



MANAGED FUNDING SOURCES

The EDCTC works with various funding programs to deliver transportation projects and programs on the west slope of El Dorado County in partnership with the City of Placerville, El Dorado County, El Dorado County Transit Authority (EDCTA), Sacramento Area Council of Governments (SACOG), and State Department of Transportation (Caltrans).

FEDERAL PLANNING AND PROGRAMMING

SACOG is responsible for the development of the Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Plan (MTIP) for the area covered by the Sacramento ozone non-attainment area. This includes the region represented by the EDCTC who is responsible for the coordination of local projects that meet the MTP/MTIP criteria and presents SACOG with a list of "funding constrained" projects as part of the El Dorado County Regional Transportation Plan process for inclusion in the MTP/MTIP. SACOG performs the air quality conformity analysis on these projects and, if the conformity criteria are met, these projects are advanced to the statewide FTIP.

AGENCY COORDINATION

EDCTC coordinates regional transportation planning activities with other public agencies, in addition to the City of Placerville, El Dorado County, EDCTA, Sacramento Area Council of Governments, the Tahoe Transportation District, the Tahoe Regional Planning Agency, Caltrans, the California Transportation Commission, adjacent Regional Transportation Planning Agencies (Nevada County Transportation Commission, Placer County Transportation Planning Agency, and Amador County Transportation Commission), the Shingle Springs Rancheria Tribal Government, and other interested groups.

COMMUNITY PARTICIPATION

EDCTC follows the public participation guidelines as outlined by the Caltrans Goals of the Public Participation Plan Element. EDCTC has adopted a Public Outreach Plan, which incorporates collaborative public participation efforts including Native American communities, organizations, groups, and individuals by soliciting input through various policy, technical, and public forums. EDCTC conducts public hearings regarding the development and adoption of the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet needs hearing (pursuant to the Transportation Development Act Statute). Additional public hearings and workshops are held for individual planning projects. The community participation effort has been enhanced by expansion of the agency web page and social media in an effort to provide citizens with greater access to agency documents and activities.

STATE PLANNING AND PROGRAMMING

EDCTC is a State-mandated Regional Transportation Planning Agency. As such, EDCTC prepares the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) for the Western Slope of El Dorado County (excluding the Tahoe Basin). EDCTC is also responsible for the administration of Transportation Development Act (TDA) funds for El Dorado County jurisdictions, excluding the portion of the County within the Tahoe Regional Planning Agency boundaries. All projects, including those designated in the MTIP, must be in the RTP, and may be in the RTIP in order to receive consideration for funding allocated by the EDCTC. Primarily, the RTIP is the program from which projects are nominated to the State Transportation Improvement Program where they become eligible for state funds. The MTIP and RTIP essentially address two different funding sources: the MTIP programs federal funds. The RTIP is the first local step in accessing State funds.

PLANNING EMPHASIS AREAS

Each year the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) identify Planning and Emphasis Areas (PEAs) to be addressed in metropolitan and statewide transportation planning processes. EDCTC has included the PEAs in its processes to improve transportation planning in the region.

EDCTC-Managed Fund Sources

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP projects are capital projects needed to improve transportation. Typical STIP-funded projects include state highway and local road improvements, public transit, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, sound walls, inter-modal facilities, safety, and environmental enhancement and mitigation.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) (formerly RSTP)

A broad variety of transportation projects and modes are eligible for STBGP funds, including: highway projects, bridge projects, transit capital improvements, carpool, parking bicycle and pedestrian facilities, safety improvements, research, traffic management systems, surface transportation planning, transportation enhancements, and environmental mitigation.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

Eligible CMAQ projects include public transit improvements, high-occupancy vehicle lanes, Intelligent Transportation Systems infrastructure, traffic management and traveler information systems, employer-based transportation management plans and incentives, traffic flow improvement programs, shared ride services, and bicycle and pedestrian facilities.

TRANSPORTATION DEVELOPMENT ACT (TDA)

Local Transportation Funds (LTF) and State Transit Assistance Funds comprise the TDA. The primary focus of TDA funds is to operate transit systems. LTF is funded from a quarter cent of sales tax collected within the county.

HIGHWAY INFRASTRUCTURE PROGRAM (HIP)

Highway Infrastructure Program funds are reimbursable federal aid funds and are subject to all the requirements of Title 23, United States Code. HIP Funds may be used for restoration, repair, construction, and other activities eligible under the Federal Surface Transportation Program.