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

Capital Assets: Capital assets for governmental fund types of the Commission are not capitalized in the funds used to acquire or construct them. Capital acquisitions are reflected as expenditures in the governmental fund, and the related assets are reported in the government-wide financial statements at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the acquisition value, which is the price that would be paid to acquire an asset with equivalent service potential in an orderly market transaction at the acquisition date. Capital assets are defined as assets with an initial cost of \$1,000 or more and an estimated useful life in excess of one year. Provision is made for depreciation by the straight-line method over the estimated useful lives of these individual assets, which range from three to ten years for office furniture and equipment and fifteen years for leasehold improvements. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Unearned Revenues: Unearned revenues arise when resources are received before the Commission has legal claim to them (i.e., when grant monies are received prior to the incurrence of qualifying expenses). Unearned revenues at June 30, 2021 in the General Fund mainly consisted of State Transportation Improvement Program (STIP) revenue and Surface Transportation Block Grant Program revenue received prior to the incurrence of qualifying expenses.

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

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

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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

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

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

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

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

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

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

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

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

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

Deferred Outflows and Inflows of Resources: In addition to liabilities, the statement of net position reports separate sections for deferred outflows and deferred inflows of resources. *Deferred outflows of resources* represent a consumption of net position by the government that is applicable to a future reporting period. *Deferred inflows of resources* represent an acquisition of net position that is applicable to a future reporting period. These amounts will not be recognized as an outflow of resources (expense)

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

or an inflow of resources (revenue) until the earning process is complete. Deferred outflows and inflows of resources represent amounts deferred related to the Commission's pension and OPEB plan as described in Notes E and F.

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

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

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

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

New Pronouncements: In June 2017, the GASB issued Statement No. 87, *Leases*. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. A lease is defined as a contract that conveys control of the right to use another entity's nonfinancial asset as specified in the contract for a period of time in an exchange or exchange-like transaction. Examples of nonfinancial assets include buildings, land, vehicles, and equipment. Any contract that meets this definition should be accounted for under the lease guidance, unless specifically excluded in this Statement. The requirements of this Statement are effective for reporting periods beginning after June 15, 2021.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE A – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

In January 2020, the GASB issued Statement No. 92, *Omnibus 2020*. This Statement addresses a number of practice issues identified during the implementation of certain GASB Statements, including 1) the effective date of Statement No. 87, *Leases*, and Implementation Guide No. 2019-03, *Leases*, for interim financial statements; 2) reporting of intra-entity transfers between a primary government employer and a component unit defined benefit pension plan or defined benefit OPEB plan; 3) the applicability of Statements No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68*, and *Amendments to Certain Provisions of GASB Statements 67 and 68*, as amended, and No. 74, *Financial Reporting for Post-employment Benefit Plans Other Than Pension Plans*, as amended, to reporting assets accumulated for postemployment benefits; 4) the applicability of certain requirements of Statement No. 84, *Fiduciary Activities*, to postemployment benefit arrangements; 5) measurement of liabilities (and assets, if any) related to asset retirement obligations (AROs) in a government acquisition; 6) reporting by public entity risk pools for amounts that are recoverable from reinsurers or excess insurers; 7) reference to nonrecurring fair value measurements of assets or liabilities in authoritative literature; and 8) terminology used to refer to derivative instruments. This Statement is applicable for items 1) and 7) above upon its issuance and is effective for the other items above for reporting periods beginning after June 15, 2020.

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

NOTE B – CASH AND INVESTMENTS

At June 30, 2021, the Commission’s pooled cash and investments are classified in the accompanying financial statements as follows:

Governmental Activities	
Cash and investments	\$ 443,690
Restricted cash and investments	3,412,384
	<hr/>
Total cash and investments	\$ 3,856,074
	<hr/> <hr/>

The Commission’s cash and investments as of June 30, 2021 are as follows:

Petty cash	\$ 200
Bank deposits	648,795
County cash and investments pool	3,207,079
	<hr/>
Total cash and investments	\$ 3,856,074
	<hr/> <hr/>

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE B – CASH AND INVESTMENTS (Continued)

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

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

Interest Rate Risk: Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. As of June 30, 2021, the weighted average maturity of the investment in the County's cash and investments pool was approximately 699 days.

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

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

At June 30, 2021, the carrying amount of the Commission's deposits was \$648,795 and the balance in financial institutions was \$648,796. Of the balance in financial institutions, \$250,000 was covered by federal depository insurance and \$398,796 was covered by the pledging financial institution with assets held in a common pool for the Commission and other governmental agencies, but not in the name of the Commission.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE C – CAPITAL ASSETS

Capital asset activity consisted of the following for the year ended June 30, 2021:

	Balance July 1, 2020	Additions	Retirements	Balance June 30, 2021
Capital assets, being depreciated:				
Leasehold improvements	\$ 46,815			\$ 46,815
Office furniture and equipment	70,282	\$ 2,840	\$ (9,923)	63,199
Total capital assets, being depreciated	<u>117,097</u>	<u>2,840</u>	<u>(9,923)</u>	<u>110,014</u>
Accumulated depreciation:				
Leasehold improvements	(40,311)	(3,121)		(43,432)
Office furniture and equipment	(63,666)	(4,360)	9,923	(58,103)
Total accumulated depreciation	<u>(103,977)</u>	<u>(7,481)</u>	<u>9,923</u>	<u>(101,535)</u>
Capital assets, net	<u>\$ 13,120</u>	<u>\$ (4,641)</u>	<u>\$ -</u>	<u>\$ 8,479</u>

Depreciation expense was \$7,481 during the year ended June 30, 2021, and was allocated entirely to planning and administration.

NOTE D – LONG-TERM LIABILITIES

Long-term liability activity consisted of the following for the year ended June 30, 2021:

	Balance July 1, 2020	Additions	Retirements	Balance June 30, 2021	Current Portion
Compensated absences	\$ 156,255	\$ 93,315	\$ (110,800)	\$ 138,770	\$ 83,262
Termination benefits	51,127		(51,127)	-	
Net pension liability	407,671	45,282		452,953	
	<u>\$ 615,053</u>	<u>\$ 138,597</u>	<u>\$ (161,927)</u>	<u>\$ 591,723</u>	<u>\$ 83,262</u>

The termination benefits liability was written off during the year ended June 30, 2021 as it was determined it does not meet the criteria for accruing.

NOTE E – PENSION PLAN

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

- Miscellaneous Rate Plan
- PEPRA Miscellaneous Rate Plan (inactive)

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE E – PENSION PLAN (Continued)

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

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

The Plan’s provisions and benefits in effect at June 30, 2021, are summarized as follows:

	PEPRA	
	Miscellaneous	Miscellaneous
	Prior to	On or after
Hire date	January 1, 2013	January 1, 2013
Benefit formula (at full retirement)	2.0% @ 55	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	1.43% to 2.42%	1.0% to 2.5%
Required employee contribution rate	7.00%	6.75%
Required employer contribution rate	11.031%	7.732%

In addition to the contribution rates above, the Commission was also required to make a payment of \$35,175 toward its unfunded actuarial liability during the year ended June 30, 2021. The Commission has one employee in the PEPRAs Miscellaneous Rate Plan at June 30, 2021.

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

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

The contributions for the Plan were \$89,267 for the year ended June 30, 2021.

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources: As of June 30, 2021, the Commission reported a net pension liability for its proportionate share of the net pension liability of \$452,953.

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE E – PENSION PLAN (Continued)

The Commission’s net pension liability is measured as the proportionate share of the net pension liability. The net pension liability as of June 30, 2021 is measured as of June 30, 2020, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. The Commission’s proportion of the net pension liability was based on a projection of the Commission’s long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

The Commission’s proportionate share of the net pension liability for the Plan as of June 30, 2021 and 2020 was as follows:

	<u>Miscellaneous</u>
Proportion - June 30, 2021	0.01074%
Proportion - June 30, 2020	0.01018%
Change - Increase (Decrease)	0.00056%

For the year ended June 30, 2021, the Commission recognized pension expense of \$135,555 for the Plan. At June 30, 2021, the Commission reported deferred outflows of resources and deferred inflows of resources related to the Plan from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$ 89,267	
Differences between actual and expected experience	23,342	
Changes in assumptions		\$ (3,231)
Differences between the employer's contribution and the employer's proportionate share of contributions		(5,730)
Change in employer's proportion	26,333	
Net differences between projected and actual earnings on plan investments	<u>13,456</u>	
Total	<u>\$ 152,398</u>	<u>\$ (8,961)</u>

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

<u>Year Ended June 30</u>	
2022	\$ 16,194
2023	18,788
2024	12,734
2025	<u>6,454</u>
	<u>\$ 54,170</u>

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE E – PENSION PLAN (Continued)

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

Valuation Date	June 30, 2019
Measurement Date	June 30, 2020
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate (1)	7.15%
Inflation	2.50%
Projected Salary Increase	Varies by age and service
Mortality	Derived using CalPERS Membership Data for all Funds

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

The underlying mortality assumptions were developed based on CalPERS-specific data. The table includes 15 years of mortality improvements using Society of Actuaries Scale 90% of scale MP 2016. More details can be found in the December 2017 experience study report (based on CalPERS demographic data from 1997 to 2015) that can be found on the CalPERS website.

Discount Rate: The discount rate used to measure the total pension liability was 7.15% for the Plan. To determine whether the municipal bond rate should be used in the calculation of a discount rate for the plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long-term expected discount rate is applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE E – PENSION PLAN (Continued)

Asset Class	New Strategic Allocation	Real Return Years 1 - 10(a)	Real Return Years 11+(b)
Global Equity	50.0%	4.80%	5.98%
Fixed Income	28.0%	1.00%	2.62%
Inflation Assets	0.0%	0.77%	1.81%
Private Equity	8.0%	6.30%	7.23%
Real Assets	13.0%	3.75%	4.93%
Liquidity	1.0%	0.00%	-0.92%
Total	<u>100.0%</u>		

(a) An expected inflation of 2.0% used for this period.

(b) An expected inflation of 2.92% used for this period.

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

	<u>Miscellaneous</u>
1% Decrease	6.15%
Net Pension Liability	\$ 774,230
Current Discount Rate	7.15%
Net Pension Liability	\$ 452,953
1% Increase	8.15%
Net Pension Liability	\$ 187,491

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

NOTE F – OTHER POSTEMPLOYMENT BENEFITS (OPEB)

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

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

Benefits Provided: The Commission provides a retiree medical contribution for employees who retire within 120 days of separation from the Commission under CalPERS at 55 years of age and after 5 years of service. The Commission’s contribution is capped at the CalPERS Minimum Employer Contribution, which was \$1,746 for fiscal year 2021. Retirees may enroll in Commission sponsored medical plans and may cover dependents. The benefit continues to surviving spouses and dependents. No other benefits are offered.

Employees Covered by Benefit Terms: At June 30, 2021, the benefit terms covered the following employees:

Inactive employees or beneficiaries currently receiving benefit payments:	1
Inactive employees entitled to but not yet receiving benefit payment:	2
Active employees	<u>5</u>
Total	<u><u>8</u></u>

Contributions: The Commission’s contributions to the plan are actuarially determined. For the year ended June 30, 2021, the Commission’s expected contribution rate was 2.34% of covered-employee payroll. Employees pay the difference between the benefit they receive and the monthly premium. During the year ended June 30, 2021, contributions to the Plan were \$3,377, including the implied subsidy.

Net OPEB Liability: The Commission’s net OPEB liability was measured as of June 30, 2021, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2021.

Actuarial Assumptions: The total OPEB liability at June 30, 2021 was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.50%
Salary increases	2.75% per year
Investment rate of return	5.85%
Discount rate	7.84%
Pre-retirement turnover	Derived using CalPERS membership data 6.5% for Pre-Medicare and 5.5% for Medicare in the first year, both trending down to 4.04% over 56 years
Healthcare trend rate	Derived using CalPERS membership data
Mortality rate	Derived using CalPERS membership data

Pre-retirement and post-retirement mortality rates include 20 years of projected on-going mortality improvement using scale BB published by the Society of Actuaries. The healthcare trend rates above are a change in assumptions from 6.5% trending down to 3.84% used at the June 30, 2020 measurement date. The discount rate was also changed from 7.82% to 7.84%.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

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

combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of the arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-term Expected Rate of Return
Global equity	59.0%	6.80%
Fixed income	25.0%	3.10%
Treasury inflation protection securities	5.0%	2.25%
Commodities	3.0%	3.50%
Real estate investment trusts	8.0%	5.50%
Total	<u>100.0%</u>	

Discount Rate: The discount rate used to measure the total OPEB liability was 7.84% at June 30, 2021. This is a change from the 7.82% rate used at June 30, 2020. This rate is the expected long-term rate of return on Commission assets using investment strategy 1 within the CERBT. The projection of cash flows used to determine the discount rate assumed that the Commission’s contribution will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan’s fiduciary net position was projected to cover all future OPEB payments. Therefore, the discount rate was set equal to the long-term expected rate of return.

	Changes in the Net OPEB Liability/(Asset)		
	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability/(Asset)
Balance at June 30, 2019	\$ 87,859	\$ 108,443	\$ (20,584)
Changes for the year:			
Service cost	10,675		10,675
Interest	7,574		7,574
Net investment income		29,788	(29,788)
Differences between expected and actual experience	2,414		2,414
Changes in assumptions	7,176		7,176
Contributions			
Employer - Commission's contribution		1,136	(1,136)
Employer - implicit subsidy		2,241	(2,241)
Benefit payments, including refunds of employee contributions	(1,136)	(1,136)	-
Implicit rate subsidy credit	(2,241)	(2,241)	-
Administrative expenses		(44)	44
Net changes	<u>24,462</u>	<u>29,744</u>	<u>(5,282)</u>
Balance at June 30, 2020	<u>\$ 112,321</u>	<u>\$ 138,187</u>	<u>\$ (25,866)</u>

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

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

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

	<u>1% Decrease</u>	<u>Discount Rate</u>	<u>1% Increase</u>
	6.84%	7.84%	8.84%
Net OPEB liability (asset)	\$ (11,947)	\$ (25,866)	\$ (37,811)

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

	<u>1% Decrease</u>	<u>Trend Rates</u>	<u>1% Increase</u>
	5.50%	6.50%	7.50%
	decreasing to	decreasing to	decreasing to
	<u>3.04%</u>	<u>4.04%</u>	<u>5.04%</u>
Net OPEB liability (asset)	\$ (41,929)	\$ (25,866)	\$ (6,737)

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

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources: For the year ended June 30, 2021, the Commission recognized OPEB expense of \$7,314. At June 30, 2021, the Commission reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between actual and expected experience	\$ 4,744	\$ (516)
Changes in assumptions	5,871	(3,284)
Net differences between projected and actual earnings on plan investments		<u>(15,900)</u>
Total	<u>\$ 10,615</u>	<u>\$ (19,700)</u>

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

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

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

Fiscal year ending June 30,	
2022	\$ (2,518)
2023	(2,518)
2024	(1,768)
2025	(2,652)
2026	656
Thereafter	<u>(285)</u>
	<u>\$ (9,085)</u>

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

The recognition period differs depending on the source of the gain or loss. The net difference between projected and actual earnings on OPEB plan investments is recognized over 5 years. All other amounts are recognized over the expected average remaining service lifetime (EARSLS), which was 5.5 years at June 30, 2021.

NOTE G – INTERFUND TRANSFERS

Interfund transfers are used to move revenues from a fund that is required by statute to receive them to a fund that statute or budget requires to expend them. During the fiscal year, the Local Transportation Fund transferred \$416,887 to the Planning Administration Fund as part of the annual allocation of local transportation funds to support transportation planning and Transportation Development Act administration.

NOTE H – COMMITMENTS

Lease Commitments: The Commission leases its administrative facility and equipment under noncancellable operating leases. The Commission exercised a five-year option to renew its administrative facility lease at a 2% increase in rent effective July 1, 2018. The Commission has another five-year option to renew at a 2% increase upon expiration on June 30, 2023. The copier lease expired in February 2020, and was renewed for five years. Rent expense was \$56,649 for the year ended June 30, 2021. As of June 30, 2021, future minimum lease payments under the noncancellable operating leases were as follows:

EL DORADO COUNTY TRANSPORTATION COMMISSION

NOTES TO THE FINANCIAL STATEMENTS (Continued)

June 30, 2021

NOTE H – COMMITMENTS (Continued)

Fiscal year ending June 30,	
2022	\$ 56,649
2023	56,649
2024	2,445
2025	1,630
	<hr/>
	\$ 117,373
	<hr/>

Termination Benefit Arrangement: The Commission’s Executive Director has an employment agreement which includes a provision for severance pay in the event of termination. In the event of termination by the Commission, the Executive Director is entitled to severance pay equal to four month’s salary from the effective date of the termination. The contingent liability at June 30, 2021 is \$53,685.

NOTE I – CONTINGENCIES

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

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

COVID-19: On March 11, 2020, the World Health Organization declared the outbreak of a coronavirus (COVID-19) pandemic. The COVID-19 outbreak is disrupting supply chains and affecting production and sales across a range of industries. The extent of the impact of COVID-19 on the Commission’s operational and financial performance will depend on certain developments, including the duration and spread of the outbreak, and the impact on citizens, employees and vendors, all of which are uncertain and cannot be predicted. At this point, some effects include a reduction or loss of certain funding, facilities running on limited services or being completely closed, reduction in the number or workers, and on-going cleaning and safety measures costs increasing.

NOTE J – RISK FINANCING

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

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REQUIRED SUPPLEMENTARY INFORMATION

EL DORADO COUNTY TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2021

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

	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Proportion of the net pension liability	0.01074%	0.01018%	0.00972%	0.00976%	0.00925%	0.00912%	0.01026%
Proportionate share of the net pension liability	\$ 452,953	\$ 407,671	\$ 366,155	\$ 384,784	\$ 321,218	\$ 250,082	\$ 253,597
Covered payroll - measurement period	\$ 498,274	\$ 496,150	\$ 457,543	\$ 511,113	\$ 559,191	\$ 515,549	\$ 502,039
Proportionate share of the net pension liability as a percentage of covered payroll	90.90%	82.17%	80.03%	75.28%	57.44%	48.51%	50.51%
Plan fiduciary net position as a percentage of the total pension liability	81.24%	81.48%	81.58%	78.49%	78.11%	78.40%	79.82%

Notes to Schedule:

Reporting valuation date June 30, 2019 June 30, 2018 June 30, 2017 June 30, 2016 June 30, 2015 June 30, 2014 June 30, 2013
Reporting measurement date June 30, 2020 June 30, 2019 June 30, 2018 June 30, 2017 June 30, 2016 June 30, 2015 June 30, 2014
Change in Benefit Terms: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014 as they have minimal cost impact.

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

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

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

	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Contractually required contribution (actuarially determined)	\$ 89,267	\$ 81,444	\$ 72,053	\$ 61,314	\$ 62,891	\$ 63,092	\$ 68,475
Contributions in relation to the actuarially determined contributions	(89,267)	(81,444)	(72,053)	(61,314)	(62,891)	(63,092)	(68,475)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll - fiscal year	\$ 504,064	\$ 498,274	\$ 496,150	\$ 457,543	\$ 511,113	\$ 559,191	\$ 515,549
Contributions as a percentage of covered - employee payroll	17.71%	16.35%	14.52%	13.40%	12.30%	11.28%	13.28%

Notes to Schedule:

Contribution valuation date June 30, 2018 June 30, 2017 June 30, 2016 June 30, 2015 June 30, 2014 June 30, 2013 June 30, 2012

Methods and assumptions used to determine contribution rates:

Actuarial method	Entry age normal						
Amortization method	Level percentage of payroll, closed						
Remaining amortization period	Varies by rate plan, not more than 30 years						
Asset valuation method	Market Value						
Inflation	2.500%	2.625%	2.75%	2.75%	2.75%	2.75%	2.75%
Payroll growth	2.750%	2.875%	3.00%	3.00%	3.00%	3.00%	3.00%
Salary increases	Varies by entry age and service						
Investment rate of return and discount rate	7.00%	7.25%	7.375%	7.50%	7.50%	7.50%	7.50% ⁽¹⁾
Retirement age	50-67 years. Probabilities of retirement are based on the most recent CalPERS Experience Study.						
Mortality	Most recent CalPERS Experience Study						

⁽¹⁾ Net of administrative expenses, includes inflation.

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2021

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

	2021	2020	2019	2018
Total OPEB liability				
Service cost	\$ 10,675	\$ 10,671	\$ 9,098	\$ 8,833
Interest	7,574	6,458	5,384	3,482
Differences between expected and actual experience	2,414	(698)	4,539	
Changes in assumptions	7,176	(2,471)	(2,388)	
Benefit payments	(1,136)			(537)
Implied subsidy credit	(2,241)	(1,026)	(2,821)	(1,354)
Net change in total OPEB liability (asset)	24,462	12,934	13,812	10,424
Total OPEB liability - beginning	87,859	74,925	61,113	50,689
Total OPEB liability - ending (a)	<u>\$ 112,321</u>	<u>\$ 87,859</u>	<u>\$ 74,925</u>	<u>\$ 61,113</u>
Plan fiduciary net position				
Net investment income	\$ 29,788	\$ 3,707	\$ 10,860	\$ 6,167
Contributions				
Employer - Commission's contribution	1,136			
Employer - implicit subsidy	2,241	1,026		
Benefit payments	(1,136)			(537)
Implicit rate subsidy credit	(2,241)	(1,026)		
Administrative expense	(44)	(52)	(49)	(39)
Other			14,330	
Net change in plan fiduciary net position	29,744	3,655	25,141	5,591
Plan fiduciary net position - beginning of year	108,443	104,788	79,647	74,056
Plan fiduciary net position - end of year (b)	<u>\$ 138,187</u>	<u>\$ 108,443</u>	<u>\$ 104,788</u>	<u>\$ 79,647</u>
Net OPEB liability (asset) - end of year = (a)-(b)	<u>\$ (25,866)</u>	<u>\$ (20,584)</u>	<u>\$ (29,863)</u>	<u>\$ (18,534)</u>
Plan fiduciary net position as a percentage of the total OPEB liability	<u>123.03%</u>	<u>123.43%</u>	<u>139.86%</u>	<u>130.33%</u>
Covered employee payroll - measurement period	<u>\$ 487,238</u>	<u>\$ 509,794</u>	<u>\$ 496,150</u>	<u>\$ 511,113</u>
Net OPEB asset as percentage of covered payroll	<u>-5.31%</u>	<u>-4.04%</u>	<u>-6.02%</u>	<u>-3.63%</u>
Notes to Schedule:				
Valuation date	June 30, 2021	June 30, 2019	June 30, 2019	July 1, 2017
Measurement period - fiscal year ended	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2017
Changes in assumptions: Discount rate changes.	7.84%	7.82%	7.59%	7.00%

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

EL DORADO COUNTY TRANSPORTATION COMMISSION

REQUIRED SUPPLEMENTARY INFORMATION

For the Year Ended June 30, 2021

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

	2021	2020	2019	2018
Actuarially determined contribution - employer fiscal year	\$ 11,510	\$ 1,026	\$ 2,821	\$ 1,354
Contributions in relation to the actuarially determined contributions	<u>(3,377)</u>	<u>(1,026)</u>	<u>(2,821)</u>	<u>(1,354)</u>
Contribution deficiency (excess)	<u>\$ 8,133</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 487,238	\$ 509,794	\$ 496,150	\$ 511,113
Contributions as a percentage of covered payroll	0.69%	0.20%	0.57%	0.26%

Notes to Schedule:

Valuation date	June 30, 2021	June 30, 2019	June 30, 2019	June 30, 2017
Measurement date	June 30, 2021	June 30, 2020	June 30, 2019	July 1, 2017

Methods and assumptions used to determine contribution rates:

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

SCHEDULE OF INVESTMENT RETURNS (UNAUDITED)

	2021	2021	2019	2018
Annual money-weighted rate of return, net of investment expenses	27.47%	3.60%	11.56%	7.00%

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

SUPPLEMENTARY INFORMATION

EL DORADO COUNTY TRANSPORTATION COMMISSION

SCHEDULE OF INDIRECT AND DIRECT EXPENSES - ACCRUAL BASIS

For the Year Ended June 30, 2021

	Direct Expenses	Indirect Expenses	Total Expenses
Salaries and benefits:			
Salaries and wages	\$ 317,265	\$ 111,622	\$ 428,887
Fringe benefits	184,622	81,720	266,342
Pension expense adjustment	46,288		46,288
Total salaries and benefits	<u>548,175</u>	<u>193,342</u>	<u>741,517</u>
Professional services:			
Planning	333,286		333,286
Sacramento Area Council of Governments	86,887		86,887
Freeway Service Patrol	139,435		139,435
Legal	2,604	1,312	3,916
Accounting		2,050	2,050
Independent auditor	15,900	15,600	31,500
Other	500		500
Total professional services	<u>578,612</u>	<u>18,962</u>	<u>597,574</u>
Rents, leases and building maintenance:			
Buildings		64,920	64,920
Equipment		2,445	2,445
Total rents and leases		<u>67,365</u>	<u>67,365</u>
Office and other operating:			
Office expenses - general	722	4,883	5,605
Maintenance - equipment		13,116	13,116
Postage		366	366
Total office and other operating	<u>722</u>	<u>18,365</u>	<u>19,087</u>
Memberships and publications:			
Memberships and dues	6,204	576	6,780
Publications and legal notices	482	291	773
Total memberships and publications	<u>6,686</u>	<u>867</u>	<u>7,553</u>
Other operating:			
Local mileage and travel	240		240
Depreciation and amortization		7,481	7,481
Staff development			
Communications		8,095	8,095
Insurance		7,473	7,473
Total other operating	<u>240</u>	<u>23,049</u>	<u>23,289</u>
TOTAL OPERATING EXPENSES	<u>\$ 1,134,435</u>	<u>\$ 321,950</u>	<u>\$ 1,456,385</u>

COMPLIANCE REPORTS

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

El Dorado County Transportation Commission
Placerville, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the El Dorado County Transportation Commission (the Commission) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements, and have issued our report thereon dated November 16, 2021.

Internal Control Over Financial Reporting

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

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

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

Compliance and Other Matters

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

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

Purpose of this Report

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

Richardson & Company, LLP

November 16, 2021



550 Howe Avenue, Suite 210
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GOVERNANCE LETTER

To the Commissioners
El Dorado County Transportation Commission
Placerville, California

We have audited the financial statements of governmental activities and major funds of the El Dorado County Transportation Commission (the Commission) for the year ended June 30, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards* as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our engagement letter. Professional standards also require that we communicate to you the following information related to our audit.

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

As stated in our engagement letter dated August 19, 2019, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

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

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

Planned Scope and Timing of the Audit

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

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

To the Commissioners
El Dorado County Transportation Commission

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Commission are described in Note A to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during 2021. We noted no transactions entered into by the Commission during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

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

The financial statement disclosures are neutral, consistent and clear.

Difficulties Encountered in Performing the Audit

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

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Adjustments were proposed to remove termination liability no longer meeting the criteria to accrue and to reclassify long-term portion of compensated absences for reporting purposes. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 16, 2021.

Management Consultations With Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Commission's financial statements or a determination of the

To the Commissioners
El Dorado County Transportation Commission

type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

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

Other Matters

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

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

Restriction on Use

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

Richardson & Company, LLP

November 16, 2021



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MANAGEMENT LETTER

To the Commissioners and Management
El Dorado County Transportation Commission
Placerville, California

In planning and performing our audit of the financial statements of the governmental activities and each major fund of the El Dorado County Transportation Commission (the Commission) as of and for the year ended June 30, 2021, in accordance with auditing standards generally accepted in the United States of America, we considered the Commission's internal control over financial reporting (internal control) as a basis for designing our audit procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Commission's internal control. Accordingly, we do not express an opinion on the effectiveness of the Commission's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Commission's financial statements will not be prevented, or detected and corrected on a timely basis.

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

We noted no matters involving internal control and its operation for your consideration.

This communication is intended solely for the information and use of management, the Board of Directors and others within the organization, and is not intended to be, and should not be, used by anyone other than these specified parties.

Richardson & Company, LLP

November 16, 2021

INFORMATION ITEM**STAFF REPORT**

DATE: DECEMBER 3, 2021

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR

SUBJECT: FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA CORRECTIVE ACTION
CMAQ and STBG PROGRAMS ADMINISTRATION AND OVERSIGHT

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

On April 16th, 2021, the Federal Highway Administration (FHWA) provided Caltrans Director Omishakin with the California 2021 Federal State Transportation Improvement Program (FSTIP) Approval. Included with this approval was the annual 2021 FSTIP Final Report, dated April 15, 2021, Attachment A of this staff report. This report summarizes the review performed by FHWA which verifies, at a minimum, that California develops their statewide FSTIP consistent with 23 U.S.C. 134, 135; 49 U.S.C. 5303-5305; 23 CFR parts 450 and 500, and 49 CFR part 613. The final report includes Federal Planning Findings to support approval of the FSTIP through oversight of Caltrans and Metropolitan Planning Organizations (MPOs). Findings are made to improve transportation planning and programming processes which are consistent with Federal regulations.

The Federal Findings included in the April 15, 2021, FSTIP Final Report identified one corrective action which could impact the planning and programming capacity of El Dorado County Transportation Commission (EDCTC). The action is titled: "*Corrective Action: CMAQ and STBG programs administration and oversight*". This action is based on FHWA reviews which found that some MPOs have been sub-allocating urbanized apportionments of Surface Transportation Block Grant Program (STBGP) funding based on population to Cities and Counties. The review also found that some MPOs had delegated Congestion Mitigation and Air Quality (CMAQ) project selection authority to County transportation agencies and not maintained oversight within the MPO. FHWA has now determined that each of these findings are inconsistent with Federal guidance and therefore must be corrected through revisions to Caltrans and MPO program policies.

DISCUSSION

A verbal update will be given to the Commission to provide current and up to date information on this developing issue. EDCTC staff continues to meet with regional, State, and Federal partners to work through the challenges presented by the FHWA corrective action.

Approved for Agenda:

Woodrow Deloria
Executive Director

INFORMATION ITEM**STAFF REPORT**

DATE: DECEMBER 2, 2021
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
SUBJECT: US 50 CORRIDOR INVESTMENT STRATEGY TOLLING PRESENTATION

REQUESTED ACTION

None. This item is for information only.

BACKGROUND

The El Dorado County Transportation Commission (EDCTC) was awarded a Caltrans Sustainable Transportation Planning Grant to complete the US 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan (US 50 Corridor Plan). This three-part planning effort will; 1) Conduct a system user analysis to prepare comprehensive circulation and traffic data along US 50 to update and fill data gaps; 2) Develop an investment strategy to identify and evaluate innovative pricing and funding strategies for projects along the US 50 Corridor; and, 3) Prepare an access control action plan for the US 50 Corridor within the City of Placerville to conduct a risk assessment and evaluate the circulation impacts and procedures necessary for implementation of an innovative proof of concept pilot project to close off local access to US 50 at the three signalized intersections.

DISCUSSION

The Investment Strategy component of the US 50 Corridor Plan will explore long term investments to construct improvements that reduce congestion and improve throughput, with an emphasis on a large-scale infrastructure project in the downtown Placerville area. With limited state and federal funding available to El Dorado County, some consideration is being given to tolling and pricing options. There are several strategies for implementation of tolls including managed lanes, dynamic congestion pricing, and express toll lanes. The recently completed Hot Spot Study identified four alternatives for infrastructure projects including Alternative 2 - Elevated Toll Lanes. The US 50 Corridor Plan will prepare a 'sketch level' planning study for a conceptual elevated toll lane project which will provide an order of magnitude estimate for potential revenue generation. The tolling overview presentation (Attachment 1) will be provided by Cissy Kulakowski from CDM Smith, a firm with extensive expertise in tolling and transportation finance. The presentation is intended to provide a general overview of tolling, how it can be leveraged to help fund transportation projects, and where the current "sketch level" study fits within the overall development of a project involving toll financing.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment 1: Tolling Overview Presentation

FUNDING NEW PROJECTS WITH TOLLS



Uses of Tolling

- Revenue generation to support
 - Construction
 - Operations
 - Maintenance
- Traffic management
 - Optimization of available capacity
 - Management of peak period trips

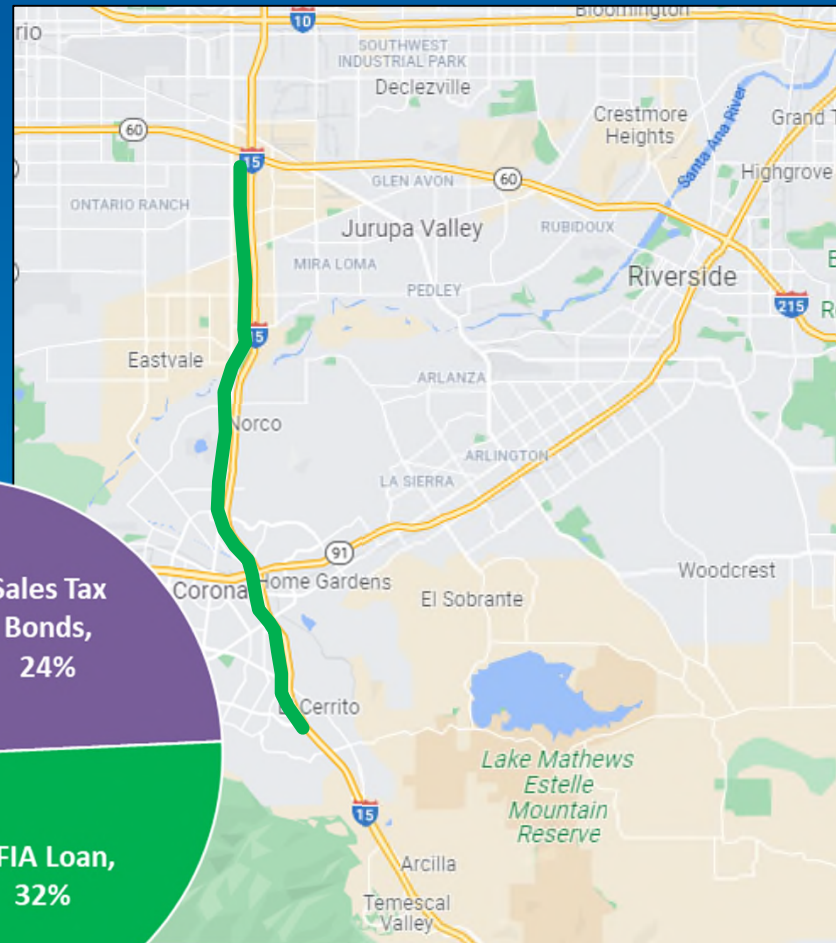
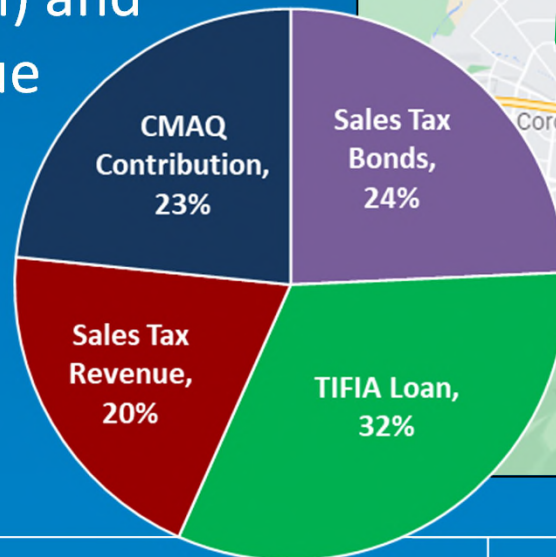
Generation of Capital

- Financing mechanisms
 - Debt backed by taxes
 - GARVEE Bonds, general obligation bonds
 - Debt backed by toll revenue
 - Revenue bonds, TIFIA loans/credit assistance
 - Equity contributions
 - State funds, grants
 - Public-private partnerships

I-15 Express Lanes

Riverside County, California

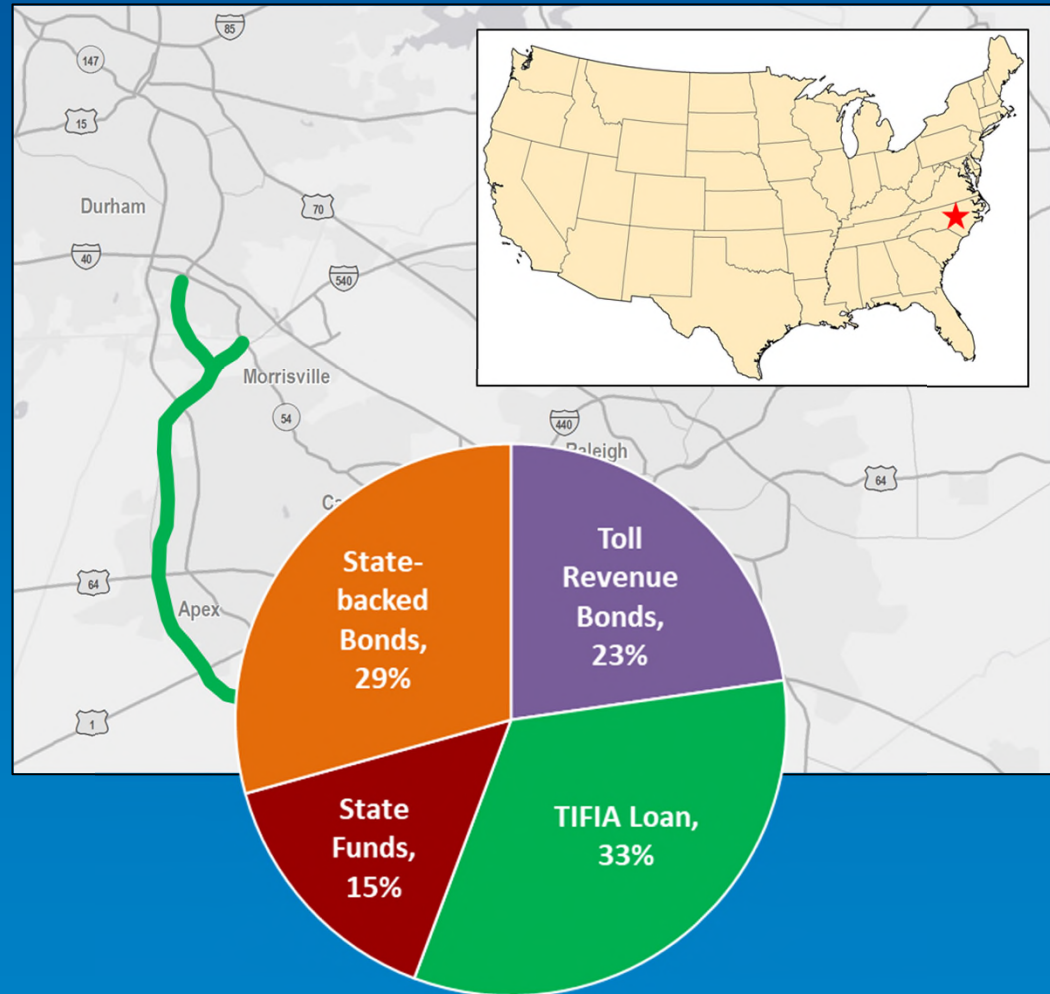
- 14.6 miles
- Tolled managed lanes along I-15 corridor
- Funded using both toll revenue (pledged to repay TIFIA loan) and sales tax revenue



Triangle Expressway

Raleigh-Durham, North Carolina

- 18.8-miles
- Multiple financing methods
 - Toll revenue bonds, TIFIA loan, bonds backed by state tax revenue, additional state funds
 - 55.7% of total financing backed by toll revenue



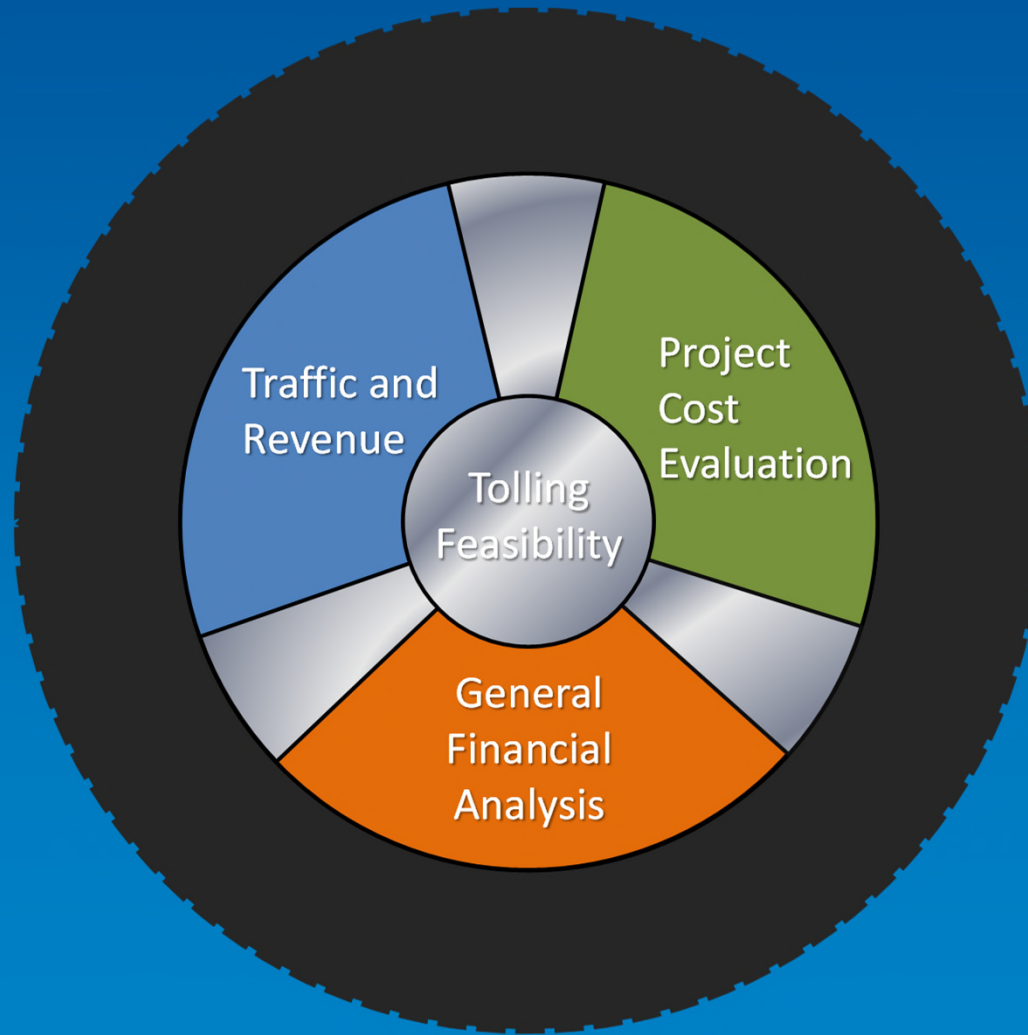
Tolling Objectives/Tolling Approaches

- Payment options
 - Transponder
 - Video (license plate)
- Toll rate conditions
 - Toll rates
 - Flat (same all day)
 - Fixed schedule variable pricing
 - Dynamic pricing
 - Discounts
 - Residency based
 - Occupancy based
 - Classification based

Toll Facility Development Overview

- Can we generate enough money to make tolling worthwhile?
 - *Feasibility Assessment*
- How do we know how much money we can generate from tolling?
 - *Traffic and Revenue Projection Process*
- If we can generate enough money, how do we finance it?
 - *Project Financing*

Elements of a Feasibility Study

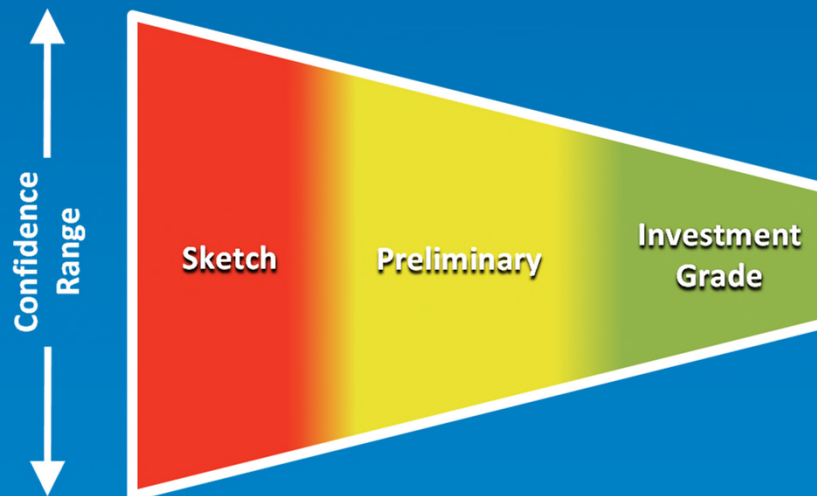


Traffic and Revenue: Key Questions

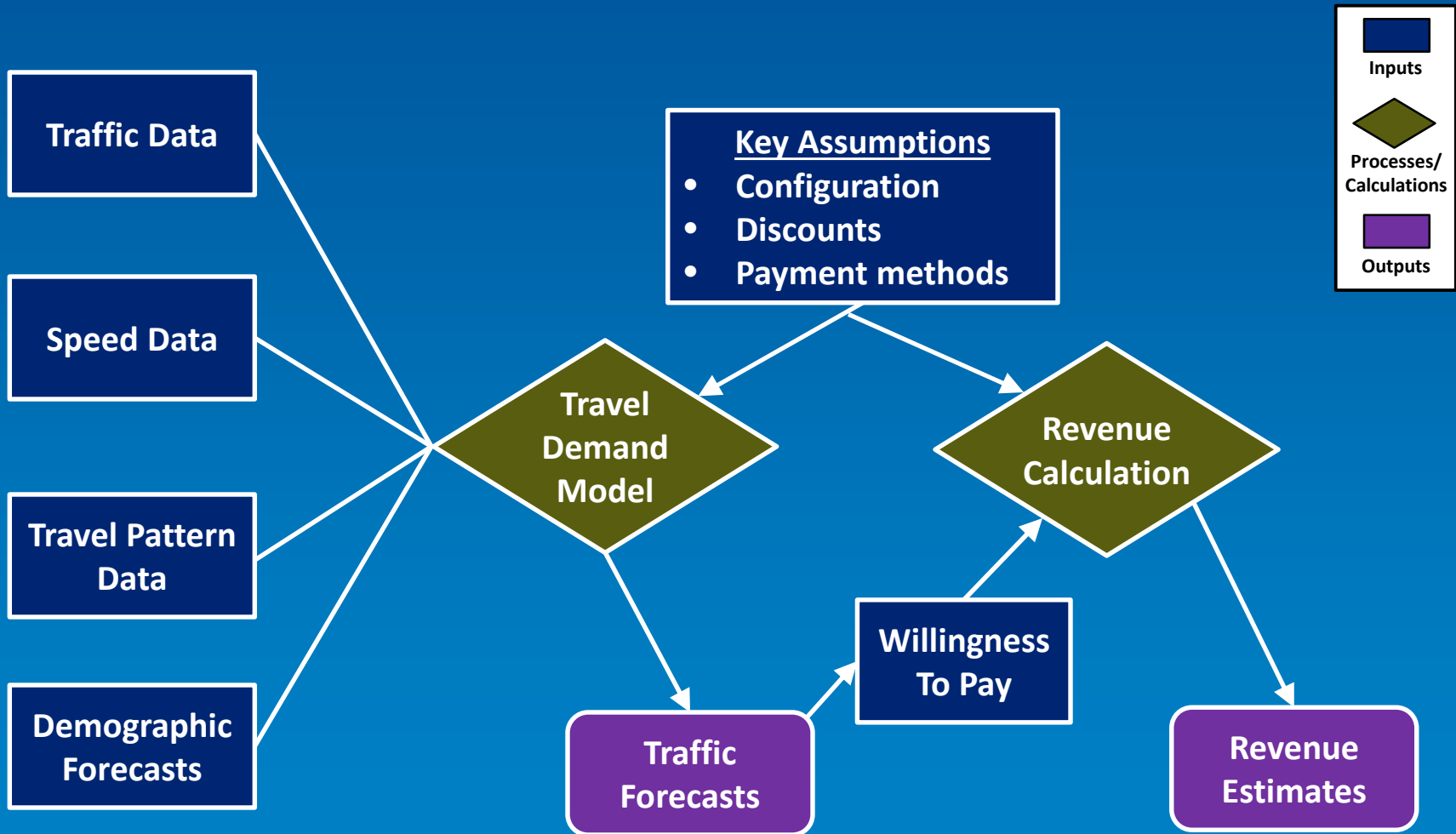
- What is the overall travel demand in the corridor?
- How much will it grow in the future?
- What share of the demand can be expected to use the new facility?
- How much will users be willing to pay?

Types of studies

1. Sketch
2. Preliminary
3. Comprehensive or Investment Grade



Typical T&R Process Flowchart



Project Cost Evaluation

- Construction costs
- Maintenance costs
- Operations costs
- Examples

Pre-Construction

- Traffic and Revenue
- Financial Analysis
- Environmental Assessment
- Design



Construction

- Construction
- Tolling Technology
- Customer Service Center
- Transaction Processing Office



Post-Construction

- Customer Service
- Roadway Maintenance
- Equipment Maintenance
- Toll Collection/Processing
- Violations Processing
- Incident Management

Project Risks

Category	Types
Environmental	EIS / ROD Mitigation
Litigation	Threatened and Filed
Force Majeure	Fire, Flood, Earthquakes, Terrorism, Wars
Economic	Forecasts, Gas Prices, Financing Risks, Inflation, World Economy
Political/Institutional	Taxes, Legal Structures, Public Sentiment
Performance	Costs, Design, Contractors, Partnership Funding
Operating	Equipment, Structural Failures, Competing Routes, Toll Collection

Risk Management

- Toll project financing risk
 - Toll revenue realization
 - Competing improvements
 - Risk assumed by developer of roadway
- Potential mitigation
 - Existing corridors with known traffic patterns tend to be perceived as slightly lower risk profile than greenfield/new corridors
 - Private concessions

Summary

- Tolling has proven to be an effective funding source for new highway capacity as state and federal tax revenues diminish
 - In many cases, tolling cannot support the entire cost of projects
 - Must be supplemented with other funding sources
- Risks/considerations
 - Demographic/traffic growth
 - Financial coverage
 - Public opinion
 - Institutional structures