Fehr & Peers

Next Generation Transportation Investments Strategy

Prepared for:

El Dorado County Transportation Commission

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February, 2026

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Table of Contents

List of Figures

List of Tables

Appendices

Executive Summary

The Next Generation Transportation Investment Strategy (Strategy) provides the El Dorado County Transportation Commission (EDCTC) with a modern, data-driven framework for making strategic, equitable, and resilient transportation investments on the Western Slope of El Dorado County. Developed with guidance from current federal and state transportation policy, including CAPTI, SB 743, SB 375, and AB 1279, the Strategy equips EDCTC with the analytical tools and methodologies necessary to remain competitive for statewide and federal funding while addressing the transportation needs of a predominantly rural region.

Existing Conditions and Travel Behavior

Most daily trips occur in private vehicles and only a small number of trips are made using transit, walking, or bicycling. Walking is most common in areas with strong pedestrian networks such as Placerville and El Dorado Hills. Traffic analysis confirms that US 50 and State Route 49 serve not only local residents, but also substantial volumes of travel generated by regional and interregional users. Commute patterns show high levels of commute trips to the Sacramento region, and although work from home activity has increased, long distance travel continues to shape mobility needs. This reliance on automobiles, combined with dispersed land use patterns, contributes to longer average trip lengths and higher per capita vehicle miles traveled.

VMT, GHG Emissions, and Trip Forecasting

Vehicle miles traveled and greenhouse gas modeling shows that the region's travel characteristics will continue to produce elevated VMT levels unless paired with meaningful shifts in land use, travel behavior, and adoption of alternative modes. Future emissions remain closely linked to VMT, and although electric vehicle usage is growing, adoption is slower than the statewide trend. Modeling indicates that scenarios which support infill development, expanded transit services, and increased access to micromobility have the strongest potential for reducing VMT and emissions over time.

Climate Adaptation and Resiliency

The climate adaptation and resiliency analysis highlights significant vulnerability across the transportation system. Extreme heat days are projected to increase substantially and will create risks for pavement, bridges, vehicle reliability, and the safety of travelers and outdoor workers. Wildfire remains one of the most immediate and severe threats, especially where major corridors such as US 50 are located within high or very high hazard severity zones. Severe weather events may become more intense, leading to flooding, debris flow, slope failures, and localized roadway washouts. These climate risks affect both mobility and infrastructure longevity and reinforce the need for resilient design practices and targeted mitigation strategies.

Equity and Disadvantaged Communities

Equity and disadvantaged community considerations are central to any investment strategy in California, as they remain as influential elements in competitive grant programs. The analysis identifies several communities with elevated vulnerability related to transportation access, economic stability, climate exposure, and social determinants of health. These populations include residents in Pollock Pines, Grizzly Flats, and other census tracts that score high in statewide screening tools. Many of these communities face long travel distances, limited transit access, and constraints in walking and bicycling

infrastructure. Incorporating equity metrics into every stage of project development allows EDCTC to ensure that historically underserved groups receive fair benefits from transportation investments and that EDCTC aligns with state equity expectations.

Emerging Mobility, Infill Analysis, and EV Readiness

Infill and emerging mobility analysis demonstrates that modest concentrations of future housing and employment growth within existing activity centers could shorten trips and strengthen travel options beyond the private vehicle. The evaluation of electric vehicle demand confirms that charging infrastructure will be increasingly necessary in west slope communities with higher population densities. Microtransit and micromobility initiatives present opportunities to serve targeted neighborhoods that lack convenient access to fixed route transit or that present last mile gaps in the active transportation network.

Project Performance Measures and Prioritization

To support transparent investment decision making, the Strategy establishes a set of performance measures aligned with federal requirements, statewide climate and equity objectives, and regional transportation goals. These measures form the basis for a prioritization framework that evaluates project readiness, mobility benefits, safety improvements, resilience gains, equity impacts, and cost considerations. This framework allows EDCTC to assemble investment packages over successive five year periods that remain fiscally constrained and technically defensible.

Funding Outlook and Investment Strategy

A financial investment assessment is also included in the Strategy. The analysis reviews historical funding levels, anticipated future revenue, and emerging opportunities in climate, resilience, safety, multimodal, and discretionary grant programs. A sketch level review of potential tolling on US 50 provides an exploratory look at long term revenue generation possibilities. The financial component ensures that the Strategy supports realistic, achievable, and fundable recommendations.

Conclusion

Together, these technical evaluations provide a forward looking and comprehensive foundation for EDCTC's transportation planning. The Strategy modernizes project monitoring for EDCTC with an online GIS dashboard for project visualization and project inventory. The Strategy strengthens EDCTC's ability to deliver projects that support safety, equity, climate resilience, multimodal mobility, and economic vitality. It prepares the region to navigate shifting transportation policy expectations, pursue competitive funding successfully, and meet the mobility needs of both current and future residents of El Dorado County.

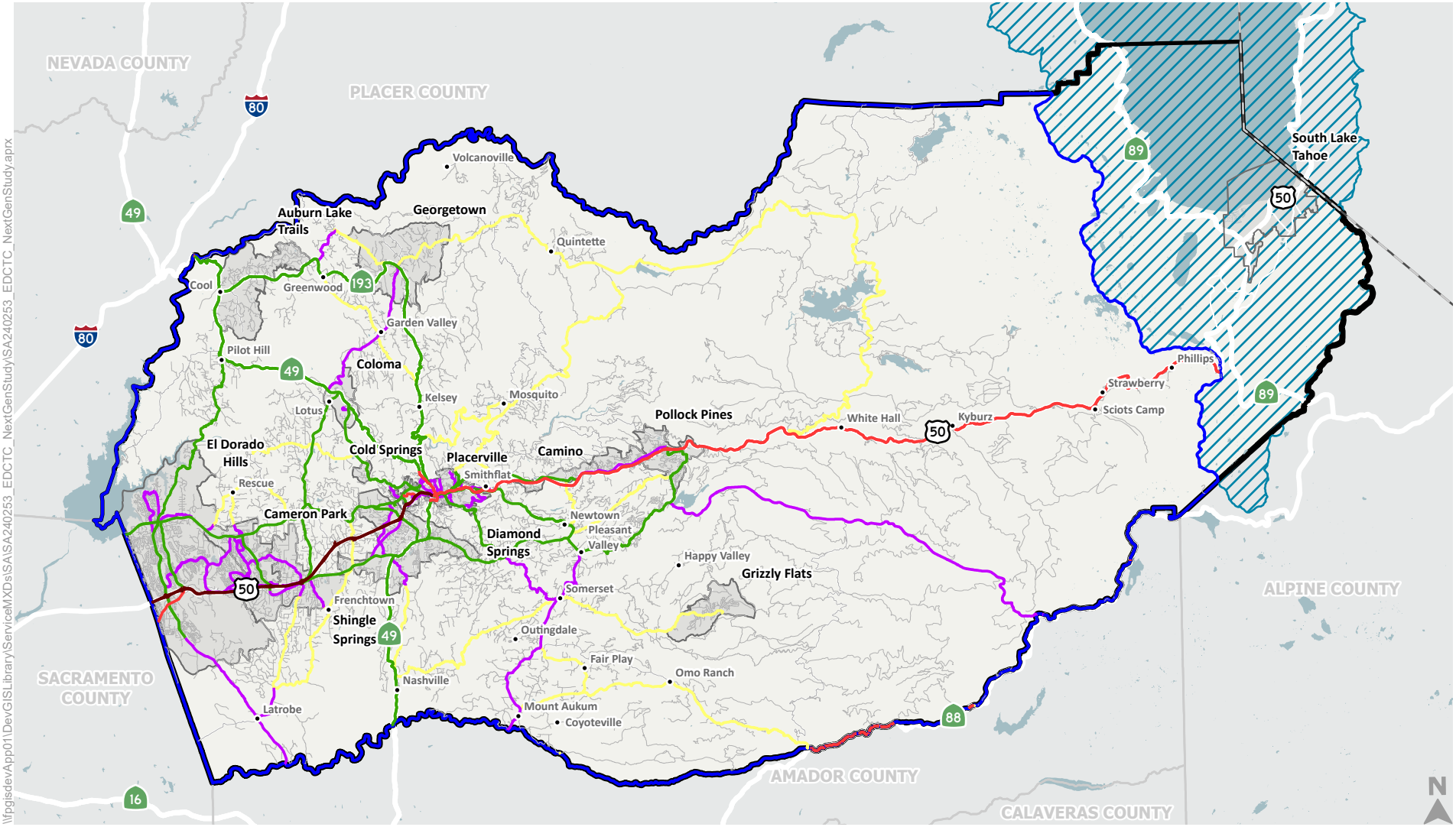
I. Existing Conditions

Existing transportation facilities

Roadway Facilities

El Dorado County, located in the foothills east of Sacramento, California, boasts a network of significant roadway facilities that play a crucial role in the region's transportation infrastructure. The EDCTC Planning Area is traversed by one major highway, US 50, which serves as a primary east-west corridor connecting Sacramento to South Lake Tahoe and beyond to the state of Nevada. This highway is vital for both local and through traffic, facilitating access to the Sierra Nevada mountains and popular agritourism and recreational areas. Additionally, State Route 49 runs through the western part of the county, linking Placerville with neighboring communities and providing a scenic route through California's historic Gold Country. Other key roadways include State Routes 193 and 89, which offer important connections to smaller communities and serve as alternate routes during peak travel seasons.

The roadway network in the EDCTC Planning Area also provides critical connections to adjacent regions, including direct access to Sacramento County to the west, Amador County to the south, Placer County to the north, and Alpine County to the east, ensuring seamless travel for residents, tourists, and commerce between these areas. Figure 1 displays the existing roadway functional classification in the EDCTC Planning Area.



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- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- Tahoe Regional Planning Agency Boundary
- Principal Arterial - Other Freeways and Expressways
- Principal Arterial - Other
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Note: Roadway Functional Classification collected from the Caltrans CRS Functional Classification Dataset. Roadway Functional Classifications are only shown in the El Dorado County Transportation Commission boundary.

Figure 1

Existing Roadway Functional Classification

Bike and Pedestrian Facilities

El Dorado County offers a variety of active transportation facilities designed to support walking, biking, and other forms of non-motorized transportation. The county's infrastructure includes a growing network of on-street bike lanes, off-street shared-use paths, and multi-use trails that cater to both recreational and commuter needs. El Dorado County has an expanding network of bicycle and pedestrian facilities and is well positioned to continue to advance the active transportation mode network to support increased commute and recreation trips. Notable among these is the El Dorado Trail, which stretches across the county and serves as a key route for cyclists and pedestrians, connecting communities from El Dorado, Placerville, and Camino.

Additionally, through adoption of Resolution 055-2019, approved in April 2019 by the El Dorado County Board of Supervisors, El Dorado County demonstrated its support for implementation, improvement, and continued development of the US 50 Bike Route[1]. The designation of USBR 50 was made with planning support from the EDCTC in partnership with El Dorado County and the Adventure Cycling Association, and with the cooperation of the California Department of Transportation (Caltrans) District 3, the Federal Highway Administration, and other stakeholders to support improved connectivity and bicycle transportation and tourism in El Dorado County. Bicycle tourism is a growing industry in North America and contributes approximately $47 billion dollars a year nationally to the economies of communities that provide facilities for adventure tourism. In El Dorado County, USBR 50 extends from the western El Dorado County line to the Lake Tahoe Basin and aims to provide a regional bicycle corridor for recreation and commute purposes. USBR 50 runs mostly parallel to US 50 and connects multiple communities along the corridor. USBR 50 utilizes portions of the El Dorado Trail, and continued on street improvements to segments of the El Dorado Trail along the adopted USBR 50 route will continue to make USBR 50 more inviting for tourism, recreation and commute uses. Figure 2 displays the existing bikeway facilities and the proposed alignment of USBR 50.

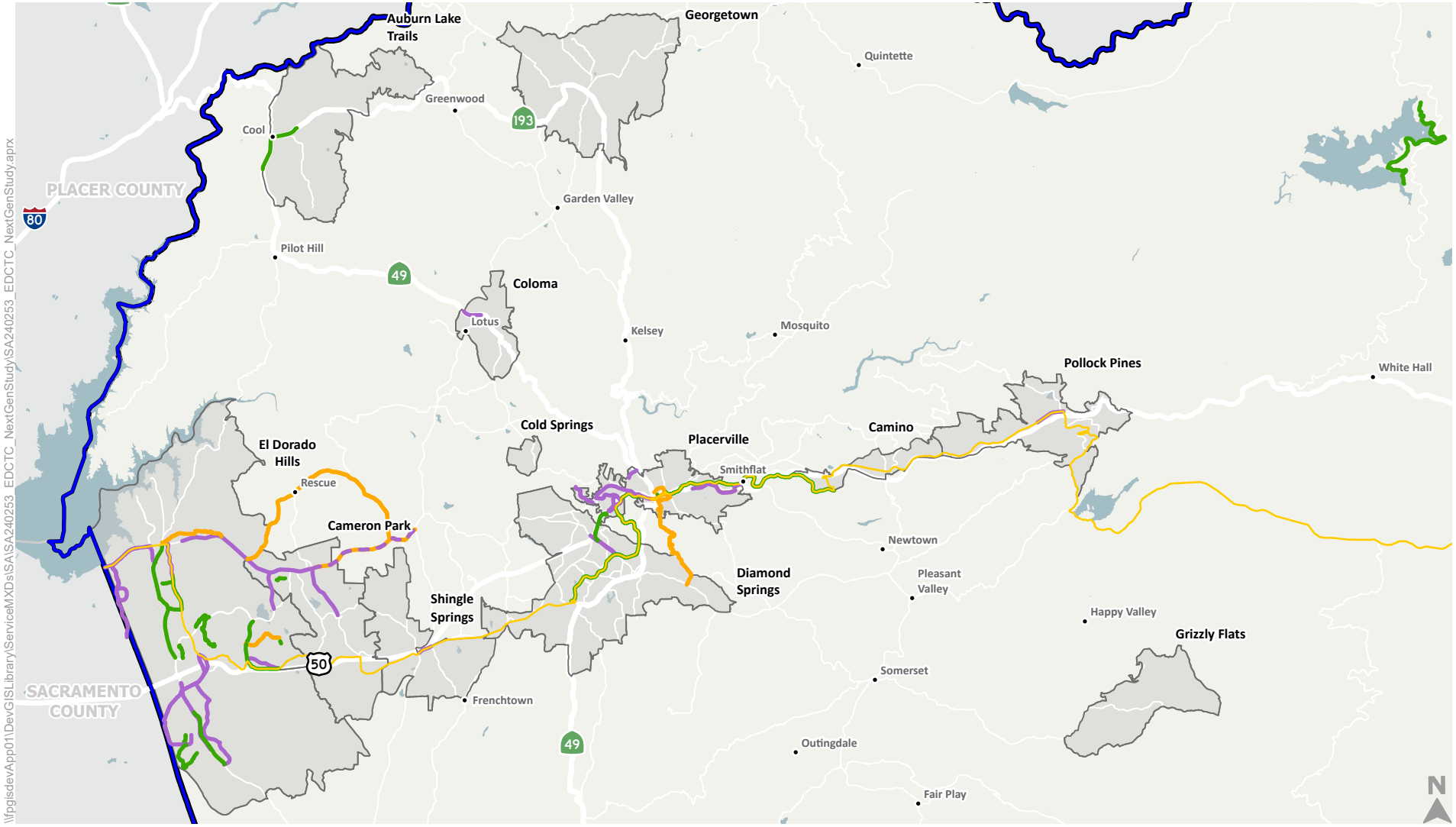
The county has also invested in pedestrian-friendly amenities, such as sidewalks, crosswalks, and pedestrian bridges, particularly in urbanized areas like Placerville and El Dorado Hills. Figure 3 shows the existing pedestrian facilities in El Dorado County.

Most of the bike and pedestrian facilities exist in major urban areas in the City of Placerville and El Dorado Hills. According to the El Dorado County Active Transportation Plan[2] adopted in 2020, the county already features an extensive system of bike lanes and shared-use paths, with ongoing developments aimed at increasing connectivity and accessibility. The El Dorado Trail and the US 50 Corridor Bike Routes, once fully implemented, will allow residents and visitors

[1] The US 50 Bike Route, also known as US Bike Route 50, or USBR 50, is part of the United States Bicycle Route System (USBRS), a national network of bicycle routes connecting urban, suburban and rural areas with over 12,483 miles of bicycle routes in 26 states.

[2] El Dorado County Active Transportation Plan, February 2020, https://www.edctc.org/files/bd0b340ff/El+Dorado+County+ATP+February+2020.pdf

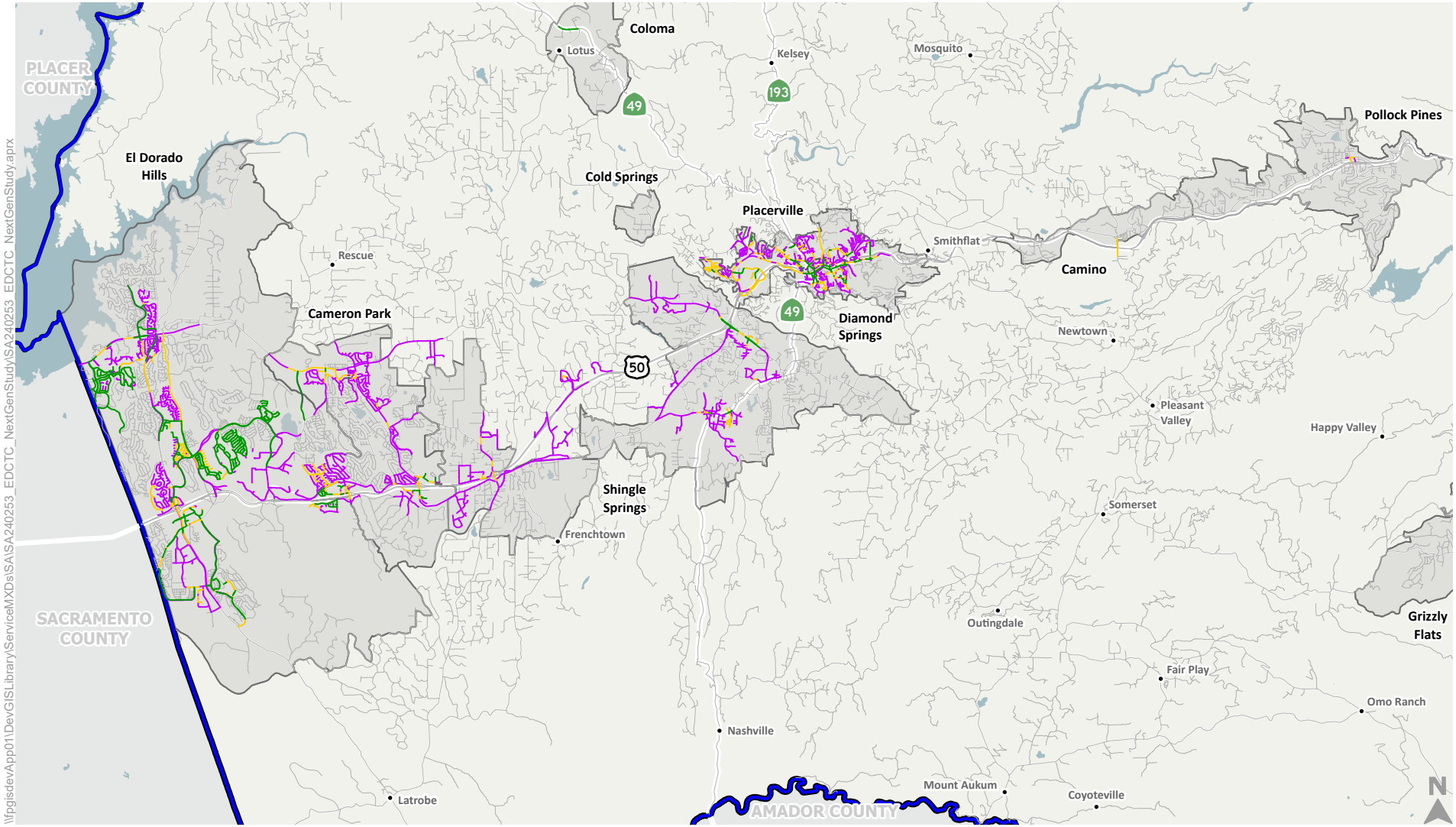
to traverse the county on comfortable, low-stress, off-street pathways that link various communities. These projects lay the groundwork for a comprehensive, high-quality network designed to accommodate cyclists and pedestrians of all ages and abilities. In addition to these infrastructure developments, the county's commitment to active transportation is reflected in its strategic planning efforts.



- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- U.S.50 Bike Route
- Class I Shared-Use Path
- Class II Bike Lane
- Class III Bike Route
- Proposed Class II Bike Lane
- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Figure 2

Existing Bicycle Facilities and US 50 Bike Route Alignment



- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- Sidwalk on Both Sides
- Sidewalk on One Side
- No Sidewalk
- Not Reviewed for Facilities
- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Figure 3

Existing Pedestrian Facilities

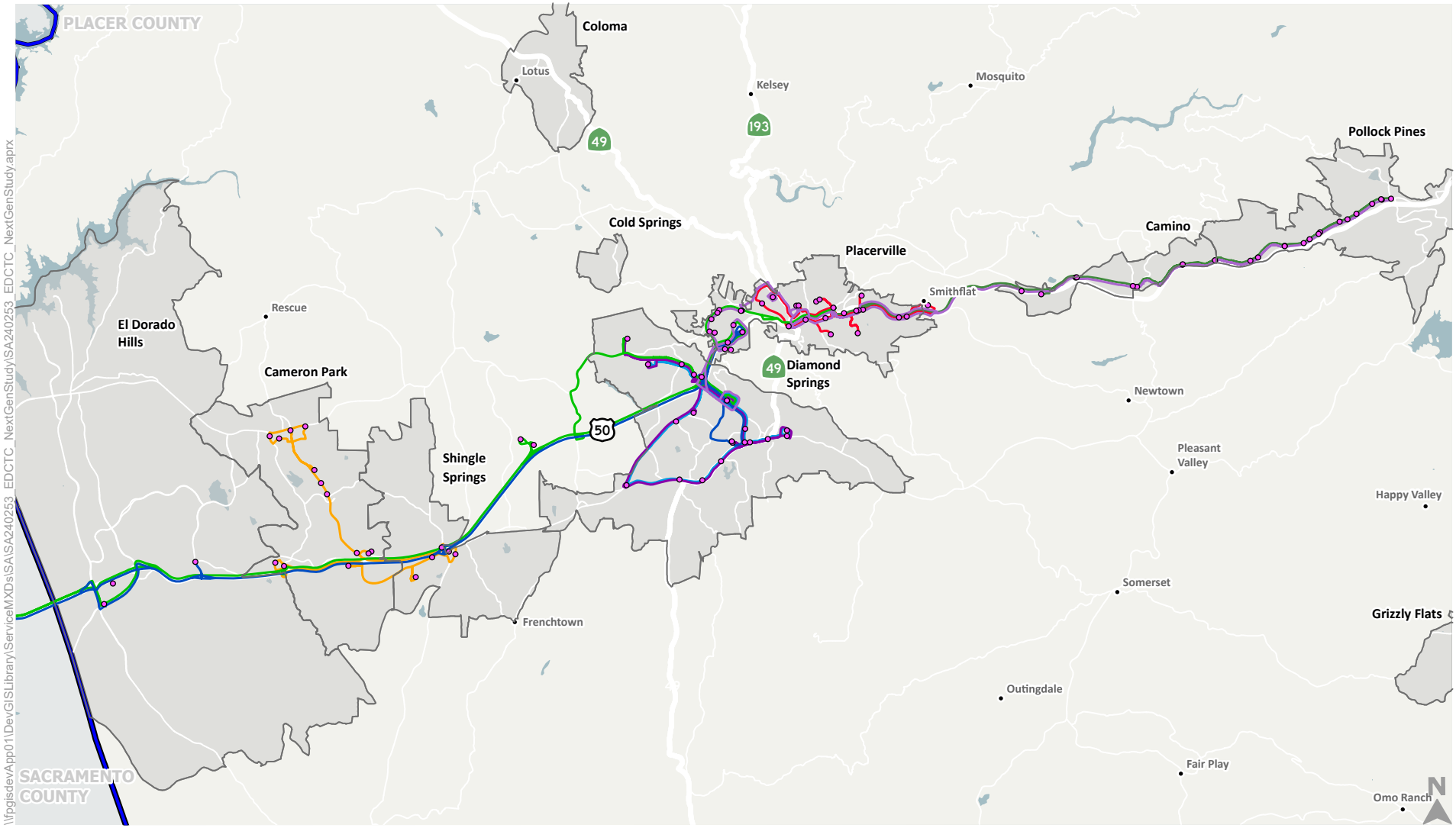
Transit Facilities

El Dorado County's existing transit routes are primarily served by El Dorado Transit, which provides public transportation options within the county and connections to adjacent areas. The fixed-route service operates along key corridors, including routes that link the communities of Pollock Pines, Placerville, Cameron Park, and El Dorado Hills. Additionally, the system offers commuter services that connect El Dorado County to downtown Sacramento, providing residents with access to employment centers, healthcare facilities, and other essential services. El Dorado Transit also provides daily service between Sacramento and Lake Tahoe

The transit network is designed to facilitate connections between local routes and broader regional systems. For instance, El Dorado Transit's commuter services link to Sacramento Regional Transit (SacRT), enabling seamless travel between El Dorado County and the Sacramento metropolitan area. This connectivity is particularly important for residents who commute to Sacramento for work or other activities, as it offers a viable alternative to driving. Additionally, the transit routes are integrated with park-and-ride facilities, making it convenient for commuters to access transit services from various points within the county. Figure 4 shows the existing transit routes and stops in the EDCTC Planning area.

Electric Vehicle Facilities

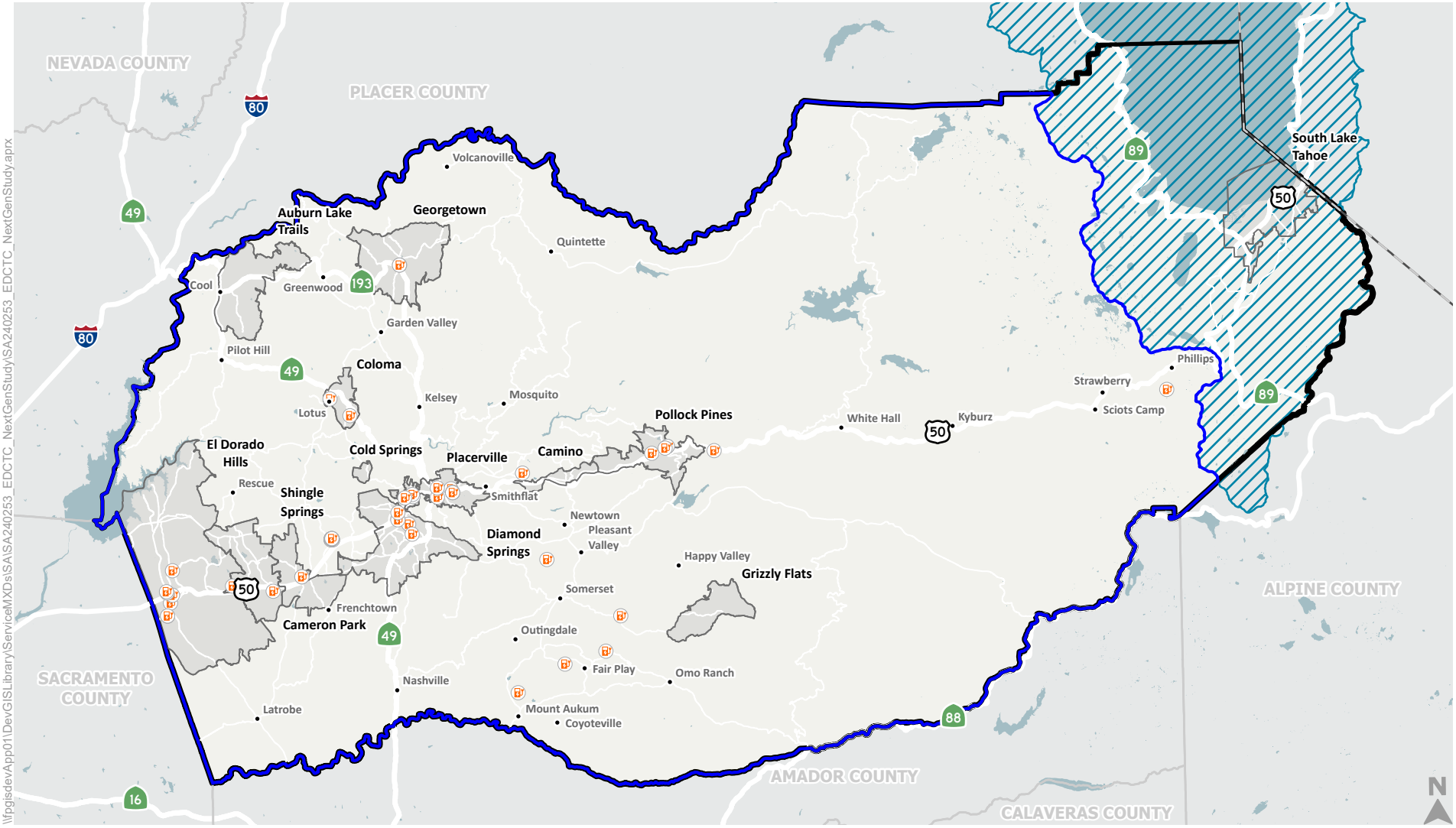
El Dorado County is experiencing a notable rise in the adoption of Zero-Emission Vehicles (ZEVs), contributing to the increasing percentage of these environmentally friendly vehicles on the road. As more residents transition to electric vehicles (EVs), there is a growing demand for EV chargers across the county's roadway network, reflecting the need to support this shift in vehicle usage. Figure 5 displays the existing EV charging locations in the EDCTC Planning Area.



- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- El Dorado Transit Bus Stop
- El Dorado Transit Route
  - 50 Express
  - Cameron Park
  - Diamond Springs
  - Diamond Springs Saturday
  - Placerville
  - Pollock Pines
  - Sac Commuter
  - Saturday Express
- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Figure 4

Existing Transit Facilities



- Unincorporated Community
- EV Charging Station
- City or Census Designated Place Boundary
- El Dorado County Transportation Commission Boundary
- El Dorado County Boundary
- Tahoe Regional Planning Agency Boundary
- County Boundary
- California Boundary

Figure 5

Note: EV Charging Station Dataset shows existing public EV stations within El Dorado County Transportation Commission boundary. The dataset was collected from the US Department of Transportation Open Data Portal on October 25, 2024.

Existing EV Charging Stations

Traffic Patterns

Origin Destination Patterns

Replica[3] is a platform that uses land use and network data to model travel behavior, providing additional insights into commute patterns. This Origin-Destination (OD) analysis uses the Replica data summarizing activity in the built environment from Spring 2023 to analyze the origin and destination pattern of trips involved in the plan area on a typical weekday (Thursday). Table 1 shows that most of the trips from and to the EDCTC plan area (internal trips) happened locally within the plan area with a small percentage of trips involving adjacent regions (external trips). The top origins and destinations in the plan area are listed below.

- El Dorado Hills (19%)
- Diamond Springs (11%)
- Placerville (10%)
- Cameron Park (9%)
- Pollock Pines (3%)

Table 1. Internal and External Trips of the EDCTC Plan Area

Origins/Destinations	Internal	External
Internal	410,017	129,820
External	129,270	41,787

Source: Replica 2023 Spring 2023 Data; Fehr & Peers, 2024

Table 2. Trips by Residents and Non-Residents of the EDCTC Plan Area

	Trips by Residents of EDCTC Plan Area	Trips by Non-Residents of EDCTC Plan Area	Total
US 50 Westbound	**51,462** (55%)	**41,515** (45%)	**92,977**
US 50 Eastbound	**2,406** (15%)	**13,765** (85%)	**16,171**
US 50 Total (Bi-Directional)	**53,868 (49%)**	**55,280 (51%)**	**109,148**
SR 49 Northbound	**3,599** (61%)	**2,259** (39%)	**5,858**
SR 49 Southbound	**1,056** (17%)	**4,986** (83%)	**6,042**
SR 49 Total (Bi-Directional)	**4,655 (39%)**	**7,245 (61%)**	**11,900**

Source: Replica 2023 Spring 2023 Data; Fehr & Peers, 2024

[3] https://www.replicahq.com/

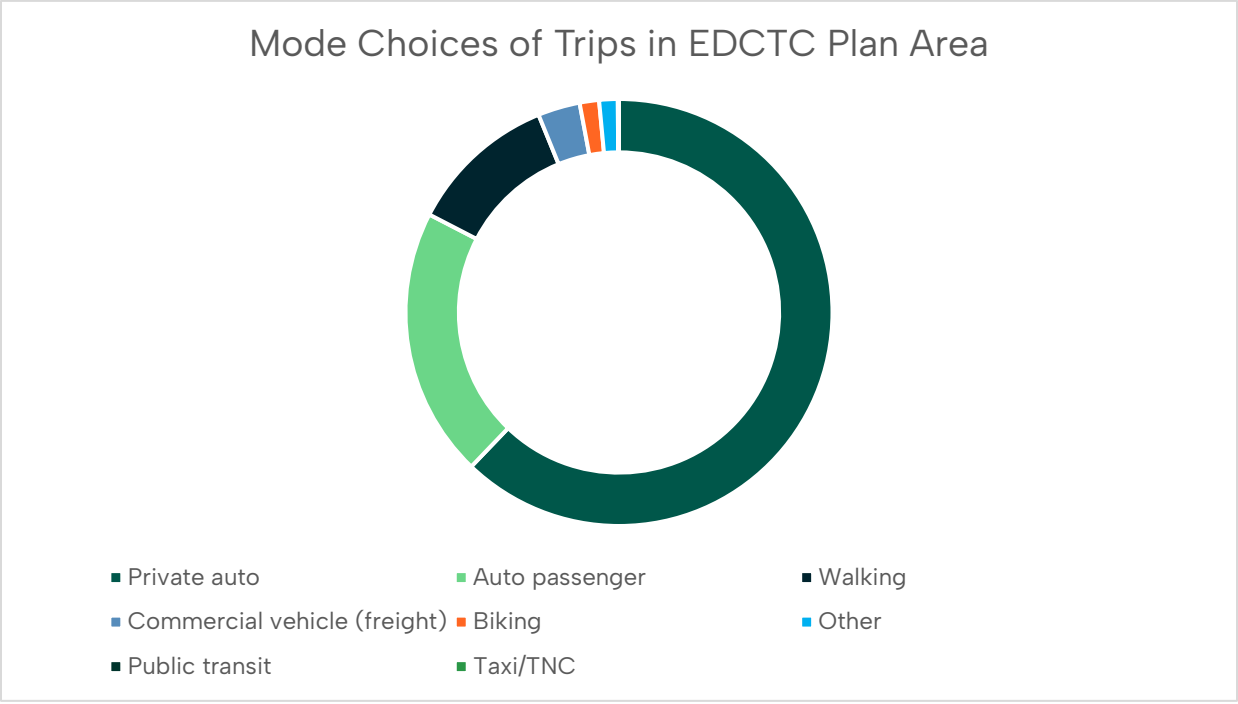
Table 2 above presents the daily auto vehicle trips (inclusive of private auto vehicles and auto passengers) conducted by both residents and non-residents within the EDCTC Plan Area. The data highlights that the two primary freeways serving the region—US 50 and SR 49—are utilized more extensively by non-residents than by local residents on a typical workday in Spring 2023.

This observation underscores the critical role of these freeways as regional corridors facilitating through-traffic and connecting neighboring areas. Consequently, the high volume of non-resident use places increased demand on local infrastructure, impacting roadway capacity, travel times, and maintenance requirements.

Mode Choices

According to data from Replica, the majority of the 410,017 internal trips within the EDCTC plan area are made using private vehicles. Of these, 62% are by drivers in personal vehicles, and an additional 20% are passengers in private vehicles. Walking trips represent 11% of all internal trips, highlighting a significant portion of trip takers who choose walking as a mode of transportation within the EDCTC plan area. The major purposes of these walking trips include shopping (36%), social (18%), and home (15%) trips. The average trip duration of the walking trips is 16.9 minutes, and the average trip distance of the walking trips is 0.9 miles. The locations of the walking trips are mainly in the west slope of the EDCTC plan area where pedestrian facilities are most available.

The average trip duration of all the internal trips is 22.8 minutes, and the average trip distance is 6.4 miles. As for the trips made using private vehicles, the average trip duration is 24.3 minutes and the average trip distance is 7.2 miles.



Source: Replica 2023 Spring 2023 Data; Fehr & Peers, 2024

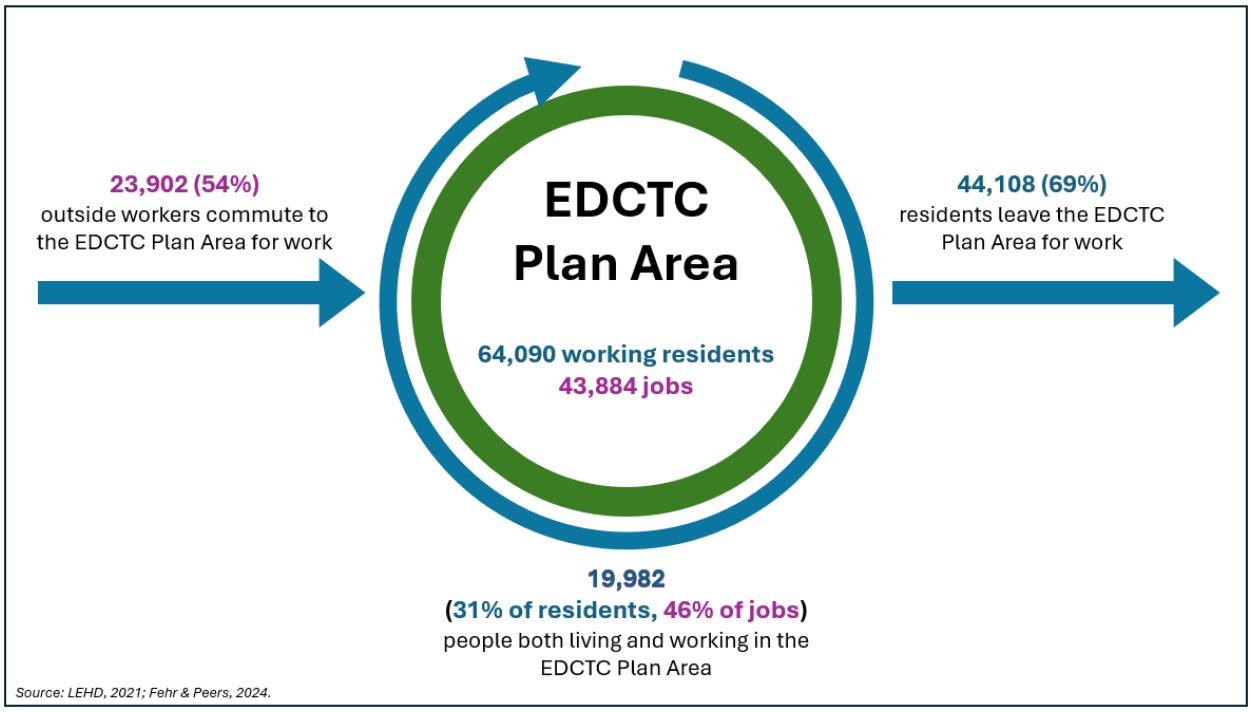
Commute Patterns

Longitudinal Employer-Household Dynamics Analysis

Data from the US Census Bureau Longitudinal Employer-Household Dynamics (LEHD) program was utilized to estimate work and home locations for workers who work and/or live within the plan area. This data was accessed through the US Census OnTheMap webtool[4]. This data is presented between 2012 and 2021 (the most recent complete dataset) to illustrate 10-year historical trends.

As of 2021, there are 43,884 jobs in the plan area, and 64,090 employed residents in the plan area. 19,982 workers both live and work in the plan area, and 23,902 workers live outside the plan area. 20,716 workers in the plan area live in El Dorado County, which has increased by 1,745 (9%) since 2012 from 18,971. There has also been an increase in the number of workers in the plan area living in Sacramento County, from 7,640 workers in 2012 to 10,363.

For work locations of 64,090 employed residents in the plan area, 44,108 residents work outside the plan area. 20,222 workers in 2021 work in El Dorado County increased from 18,492 workers in 2012. 19,793 workers in Sacramento County increased from 18,523 workers in 2012. Workers living in the plan area showed decreases in working in the City of Placerville and South Lake Tahoe in El Dorado County. The trend of working from home is assumed to be one of the major reasons for the decrease.



[4] Additional information about the US Census Bureau OnTheMap webtool can be found at https://lehd.ces.census.gov/applications/help/onthemap.html#!what_is_onthemap.

Means of Transportation for Commute Trips

Tables 3 and 4 provide the number of workers in the plan area by commuter trips and the percentages. Table 5 summarizes the percentages of different means of transportation by workers in California. The comparison shows that the study area has higher percentages of workers driving alone and fewer workers carpooling, taking transit, or using bike and pedestrian facilities. It is also notable that the study area has higher percentages of workers working from home than statewide average shown in Figure 6.

Table 3: Means of Transportation to Work in EDCTC Plan Area

	Total Workers	Drove alone	Carpooled	Public transportation	Bicycle	Walked	Taxicab, motorcycle, or other means	Worked at home
2013	64,477	50,782	6,189	597	91	659	899	5,260
2014	63,520	49,802	6,100	781	90	802	837	5,108
2015	62,789	48,958	6,019	950	130	742	795	5,195
2016	63,953	50,346	5,767	953	137	657	683	5,410
2017	64,079	50,605	5,661	989	124	551	638	5,511
2018	66,116	51,513	5,797	956	145	619	643	6,443
2019	67,808	53,104	5,860	765	185	525	600	6,769
2020	67,326	52,344	5,271	496	167	493	627	7,928
2021	68,709	51,001	5,519	403	129	406	620	10,631
2022	69,675	50,483	5,109	310	124	475	609	12,565

Source: Fehr & Peers, ACS 5-Year Estimate (2013-2022).

Table 4: Means of Transportation to Work in EDCTC Plan Area (Percentage)

	Drove alone	Carpooled	Public transportation	Bicycle	Walked	Taxicab, motorcycle, or other means	Worked at home
2013	79%	10%	1%	0.1%	1%	1%	8%
2014	78%	10%	1%	0.1%	1%	1%	8%
2015	78%	10%	2%	0.2%	1%	1%	8%
2016	79%	9%	1%	0.2%	1%	1%	8%
2017	79%	9%	2%	0.2%	1%	1%	9%
2018	78%	9%	1%	0.2%	1%	1%	10%
2019	78%	9%	1%	0.3%	1%	1%	10%
2020	78%	8%	1%	0.2%	1%	1%	12%
2021	74%	8%	1%	0.2%	1%	1%	15%
2022	72%	7%	0%	0.2%	1%	1%	18%

Source: Fehr & Peers, ACS 5-Year Estimate (2013-2022).

Table 5: Means of Transportation to Work in California (Percentage)

	Drove alone	Carpooled	Public transportation	Bicycle	Walked	Taxicab, motorcycle, or other means	Worked at home
2013	73%	11%	5%	1%	3%	1%	5%
2014	73%	11%	5%	1%	3%	1%	5%
2015	73%	11%	5%	1%	3%	1%	5%
2016	73%	11%	5%	1%	3%	1%	5%
2017	74%	10%	5%	1%	3%	2%	6%
2018	74%	10%	5%	1%	3%	2%	6%
2019	74%	10%	5%	1%	3%	2%	6%
2020	72%	10%	5%	1%	3%	2%	8%
2021	70%	10%	4%	1%	2%	2%	11%
2022	68%	10%	4%	1%	2%	2%	14%

Source: Fehr & Peers, ACS 5-Year Estimate (2013-2022).

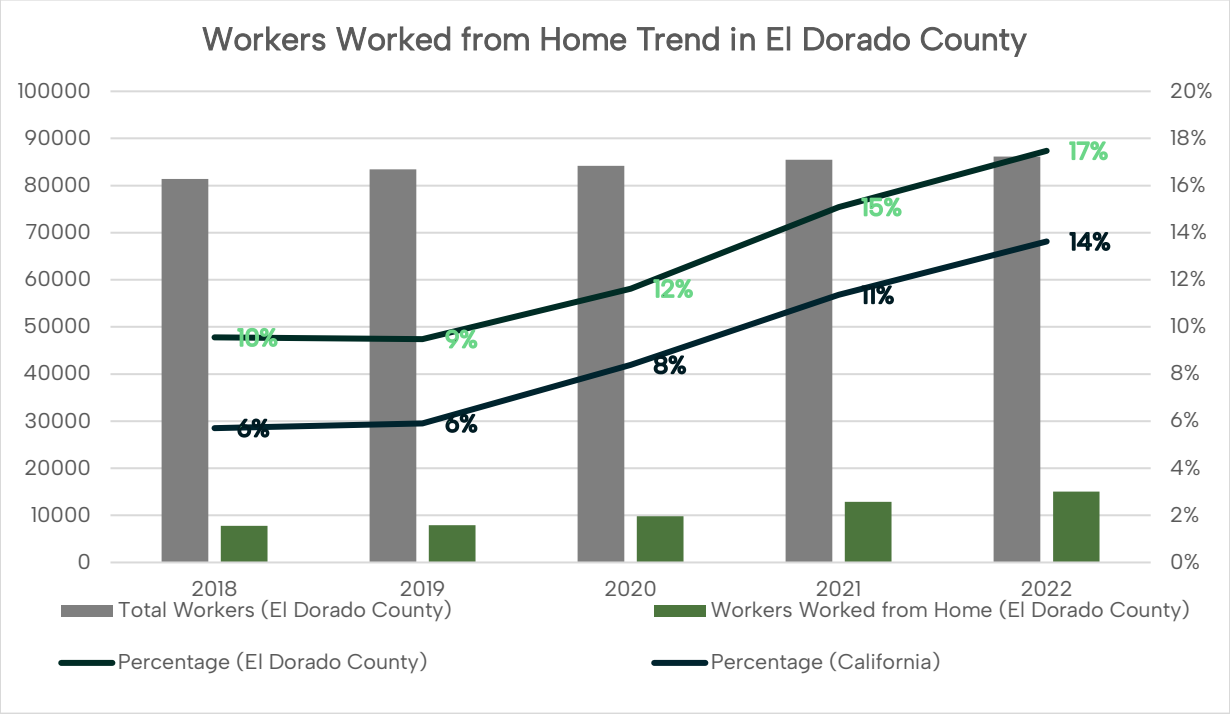


Figure 6. Workers Worked from Home Trend in El Dorado County

Source: ACS 5-Year Estimates

Transit Ridership Pattern

El Dorado Transit (EDT) has consistently reported ridership data since 2015. According to the 2024 Short Range Transit Plan Update prepared by El Dorado Transit, weekday ridership showed a gradual decline from 2015 through early 2020, as illustrated below. In 2020, there was a significant decrease in both demand and service hours, with fluctuations throughout the year due to the COVID-19 pandemic. This period was followed by a gradual increase in ridership.

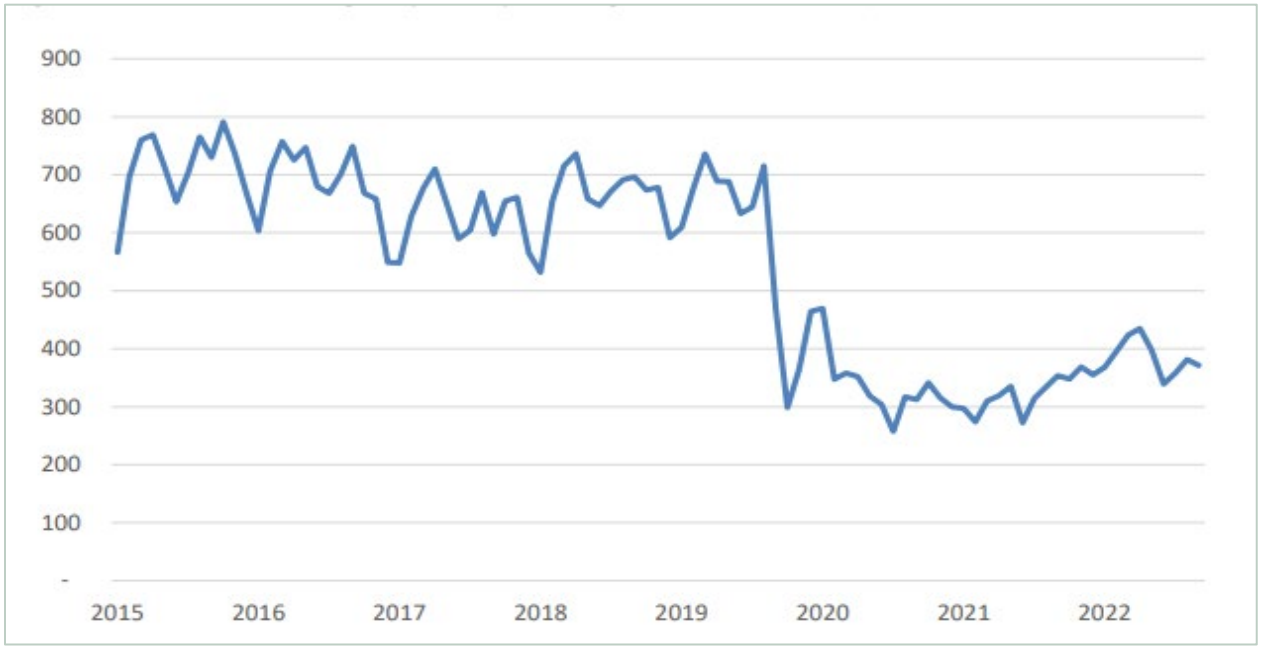


Figure 7. El Dorado Transit Ridership Trend

Source: Short Range Transit Plan Update, El Dorado Transit

Recreation Trips

Recreational trips constitute a significant portion of travel in El Dorado County. The region's diverse landscapes, ranging from the Sierra Nevada to rolling foothills, make it a popular destination for outdoor enthusiasts. Some of the most frequented recreational spots include South Lake Tahoe for its scenic beauty and year-round activities, Apple Hill™ for its orchards and seasonal festivities, and the American River for whitewater rafting and hiking. The Rubicon Trail in the South Lake Tahoe Basin in the eastern plan area, is also a major draw for off-highway vehicle (OHV) enthusiasts, offering one of the most challenging and renowned 4x4 trails in the country. The chart below illustrates visitation trends for Apple Hill™ within the plan area from January 2021 to June 2024. The data highlights October as the peak season for visitation, underscoring its popularity. Year-over-year comparisons from 2021 to 2023 reveal the impact of COVID-19 on visitation patterns, with notable recovery in visitor traffic to the Apple Hill™ area beginning in 2023.

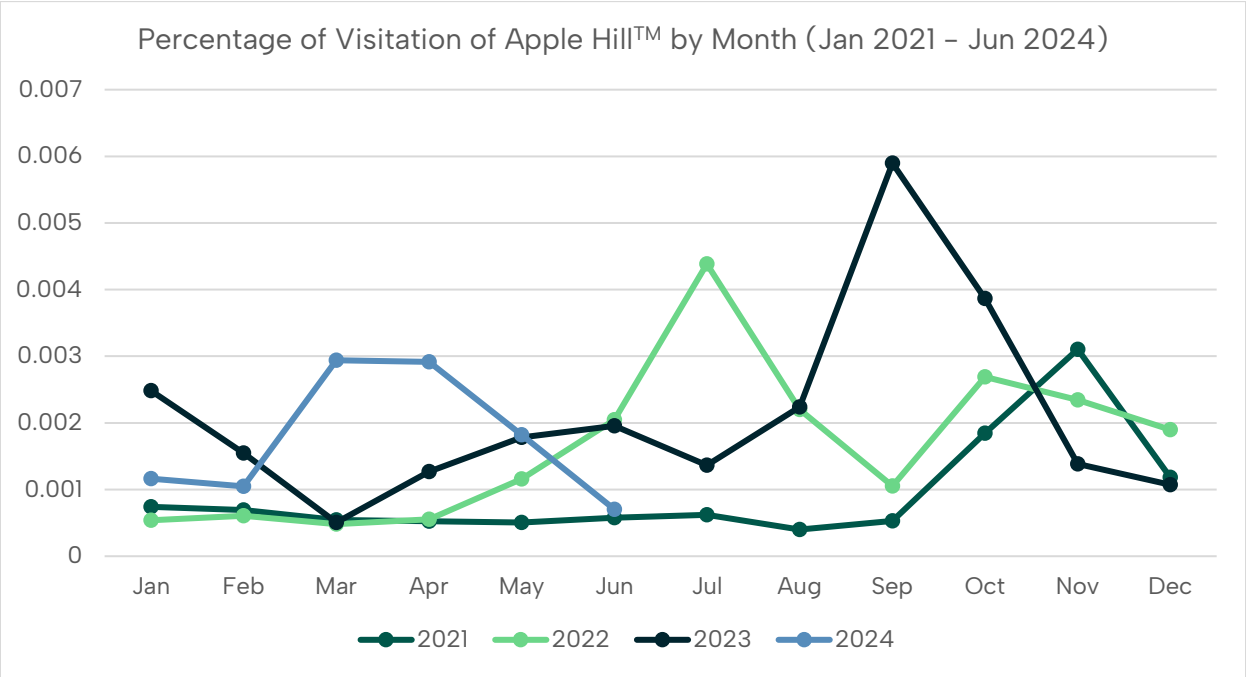


Figure 8. Percentage of Visitation of Apple HillTM by Month (Jan 2021 - Jun 2024)

Source: Zartico; Fehr & Peers, 2024.

US 50 serves as the primary and most heavily utilized transportation corridor in El Dorado County, facilitating crucial east-west connectivity to Sacramento County, Nevada, and points further east across the United States. It is the principal route for interregional tourism travel to the Lake Tahoe Basin, as well as a major commuter pathway to employment centers in the greater Sacramento area. Additionally, US 50 plays a vital role in supporting goods movement and agricultural transport across El Dorado County and the Lake Tahoe Basin.

Electric Vehicle Trips and Population

According to the Light-Duty Vehicle Population[5] statistics provided by California Energy Commission, the rate of electric vehicle adoption in El Dorado County is slightly slower than the statewide average, indicating that while progress is being made, there's still room for growth in aligning with broader California trends.

The 2023 Spring Replica data for a typical weekday indicates that around 2.5% of the trips within the EDCTC plan area by private vehicles involved electric vehicles. The electric vehicle trips mainly take place in urban areas in the west slope of the plan area such as the City of Placerville, El Dorado Hills, and Cameron Park.

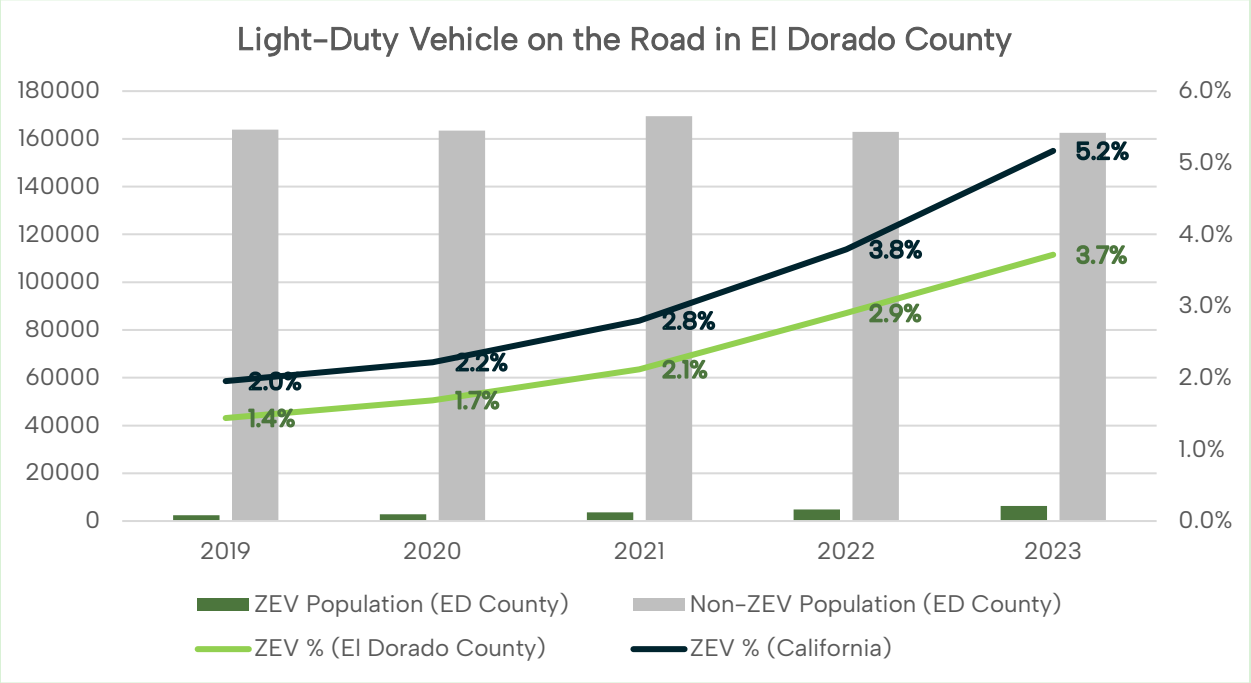


Figure 9. Light-Duty Vehicle on the Road in El Dorado County

Transportation Safety Statistics

Bicycle and Pedestrian Safety

According to the 2020 El Dorado County Active Transportation Plan[6], 52 reported collisions in the EDCTC planning area involved bicyclists and 49 collisions involved pedestrians during 2013-2017. The most common bicyclist violation was riding on the wrong side of the road, which can suggest a lack of adequate bicycle facilities and a lack of safe crossing opportunities. Pedestrians in 22 collisions among

[5] Light-Duty Vehicle Population in California, https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/light

[6] El Dorado County Active Transportation Plan, 2020. https://www.edctc.org/files/bd0b340ff/El+Dorado+County+ATP+February+2020.pdf

49 pedestrian involved collisions were determined to be at fault. These collisions were all under the umbrella of Pedestrian Violation, terms commonly used to describe collisions with pedestrians crossing at unmarked crossings. This often suggests a lack of adequate crossings or pedestrian facilities. Figure 6 shows the collisions involving bicyclists and pedestrians per hexagon in the EDCTC Plan Area.

Roadway Safety

Based on the network screening analysis by the El Dorado County Local Road Safety Plan, the following priority locations have been identified for the County to consider for case studies. **Table 6** below lists the prioritized project locations in the study area (excluding South Lake Tahoe Subdivision). Figure 11 displays the locations of the projects on the short list.

Table 6: Short List of El Dorado County Local Road Safety Plan Priority Locations

Locations	Crashes	Local CCR Differential	Equivalent Property Damage Only (EPDO)	Notes
Missouri Flat Road and Forni Road	22	-0.03	102	Two pedestrian crashes and three head-ons
Missouri Flat Road and Golden Center Drive	16	-0.04	529	One fatal, three severe injury crashes, two head-ons. Location of future Diamond Springs Connector Project.
Missouri Flat Road and Old Depot Road	6	-0.02	149	One Fatal, Pedestrian, 3 Dark
Lotus Road and Gold Hill/Luneman Road	7	0.21	259	One Fatal, One Severe Injury Crash. Located near a School
Salmon Falls Road between Salmon Valley Lane and Timeless Lane[1]	63	1.89	2213	1 Fatal, 11 Severe, 21 Motorcycle Crashes, 20 Hit Object, 15 Dark, 10 Overturned

Note:
1. 10 Segments along Salmon Falls Road Combined, 7 Miles total
2. Local Critical Crash Rate (LCCR) Differential – The difference between the critical crash rate of a location and the maximum crash rate expected to occur at that location within the municipality. Positive LCCRs indicate a higher crash rate than expected.Source: El Dorado County Local Road Safety Plan, Table 3. eldoradocounty.ca.gov/files/assets/county/v/1/documents/services/roads-amp-transportation/2022-07-el-dorado-draft-lrsp.pdf

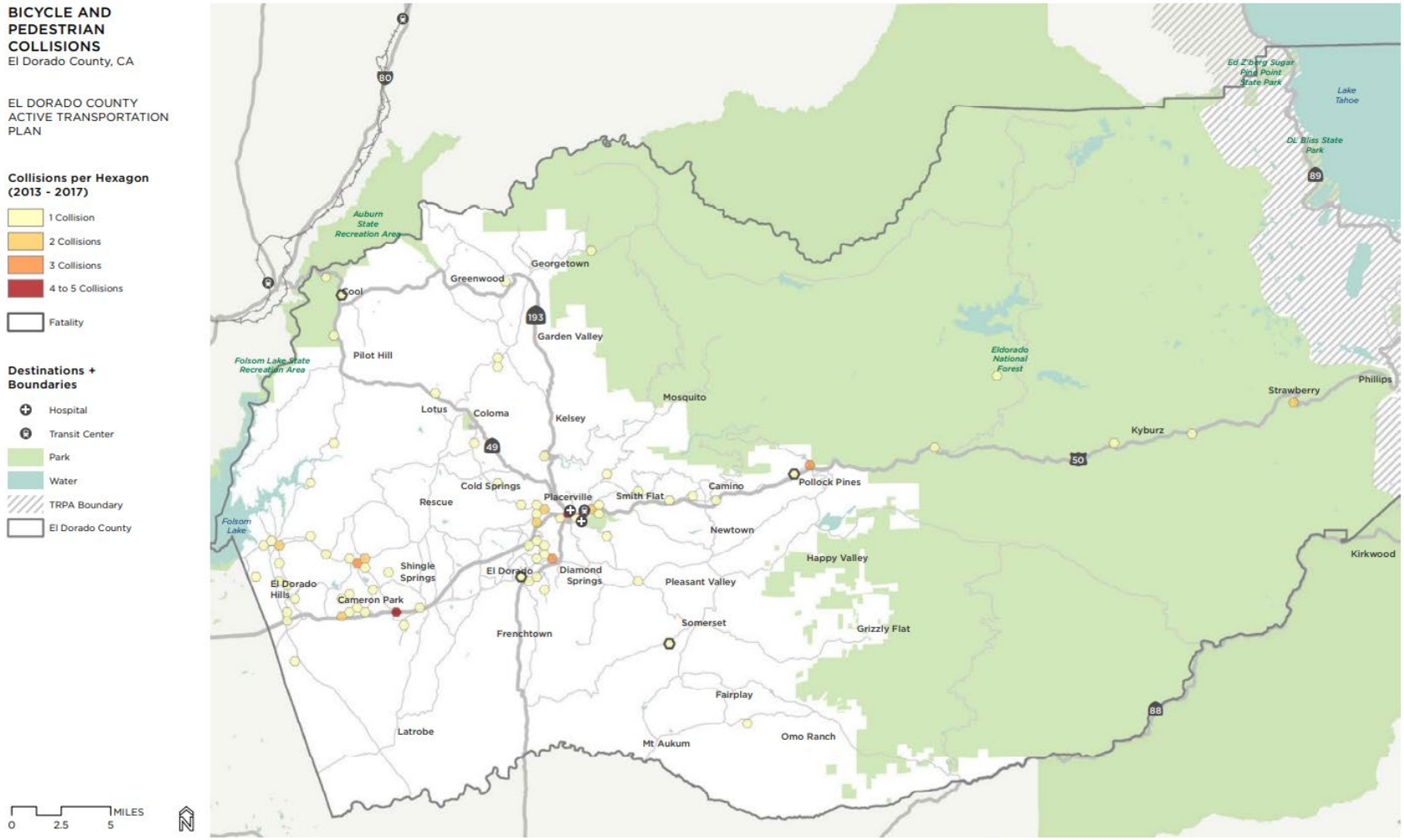


Figure 10. Bicycle and Pedestrian Collisions in the EDCTC Plan Area

Source: El Dorado County Active Transportation Plan, 2020. https://www.edctc.org/files/bd0b340ff/El+Dorado+County+ATP+February+2020.pdf

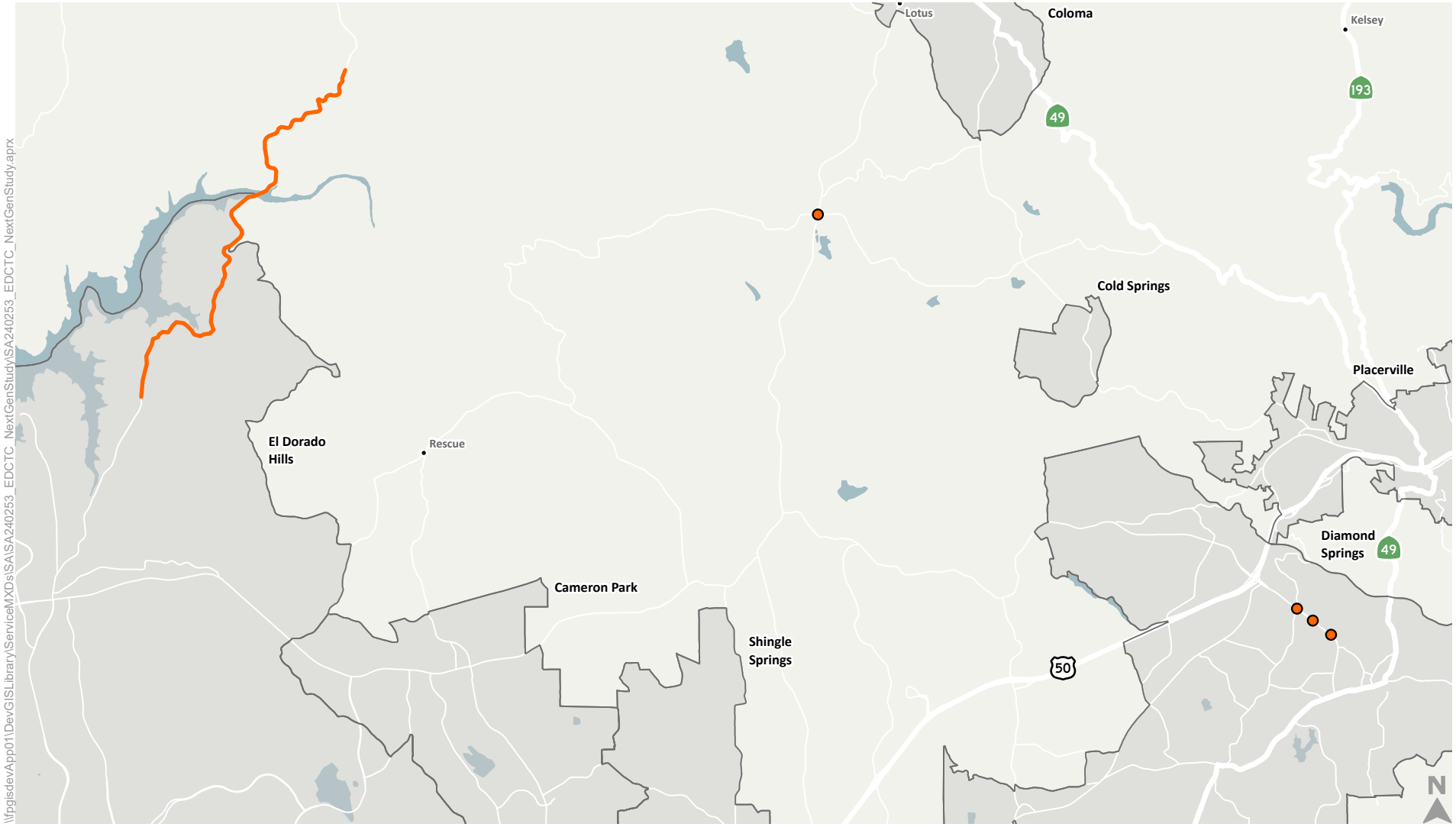


Figure 11

Short List of El Dorado County Local Road Safety Plan Priority Locations

Demographics and Disadvantaged Communities

Age, Race, Income, and Poverty Status

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

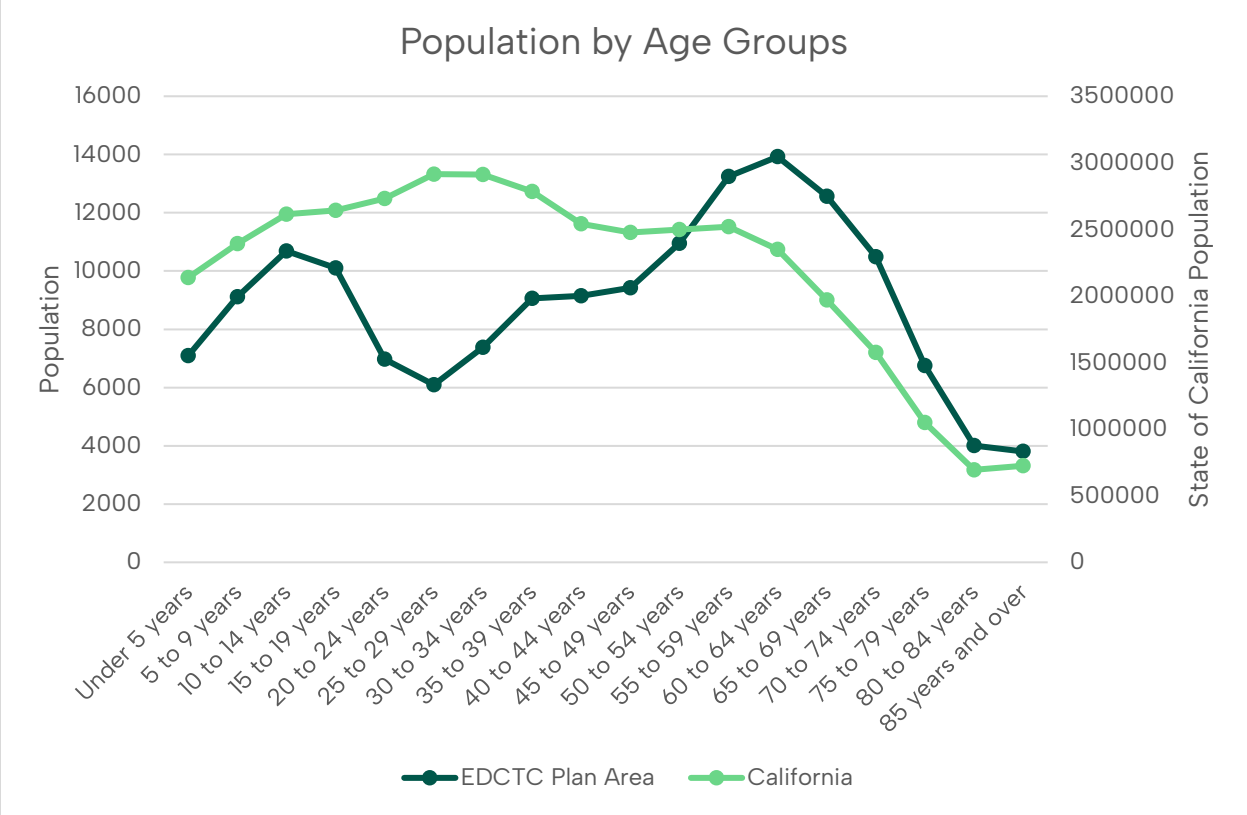


Figure 12. EDCTC Plan Area 2020 Population by Age Groups

Source: 2020 DEC Decennial Census Data; Fehr & Peers, 2024.

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

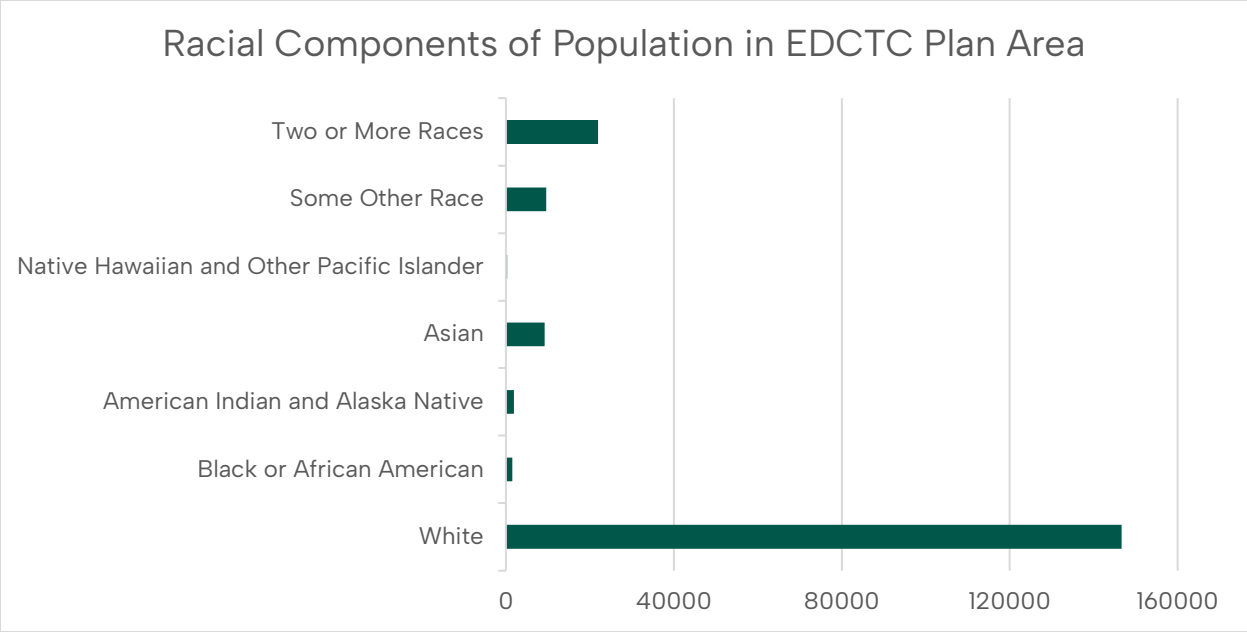
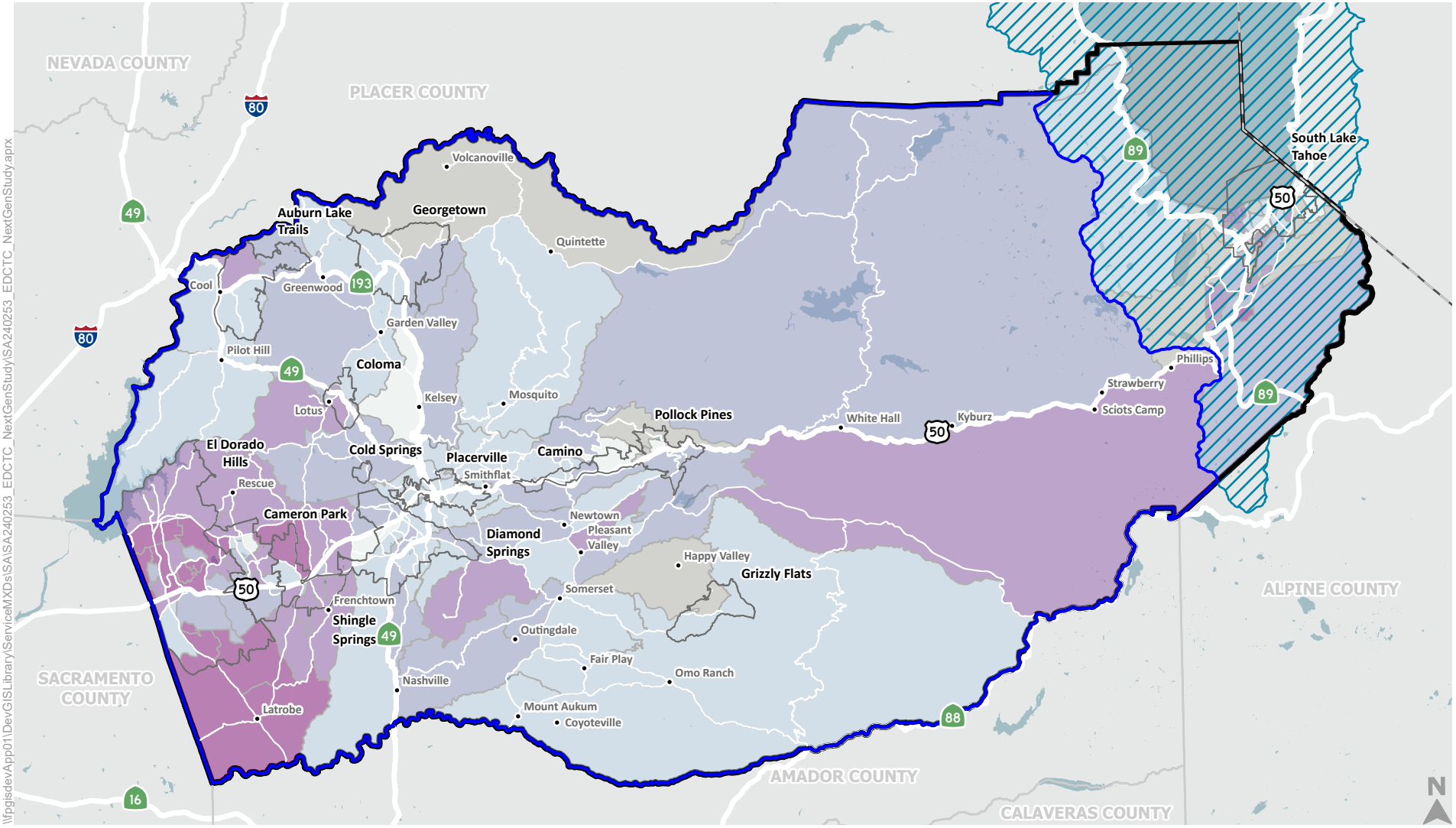


Figure 13. Racial Components of Population in EDCTC Plan Area

Source: 2020 DEC Decennial Census Data; Fehr & Peers, 2024.

According to the 2022 ACS 5-Year Estimates, the median household income in the EDCTC plan area reflects moderate affluence, supporting the county's position as a region of economic stability in California. Figure 14 displays the median household income of the past 12 months according to 2022 ACS 5-Year Estimates. The map identifies certain areas within the plan area as economically vulnerable due to notably low household incomes, often corresponding with communities facing higher rates of cost-burdened households, limited access to employment opportunities, or greater reliance on seasonal or part-time work. Addressing these disparities can be essential for ensuring equitable access to resources and opportunities across the EDCTC plan area.



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- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- Tahoe Regional Planning Agency Boundary

Median Household Income in the past 12 Months (in 2022 inflation-adjusted dollars)

- >$165,000 - $250,000+
- >$119,000 - $165,000
- >91,905 - $119,000
- >$55,900 - $91,905
- $16,513 - $55,900
- No Data Available

- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Note: California Median Household Income in the past 12 months in 2022 inflation adjusted dollars was $91,905.

Figure 14

Median Household Income - 2022 American Community Survey 5-Year Average

Disadvantaged Communities, Equity, and DAC Analysis

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

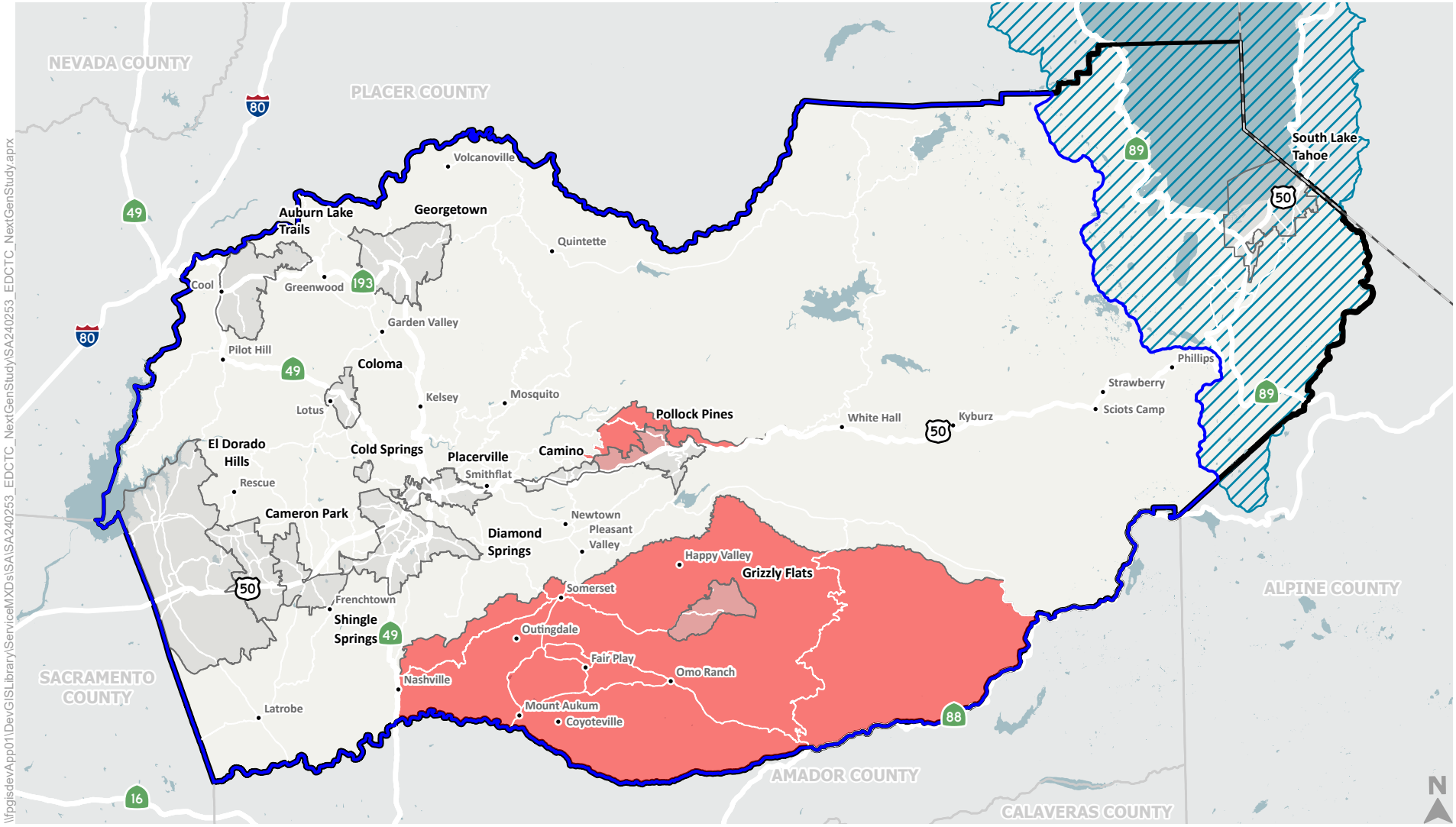
Disadvantaged communities often experience limited access to reliable transportation options, whether due to a lack of infrastructure, inadequate public transit services, or barriers related to affordability and availability. This enables local agencies to prioritize investments in transit systems, roads,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

Figure 15-17 displays the disadvantaged communities identified by different screening sources.

Table 7: Disadvantaged Communities Screening for EDCTC Plan Area

Screening Source	Description	Criteria	Geography Type	Areas Identified	Outstanding Areas for Improvements	El Dorado County Competitiveness
SACOG Disadvantaged Census Tracts 2020	The Sacramento Area Council of Governments (SACOG) Disadvantaged Census Tracts for 2020 identify specific regions within the Sacramento area that face social and economic challenges, often characterized by lower income levels, limited access to quality education and healthcare, and higher rates of unemployment. The SACOG Disadvantaged Census Tracts aim to support regional planning efforts by highlighting areas that may benefit from targeted investments and programs to address disparities and enhance quality of life for residents.	SACOG disadvantaged communities were defined by the 2010 census tracts with a Median Household Income (ACS 2014-2018 5-year data, table ID B19013) less than 80% of the statewide median income of $71,228.	Census Tract	Pollock Pines CDP Grizzly Flats CDP	NA	NA
California Healthy Places Index	The California Healthy Places Index (CHPI) was developed by the Public Health Alliance of Southern California, in collaboration with Virginia Commonwealth University's Center on Society and Health. The index is designed to help communities prioritize investments, resources, and programs by measuring various public health indicators, including those related to transportation and air quality. CHPI provides data for counties, cities, and unincorporated areas, with higher scores indicating healthier communities. Each area is also compared to others in California through percentile rankings.	Key indicators include active commuting rates, vehicle access, and air quality measures like ozone concentration and particulate matter levels, using data from sources like the American Community Survey and CalEnviroScreen 3.0.	Multiple Options	Pollock Pines CDP	Education Transportation	El Dorado County was scored 82.1 out of 100 on HPI, which indicates having healthier community conditions than most of the California areas.
				Grizzly Flats CDP	NA	
CalEnviroScreen 4.0	The California Office of Environmental Health Hazard Assessment developed the CalEnviroScreen 4.0 tool to help identify communities that are disproportionately burdened by multiple sources of pollution. It combines pollution data (such as ozone concentrations and drinking water contaminants) with population indicators (such as birth weight and educational attainment).This is also a tool used in California's Active Transportation Program grant application scoring.	Communities that score in the most burdened 25% of the state are considered to be disadvantaged and receive a small advantage in the competitive funding process.		No communities in El Dorado County meet this threshold.	Relatively high Ozone level	El Dorado County scored as 14.6 of average CalEnviroScreen 4.0 percentile , indicating with healthy conditions

Source:
SACOG Disadvantaged Census Tracts 2020, https://census-sacog.hub.arcgis.com/datasets/disadvantaged-census-tracts-2020/explore
California Healthy Places Index, https://www.healthyplacesindex.org/. Outstanding areas for improvements for this screening source are defined as HPI scores falling under 0-25 percentile session.
CalEnviroScreen 4.0, https://experience.arcgis.com/experience/6b863505f9454cea802f4be0b4b49d62



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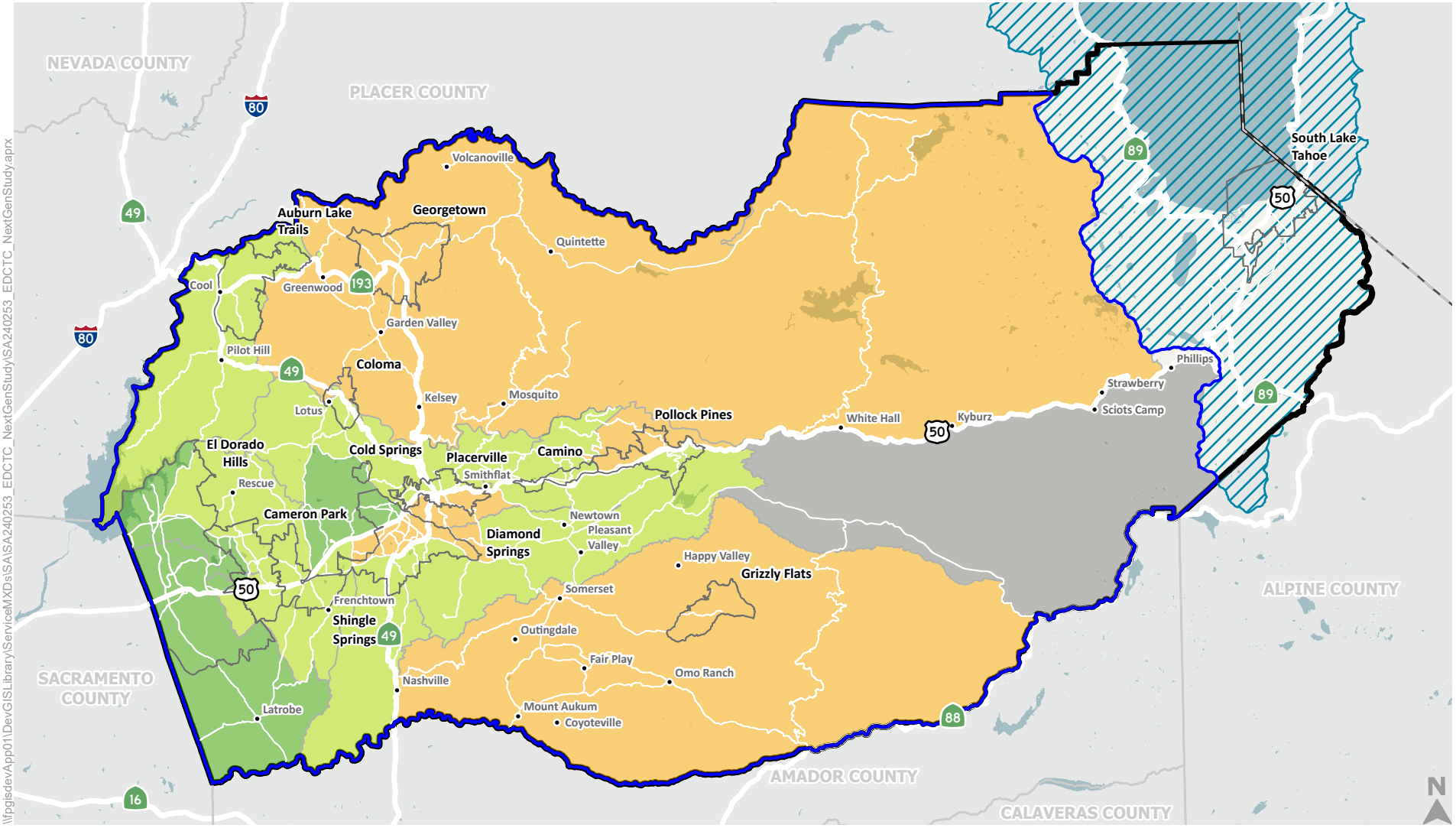
- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- Tahoe Regional Planning Agency Boundary
- SACOG 2020 Disadvantaged Communities
- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Figure 15

Note: Disadvantaged Communities census tracts only shown within the El Dorado County Transportation Commission boundary.

SACOG 2020 Disadvantaged Communities Census Tracts



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- Unincorporated Community
- El Dorado County Transportation Commission Boundary
- Tahoe Regional Planning Agency Boundary

Healthy Places Index (HPI) Percentile

- >25 - ≤50 Percentile
- >50 - ≤75 Percentile
- >75 - ≤100 Percentile
- No Data

- City or Census Designated Place Boundary
- El Dorado County Boundary
- County Boundary
- California Boundary

Figure 16

Note: Healthy Places Index Percentile scores only shows in El Dorado County Transportation Commission boundary.

Healthy Places Index (HPI) Percentile Score

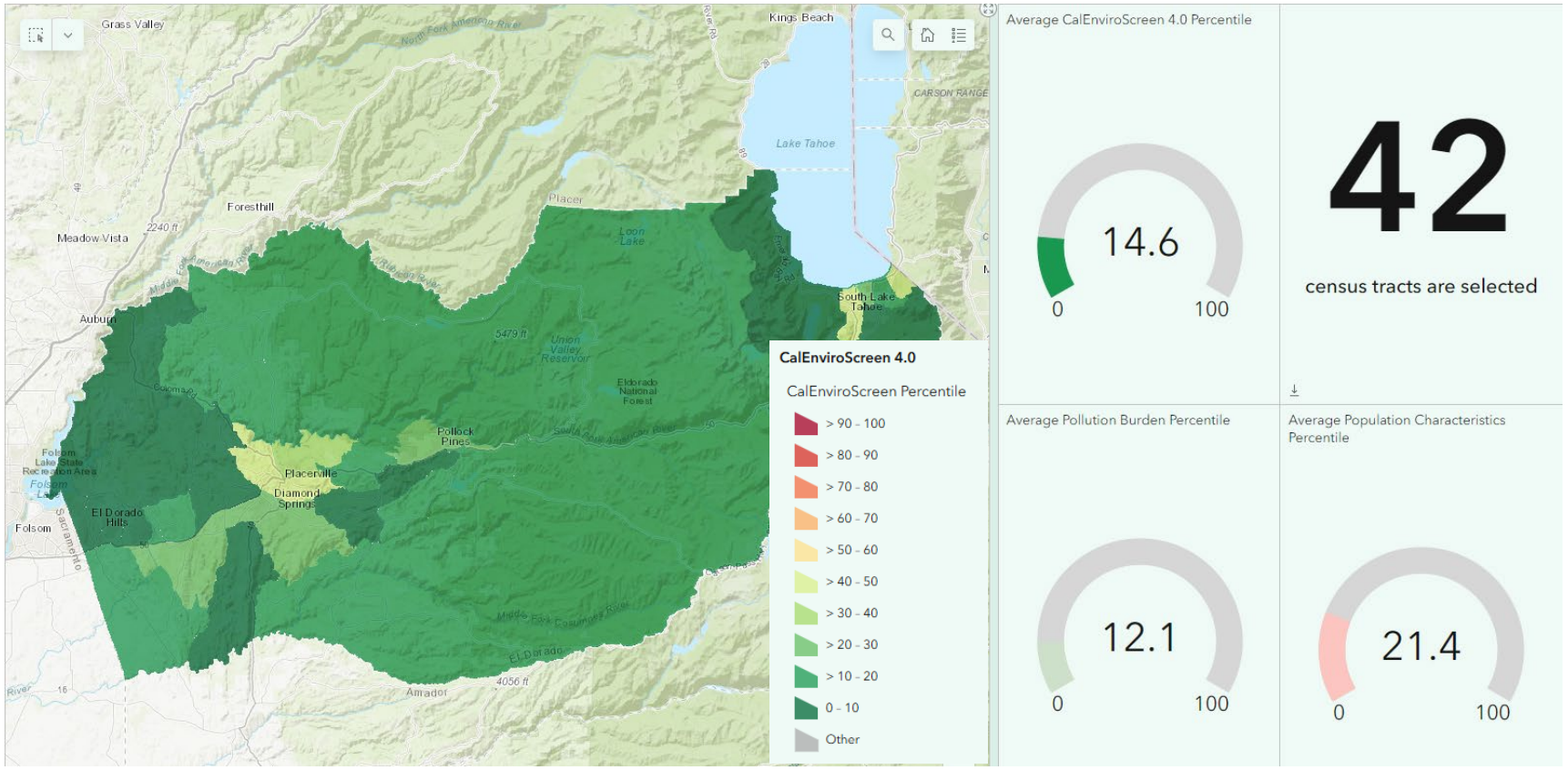


Figure 17. CalEnviroScreen 4.0 Map

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

II. Existing Funding Landscape

El Dorado County's government structure includes the City of Placerville, City of South Lake Tahoe, and the unincorporated County. The EDCTC serves at the Regional Transportation Planning Agency for the western slope of El Dorado County, while the Tahoe Regional Planning Agency (TRPA) serves the area within the Tahoe Basin including the unincorporated areas of El Dorado County and the City of South Lake Tahoe. These agencies utilize various transportation formula and grant funding programs to enhance mobility within and through the region. Agencies work with the RTPA's to identify funding for local priority projects based on program type, project eligibility, and other factors. Regional projects are often addressed through collaborative efforts with SACOG, Caltrans, and the El Dorado County Transportation Commission (or TRPA in the Tahoe Basin).

Similar to other rural areas of California, El Dorado County continues to confront challenges due to its rural and geographically diverse landscape. Competing for funding against urban areas with higher population densities and significant infrastructure needs can be difficult. Additionally, coordinating projects across different jurisdictions and managing regulatory compliance add complexity and time to the planning and project delivery phases. These challenges can be mitigated through creative project development, strategic funding targets, community engagement, federal and state advocacy, collaboration and effective project delivery.

State Funding

Caltrans – Sustainable Transportation Planning Grants

This Caltrans Planning Grant Program aims to support local and regional projects that enhance sustainability and climate resilience. The program includes Sustainable Communities Grants and Strategic Partnerships Grants. The following list of successful projects from the last 5 years can be used as a reference and template for future funding pursuit success.

Next Gen Transportation Investments Strategies

Sustainable Communities Grant (FY 23/24)

The Next Generation Transportation Investment Strategy (Strategy) provides the El Dorado County Transportation Commission (EDCTC) with a modern, data-driven framework for making strategic, equitable, and resilient transportation investments on the Western Slope of El Dorado County. Developed with guidance from current federal and state transportation policy, including CAPTI, SB 743, SB 375, and AB 1279, the Strategy equips EDCTC with the analytical tools and methodologies necessary to remain competitive for statewide and federal funding while addressing the transportation needs of a predominantly rural region.

South Lake Tahoe Multimodal Mainstreet Corridor Plan

Sustainable Communities Competitive and Technical Grants (FY 24/25)

The project focuses on creating safer, more accessible routes for non-motorized transportation, aiming to reduce greenhouse gas emissions and improve overall community livability

Stateline Avenue Complete Streets Study

Sustainable Communities Competitive and Technical Grants (FY 25/26)

The Stateline Avenue Complete Streets Study aims to identify current multimodal mobility challenges and develop a set of proposed improvements to enhance safety, vehicle circulation, and active transportation connectivity along Stateline Avenue that will improve quality of life for residents and regional visitors alike.

Additional Details

These grants support state goals to reduce greenhouse gas emissions, improve safety and accessibility for non-motorized transportation, and enhance climate resilience across California. The total funding over the last 5 years for El Dorado County totals approximately $900,000.

Active Transportation Program (ATP)

The Active Transportation Program (ATP) is a statewide initiative administered by the California Transportation Commission (CTC) aimed at encouraging increased use of active modes of transportation like walking and biking. Established through Senate Bill 99 in 2013, the program consolidates various federal and state funds to support a wide range of projects that improve safety, accessibility, and connectivity for non-motorized users. The program focuses on reducing greenhouse gas emissions, improving public health, and benefiting disadvantaged communities across California.

El Dorado County has effectively leveraged ATP funding to enhance its active transportation network, with several successful projects that emphasize safety and connectivity. These projects not only improve local infrastructure but also align with broader state goals, such as reducing vehicle miles traveled and enhancing public health through increased physical activity. The following list of successful projects can be used as a reference and template for future funding pursuit success.

Missouri Flat Road El Dorado Trail Bicycle and Pedestrian Overcrossing

Funding: $3.27 million from SACOG Regional ATP program

This project enhances safety and connectivity by providing a dedicated crossing over Missouri Flat Road, crucial for integrating the El Dorado Trail with other local and regional routes. This

supports increased use of the trail for both commuting and recreation, contributing to the county's long-term transportation goals.

Placerville Drive Bicycle and Pedestrian Facilities Phase 1

Funding: $15.4 million Active Transportation Program (Cycle 6)

This project, over multiple phases will improve and increase bicycle and pedestrian interconnectivity within the City of Placerville along Placerville Drive and Green Valley Road.

Placerville Drive Bicycle and Pedestrian Facilities

Funding: $1.22 million Active Transportation Program (2021 SACOG Regional ATP)

On Placerville Drive from Green Valley Road to Cold Springs Road, and on Green Valley Road from Mallard Lane to Placerville Drive in the City of Placerville: Complete design and right of way phases for Class IV separated bikeways, Class II bike lanes, sidewalks, crosswalk improvements, ADA curb ramps, and transit stop improvements.

El Dorado Trail Extension and Maintenance Project

Funding: $2 million Active Transportation Program (Cycle 6)

Extending and maintaining the El Dorado Trail ensures the trail remains a key asset for active transportation, connecting various communities and encouraging non-motorized travel. This project also supports environmental sustainability by reducing reliance on vehicles.

Pollock Pines – Pony Express Trail Bicycle and Pedestrian Improvements

Funding: $1.4 million Active Transportation Program (Cycle 5)

This project focuses on creating safer and more accessible routes for all users, including pedestrians and cyclists. By enhancing multimodal options, the plan supports the County's complete streets efforts to reduce greenhouse gas emissions and promote healthier, more sustainable transportation choices.

Strategic Considerations

Given its track record with ATP funding, El Dorado County is well-positioned to continue pursuing projects that expand its active transportation network. Future applications could emphasize additional connections in rural communities, integrating with public transit, and addressing safety concerns at high-traffic intersections. Aligning with state objectives and focusing on underserved communities will likely enhance the competitiveness of the county's proposals. By continuing to leverage ATP funding, El Dorado County can further its goals of creating a safe, connected, and sustainable transportation system that supports both local needs and broader state initiatives.

Senate Bill 1 Transportation Funding Programs

Through strategic planning and effective management, EDCTC ensures that El Dorado County can access and benefit from several state funding sources designed to improve transportation infrastructure, reduce congestion, and enhance sustainability.

Local Partnership Program (LPP): EDCTC taps into the LPP to match local transportation funds with state dollars. This program is crucial for advancing projects that would otherwise struggle to secure sufficient funding, especially in a county with diverse geographical and demographic needs.

Solutions for Congested Corridors Program (SCCP): In the area of multi-modal corridor improvements, the SCCP aligns well with El Dorado County's need to address congestion along critical routes like U.S. Highway 50. SACOG has been working to develop the U.S. 50 Comprehensive Multi-Modal Corridor Plan (US 50 CMCP), which will allow EDCTC to be eligible to apply for SCCP funding, and open the door for potential partnerships with neighboring agencies that share connections and mobility on the U.S. 50 Corridor. SCCP funds support projects that reduce traffic and improve safety while enhancing environmental sustainability.

Trade Corridor Enhancement Program (TCEP): Freight movement along Highway 50 is a key component of El Dorado County's economy, particularly for agricultural and resource-based industries and support of the industrial uses in the El Dorado Hills Business Park.

Traffic Congestion Relief Program (TCRP): Although phased out and replaced by newer programs, the legacy of TCRP projects continues to influence EDCTC's approach to addressing congestion and expanding capacity in the county's transportation network.

- **El Dorado Hills Interchange**: This interchange project, part of the TCRP legacy, was aimed at reducing congestion and improving traffic flow along Highway 50, one of the county's most critical transportation routes.

Affordable Housing and Sustainable Communities (AHSC): This program is critical for integrating transportation planning with housing and land use. EDCTC can work with partners to coordinate AHSC projects that promote transit-oriented development and reduce greenhouse gas emissions, contributing to broader state climate goals.

- **Placerville Transit-Oriented Development**: AHSC funds were awarded to support the integration of affordable housing with enhanced public transit services in Placerville. This project aims to reduce greenhouse gas emissions by encouraging residents to shift from personal vehicle use to public transit.

Through the effective utilization of these programs, EDCTC can support the development of a balanced, multi-modal transportation system that addresses both current challenges and future growth needs. These initiatives ensure that El Dorado County remains connected, sustainable, and economically vibrant.

TIRCP Funding

The Transit and Intercity Rail Capital Program (TIRCP) is a critical component of California's long-term transportation strategy, aiming to modernize the state's rail and transit systems. Established under Senate Bill 862 (2014), the program is a key element of California's efforts to reduce greenhouse gas emissions, promote transit-oriented development, and enhance the sustainability of the transportation system. TIRCP is funded through a combination of cap-and-trade auction proceeds and state gas tax revenue, making it one of the most significant sources of funding for large-scale rail and transit projects.

El Dorado County and TIRCP

While El Dorado County is more rural compared to the urban centers that typically benefit from TIRCP, the program presents opportunities for improving regional connectivity and expanding public transportation options. The county's participation in this program would align with its goals to reduce vehicle miles traveled (VMT) and greenhouse gas emissions, consistent with the broader state objectives under the Sustainable Communities Strategy.

Challenges and Considerations

The primary challenge for El Dorado County in accessing TIRCP funds is its rural nature, which often limits its competitiveness compared to densely populated areas. Projects need to demonstrate significant regional or statewide benefits, such as reduced emissions or improved connectivity to major urban centers. Additionally, aligning project proposals with the equity and sustainability goals of TIRCP is critical to securing funding.

Potential TIRCP Projects

To leverage TIRCP, El Dorado County should focus on regional transit projects that can demonstrate substantial environmental and social benefits. For example:

Regional Bus Service Enhancements: Expanding and electrifying bus services that connect El Dorado County to Sacramento or South Lake Tahoe could reduce emissions and improve regional mobility.

Intermodal Transportation Hubs: Developing hubs that integrate various modes of transport, including rail, bus, and active transportation, would align with TIRCP's goals and serve the growing population.

Partnership with Neighboring Counties: Collaborating with adjacent counties to create joint proposals could enhance the competitiveness of projects and align them more closely with TIRCP's priorities.

The TIRCP offers significant potential for advancing El Dorado County's transportation goals, particularly in terms of reducing emissions and enhancing transit services. By carefully aligning future project proposals with the program's objectives, the county can secure funding for

transformative transportation projects that contribute to a more sustainable and equitable future.

Federal Funding

BUILD Program

The Better Utilizing Investments to Leverage Development (BUILD) program is a highly competitive federal grant initiative managed by the U.S. Department of Transportation (USDOT). It was established to fund transportation projects that have significant local or regional impacts, especially those that are difficult to finance through other means.

El Dorado County can benefit from the BUILD program by targeting projects that align with these key objectives. Potential projects could include:

Regional Connectivity Improvements: Projects that enhance the connectivity between El Dorado County and larger urban centers, such as improved bus routes or multi-modal hubs.

Complete Streets Initiatives: Transforming key roadways to better accommodate all users, including pedestrians, cyclists, and public transit, while integrating green infrastructure.

Resilient Infrastructure Projects: Upgrading critical infrastructure to be more resilient to climate impacts, such as wildfires and flooding, which are significant concerns in the region.

Challenges and Considerations

Competition for RAISE funding is fierce, with demand far exceeding available resources. El Dorado County must present projects that not only align with federal priorities but also demonstrate clear benefits to underserved communities or those at risk due to climate change. Additionally, projects should emphasize multi-jurisdictional collaboration, which can strengthen applications by showing regional significance.

CMAQ Funding

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides federal funding to support transportation projects and programs that improve air quality and reduce congestion.

CMAQ funds are aimed at improving air quality and mitigating congestion by supporting projects that reduce vehicle emissions and enhance the efficiency of the transportation system.

Allocation: CMAQ funding is now distributed by SACOG through their Next Generation Solutions and Clean Air Program. EDCTC historically has programmed CMAQ funds to jurisdictions within El Dorado County by sub-allocation. In the spring of 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued a corrective action to Caltrans regarding suballocation and administration of Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) funds.

SACOG, designated as the federal Metropolitan Planning Organization (MPO) for the six-county region including El Dorado County, now has responsibility for allocating and administering federal transportation funds.

Urban Surface Transportation Block Grant Program (STBG)

The urban STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any urbanized area Federal-aid highway, bridge and tunnel projects on any public road (collector or above), pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding generally is made available through the State transportation agencies, but for the EDCTC region, Urban STBG is made available through the Sacramento Area Council of Governments programs. The Federal Highway Administration provides STBG program funds to States by formula, yet the selection of projects for funding under the STBG program is the decision of the State DOT or local MPO, in accordance with applicable Federal requirements.

HSIP Funding

El Dorado County has successfully secured Highway Safety Improvement Program (HSIP) funding for multiple projects aimed at enhancing road safety and reducing traffic-related fatalities and serious injuries. Here are some key projects:

Pleasant Valley Road Safety Improvements:

Funding Amount: $3.06 million

Safety enhancements including high friction surface treatment, centerline and edge-line striping along high crash segments, and other safety improvements along the entire length of Pleasant Valley Road.

Missouri Flat Road Safety Enhancements:

Funding Amount: $1.2 million

Installation of traffic signals, addition of turn lanes, and implementation of pedestrian safety measures at key intersections to reduce collisions and improve overall traffic flow.

Green Valley Road Safety Upgrades:

Funding Amount: $750,000

Enhancements include the installation of advanced warning signs, rumble strips, and reflective pavement markers to reduce accidents on this rural road with high-speed travel.

Successes

El Dorado County has been proactive in applying for and securing HSIP funds to address critical safety concerns on its roadways.

The projects funded have led to significant safety improvements, such as the reduction in collision rates and enhanced pedestrian and cyclist safety.

Potential Challenges

Managing the implementation of these projects within the allocated budget and timelines can be challenging, especially in rural areas with diverse geographical features.

Coordinating with multiple stakeholders, including local agencies and the public, adds complexity to the planning and execution phases.

Federal INFRA Grant Program

The Infrastructure for Rebuilding America (INFRA) grant program, part of the Nationally Significant Multimodal Freight and Highway Projects initiative, is a key component of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). This competitive grant program supports projects of national or regional significance that improve the safety, efficiency, and reliability of freight and passenger movement across the United States. The program is crucial for projects that enhance critical infrastructure, particularly for freight corridors, which are vital to the nation's economy.

Funding and Eligibility

For the fiscal years 2025–2026, INFRA allocated approximately $2.7 billion in competitive grants. Eligible projects include highway freight projects, bridge improvements, grade crossings, and intermodal freight projects. Applicants can include states, metropolitan planning organizations (MPOs), local governments, and other public authorities with a transportation function. Notably, the program prioritizes projects that address freight bottlenecks and those that have broad economic impacts.

Relevance to El Dorado County

El Dorado County stands to significantly benefit from the INFRA grant program, particularly given its strategic location along key transportation corridors. The county's position within the Sierra Nevada region makes it a critical link for freight movement between California's urban centers and neighboring states. Leveraging INFRA funding could be instrumental in addressing some of the county's most pressing infrastructure challenges, particularly those related to highway reliability and safety.

Enhancing Critical Freight Corridors

El Dorado County's economic health is closely tied to the efficiency of its transportation network. The U.S. Highway 50 corridor, which runs through the county, is a vital route for freight and passenger travel. Improving this corridor to handle increased traffic volumes and reduce congestion would not only enhance local economic resilience but also support regional and interstate commerce. INFRA funds could be used to widen lanes, add truck climbing lanes, or develop interchanges that ease bottlenecks on this critical route.

Improving Connectivity for Rural Areas

One of the key advantages of pursuing INFRA funding is its alignment with the goals of enhancing connectivity between rural areas and major markets. For El Dorado County, projects that improve access to and from rural communities—connecting them to larger commercial hubs—could be highly competitive under the INFRA program. Such improvements are vital for supporting local industries, reducing transportation costs, and enhancing access to services for residents in remote areas.

Aligning with State and National Goals

INFRA grants favor projects that support broader transportation goals, such as increasing the resilience of critical infrastructure and promoting safety. By aligning with Federal initiatives, such as those focused on goods and people movement, and improving disaster resilience in rural communities, El Dorado County could bolster its proposals. For example, integrating features that address resilience, such as wildfire mitigation measures along transport routes, could further enhance the county's competitiveness for INFRA funding.

Other Existing Federal Programs & Resources

Integration of Key Programs in El Dorado County

The El Dorado County Transportation Commission (EDCTC) strategically leverages several key federal programs to advance the county's transportation goals. By aligning local needs with federal priorities, EDCTC ensures that El Dorado County can access funding sources critical for enhancing infrastructure, improving connectivity, and fostering sustainable development.

Federal Aid Highway Program:

This program is the cornerstone of federal support for state and local highway and road projects. Local agencies within El Dorado County utilize Federal Aid Highway funds to maintain and improve key transportation corridors such as U.S. Highway 50. These funds are essential for projects that focus on safety, congestion relief, and the long-term sustainability of the county's roadway network. By tapping into this program, local County agencies can address the most pressing infrastructure needs while meeting federal standards for road quality and safety.

Earmarks in the Next Federal Highway Bill:

Earmarks provide direct federal funding for specific projects, often championed by congressional representatives. As the next federal highway bill is shaped, EDCTC will work to secure earmarks for critical projects in El Dorado County. These could include upgrades to rural roads, bridge replacements, and initiatives that enhance regional connectivity. Earmarks are vital for funding projects that might not qualify under broader competitive grant programs but are nonetheless essential to local transportation needs.

In a past federal highway bill, El Dorado County secured earmarked funds for the Missouri Flat Road Interchange project. This funding supported the expansion of the interchange, improving traffic flow and reducing congestion near the El Dorado Town Center. Earmarks have historically been crucial for such projects that are key to local economic development but may not meet the criteria for broader federal funding programs.

Reconnecting Communities:

The Reconnecting Communities program is a recent federal initiative designed to address the division caused by transportation infrastructure in disadvantaged areas. EDCTC can leverage this program to support projects that bridge divides created by past infrastructure developments, such as building pedestrian overpasses or restoring access to communities separated by highways. For El Dorado County, this program offers opportunities to revitalize areas impacted by previous transportation decisions, ensuring more equitable access and connectivity.

SACOG 2026 Regional Funding Programs

System Preservation Program

The System Preservation Program addresses the need for road preventative maintenance and the preservation of existing infrastructure to reduce the local agency backlog of road maintenance needs and prioritizes investment in major roadways and transportation assets that heavily contribute to the safe and reliable movement of people and goods throughout the region.

Next Generation Solutions and Clean Air Program

The Next Generation Solutions and Clean Air Program is designed to foster the next generation of mobility solutions, including implementation of SACOG initiatives such as the Regional Transit Network Study and Regional Trails Network, as well as funding active transportation projects, ZEV implementation, Complete Streets projects, other infrastructure for high-capacity transit, streetscape corridors, and other projects that have air quality or multi-modal benefits.

System Performance Program

The System Performance program is designed to advance projects that improve performance, safety, reliability, and efficiency of the existing regional transportation network. The program supports a wide range of investments in roadway, transit, and multimodal infrastructure that address operational deficiencies, congestion, goods movement, and safety needs. Funding for this program is provided through the Surface Transportation Block Grant Program (STBGP) Program.

Funding Strategy Takeaways

El Dorado County stands at a crossroads, facing the complex challenge of aligning future growth with sustainability, equity, and the distinct needs of its diverse communities. While state and federal funding programs have supported critical infrastructure improvements, the reality is that the available funding in the pipeline is insufficient to meet the county's future transportation needs. As El Dorado County continues to grow, the gap between what is needed and what can be funded is widening, particularly in the context of fierce competition for resources.

Rural counties like El Dorado County often struggle to compete for transportation funding against the urban cores of California, such as Los Angeles, the Bay Area, and San Diego. These metropolitan areas typically have higher population densities, more significant infrastructure demands, and more readily available data to support their grant applications. In contrast, El Dorado County's rural communities face unique challenges—large census tracts, sparse populations, and limited supporting data—that make it difficult for them to qualify for funding under traditional disadvantaged community criteria. These disparities leave many small, rural areas at risk of being overlooked as the county changes and grows.

Furthermore, while urban areas may focus on reducing congestion and improving public transit, rural communities require investments that enhance basic connectivity and ensure equitable access to resources. The phenomenon of induced demand complicates this further; while urban areas pivot away from expanding capacity to avoid exacerbating traffic, rural regions still need infrastructure improvements that address their distinct challenges.

El Dorado County must continue to advocate for funding approaches that recognize the unique needs of rural areas and ensure that these communities are not left out. This includes emphasizing the importance of small, sparsely populated areas that do not easily fit into traditional funding models. The county's transportation future depends on securing sufficient resources to build a network that is not only sustainable and resilient but also equitable for all its residents, particularly those in disadvantaged and underserved communities. Only by addressing these challenges can El Dorado County achieve a balanced and inclusive transportation system that meets the needs of its diverse population well into the future.

To ensure future success, the region should focus on several strategic approaches:

Advocacy: Actively advocating for rural infrastructure needs at the state and federal levels can help secure more equitable funding distribution. Highlighting the specific challenges and requirements of rural transportation can influence policy decisions and funding allocations.

Utilizing Pilot Programs: Implementing temporary pilot projects can demonstrate the potential benefits of proposed improvements. These pilots can provide valuable data and feedback that strengthen future funding proposals.

Building Partnerships: Collaborating with neighboring counties, local businesses, and community organizations can bolster support for projects and provide additional resources. Partnerships can enhance the impact of projects by ensuring they serve broader regional needs.

Community Engagement: Continuing robust community outreach and involvement is crucial. Engaging residents in planning and prioritizing projects can help tailor improvements to local needs and garner public support, which is often critical for successful grant applications.

III. Climate Adaptation and Resiliency

Climate hazards were selected for this report based on their inclusion in the County's Emergency Operations Plan, scoring highly in a risk category in the Multi-Jurisdictional Hazard Mitigation Plan, and appearing in state and federal guidelines for climate adaptation planning for transportation infrastructure. Because the focus of this report is on climate related hazards which have the potential to impact the transportation network and mobility, some county plans and studies explore other natural hazards that may not be included in this report.

The following climate-related hazards to transportation are included in this section:

- Extreme Heat
- Wildfire
- Extreme Weather, Flooding and Dam Failure
- Landslide and Erosion

Related Federal, State, and Regional Documents

El Dorado County has several plans and strategies that identify natural hazard risks and risks associated with climate change and guide development, processes, and procedures to mitigate potential adverse impacts to the county. This section of the report summarizes some of the key documents from the federal, state, and regional level that guide hazard mitigation and adaptation planning in the county. Select key documents are summarized below. For a comprehensive list of additional County resources and reference documents, reference section 2.8.1.1 Related Plans and Regulations in the county's MJHMP.

Federal

FHWA Roadmap to Risk Management for Transportation Planning

The Roadmap to Risk Management for Transportation Planning, by the Federal Highway Administration (FHWA) provides broad guidance to transportation agencies and communities to assist with assessing existing conditions and identifying appropriate risk management methods and techniques to mitigate risks to the transportation network. The roadmap is organized into five sections:

- A description of risk management and its relationship to the planning process.
- Essential planning functions that are inherently uncertain or subject to variability.
- Steps to begin integrating risk management into planning.
- Methods for documenting uncertainty and variability in plans and programs.
- Guidelines and "off the shelf" tools for risk assessment.

FEMA National Risk Index

The FEMA National Risk Index is a dataset and online tool that illustrates the relative risk of 18 natural hazards to counties and census tracts throughout the United States. The Risk Index uses data on natural hazards and community risk factors to develop a baseline risk measurement for each county and census tract. The tool includes an interactive map and provides an overall National Risk Index score as well as individual hazard risk scores for all 18 natural hazards included in the tool.

Investing In Transportation Resilience: A Framework for Informed Choices

Investing in Transportation Resilience: A Framework for Informed Choices was written by the Transportation Research Board in 2021. This report is a federal-level review of practices to evaluate resilience in the face of increasing challenges due to climate change and includes recommendations for evaluating and prioritizing options to improve resilience by strengthening, adding redundancy to, and relocating vulnerable assets.

State

Safeguarding California Plan: 2018 Update

The Safeguarding California Plan was originally adopted in 2009 and has been updated twice: first in 2014, and most recently, in 2018. The Safeguarding California Plan outlines California's climate adaptation strategy, illustrating the state's goals and the specific state agency actions and policy recommendations to achieve those goals. The plan outlines principles and recommendations intended to guide and organize adaptation efforts of state agencies. The plan is not intended to be a prescriptive policy document for non-state or local government entities. The plan provides a framework for solutions-oriented initiatives based in climate science and a foundation for linking adaptation strategies across policy areas.

Caltrans Climate Change Vulnerability Assessments – District 3

Caltrans Climate Change Vulnerability Assessments were conducted to better understand the vulnerability of California's State Highway System and other Caltrans assets to future climate change impacts (Caltrans, 2019). The District 3 Technical Report was published in 2019, and summarizes vulnerabilities for the portion of the State Highway System in Caltrans District 3, which includes El Dorado County. The Summary Report provides a high-level overview of methodology, potential implications of climate change to Caltrans assets, and how climate data can be applied in decision-making. The intended audience of the Technical Report is primarily District 3 staff. It includes background on the methodology used to develop the reports, information on how to replicate these methods, and a recommended framework for prioritizing potential projects for more detailed assessments in the future. The District 3 reports are organized by climate stressor: temperature, precipitation, wildfire, sea level rise, and storm surge.

California Adaptation Planning Guide

The California Governor's Office of Planning and Research provides a similar resource to the FHWA Roadmap to Risk Management for Transportation Planning called the Adaptation Planning Guide. The Adaptation Planning Guide[7] outlines a step-by-step process that local governments and agencies can use to adapt and plan for resilience in a changing climate. The guide is available as a downloadable document and an online toolkit with interactive hyperlinks to multiple federal and state climate datasets, resources, and tools to conduct an adaptation planning process that is unique to a jurisdiction's needs and conditions. The Guide outlines four overarching phases, with multiple steps and milestones within each phase. The four phases of adaptation planning are illustrated in Figure 18 below. The Adaptation Planning Guide may serve as an "evergreen" resource for maps, figures, and data that may be updated in the future and will support the County in implementing and monitoring climate adaptation and gathering data to apply for State and federal grants.

Figure 18. California Adaptation Guide Planning Phases

California State Hazard Mitigation Plan

The California State Hazard Mitigation Plan (SHMP), updated in 2018, is the state's main guide for hazard mitigation. It continues the state's commitment to reducing disaster risks and impacts, helping communities with mitigation and resilience efforts. The 2018 update includes a statewide risk assessment, recent mitigation progress, updated hazard mitigation goals, and climate adaptation strategies. Climate change adaptation is integrated into the SHMP, addressing projected climate outcomes, relevant state laws, and strategies for incorporating climate change into planning. Resources like Cal-Adapt and the Safeguarding California Plan are complimentary to the SHMP and support communities in assessing and adapting to climate impacts.

[7] To learn more visit: https://resilientca.org/apg/

Regional

El Dorado County Multi-jurisdictional Hazard Mitigation Plan

The El Dorado County Multi-jurisdictional Hazard Mitigation Plan (MJHMP) aims to reduce or eliminate long-term risk to people and property from hazards. The MJHMP was developed in compliance with the Disaster Mitigation Act of 2000, making El Dorado County eligible for the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Assistance grant programs. The MJHMP identifies hazards that pose a risk to the County, describes the County's vulnerability to hazards, and examines capabilities and measures to mitigate them. The goals of the MJHMP are to:

1. Minimize risk and vulnerability of the County to impacts of natural hazards, protecting lives and reducing damages to property, economy, public health, safety, and the environment.
2. Provide protection from hazard impacts for critical facilities, infrastructure, utilities, and services.
3. Improve public awareness, education, and preparedness for all hazards.
4. Increase communities' capabilities to mitigate losses and be prepared for and respond to disaster events.
5. Maintain FEMA eligibility and position the County for grant funding.

El Dorado County General Plan

The El Dorado County General Plan, adopted in 2004 and most recently amended in May of 2024, guides growth and development in the unincorporated county. The county's General Plan includes nine elements: Land Use; Transportation and Circulation; Housing; Public Services and Utilities; Public Health, Safety and Noise; Conservation and Open Space; Agriculture and Forestry; Parks and Recreation; and Economic Development. The Land Use Element identifies hazardous land use areas and guides new development in the county to mitigate potential hazards and other adverse effects to, and as a result of, new development. The Public Health, Safety, and Noise Element provides guidelines for protecting the county from existing and potential hazards in the county, including wildfire, flood, air quality, dam failure, slope instability, and landslides. The Conservation and Open Space Element guides the management, preservation, and conservation of natural resources such as soils, water, wildlife, vegetation, and cultural resources.

El Dorado County Emergency Operations Plan

The El Dorado County Emergency Operations Plan (EOP) was updated in 2023 and is compliant with the California Emergency Services Act, The Standardized Emergency Management System, and the Federal National Incident Management System. The EOP guides the county's response and management of real and potential emergencies that may occur within the county. The EOP serves as a guide for multi-jurisdictional and interagency coordination, facilitating coordinated operations and management of emergencies between local governments, state

agencies, federal agencies, and private sector entities. The EOP provides for the integration and coordination of planning efforts of multiple agencies within El Dorado County and provides direction on how to respond to emergencies from the onset, through the duration of the emergency, and through recovery.

El Dorado County Climate Vulnerability Assessment

The El Dorado County Climate Vulnerability Assessment is an appendix to the MJHMP. It provides additional context to potential hazards in El Dorado County that may be compounded by the effects of climate change. The report examines the potential changes to the frequency and severity of climate-related hazards, inventories assets and populations that may be at increased risk to climate-related hazards, describes how climate change may impact county assets, and includes an adaptive capacity assessment that examines the ability for the county to manage and recover from exposure to climate-related hazards.

Western El Dorado County CWPP (UPDATED)

The Western El Dorado County Community Wildfire Protection Plan (CWPP) is crafted and regularly updated in alignment with State guidelines and includes data and recommendations to mitigate wildfire risk, building on a collaborative effort involving feedback from local fire safe councils, Firewise Communities, and other locally led fire-safe initiatives. The El Dorado County CWPP was last updated in February 2022 and is undergoing another update process anticipated to be completed in early 2025. The process of updating the CWPP is led by the El Dorado County Office of Wildfire Preparedness and Resilience (OWPR). The update will allow the county to coordinate with community members, local fire protection districts, CalFire, and federal agencies to gather input about challenges and needs, and update mitigation strategies.

Data Collection and Evaluation

Cal-Adapt

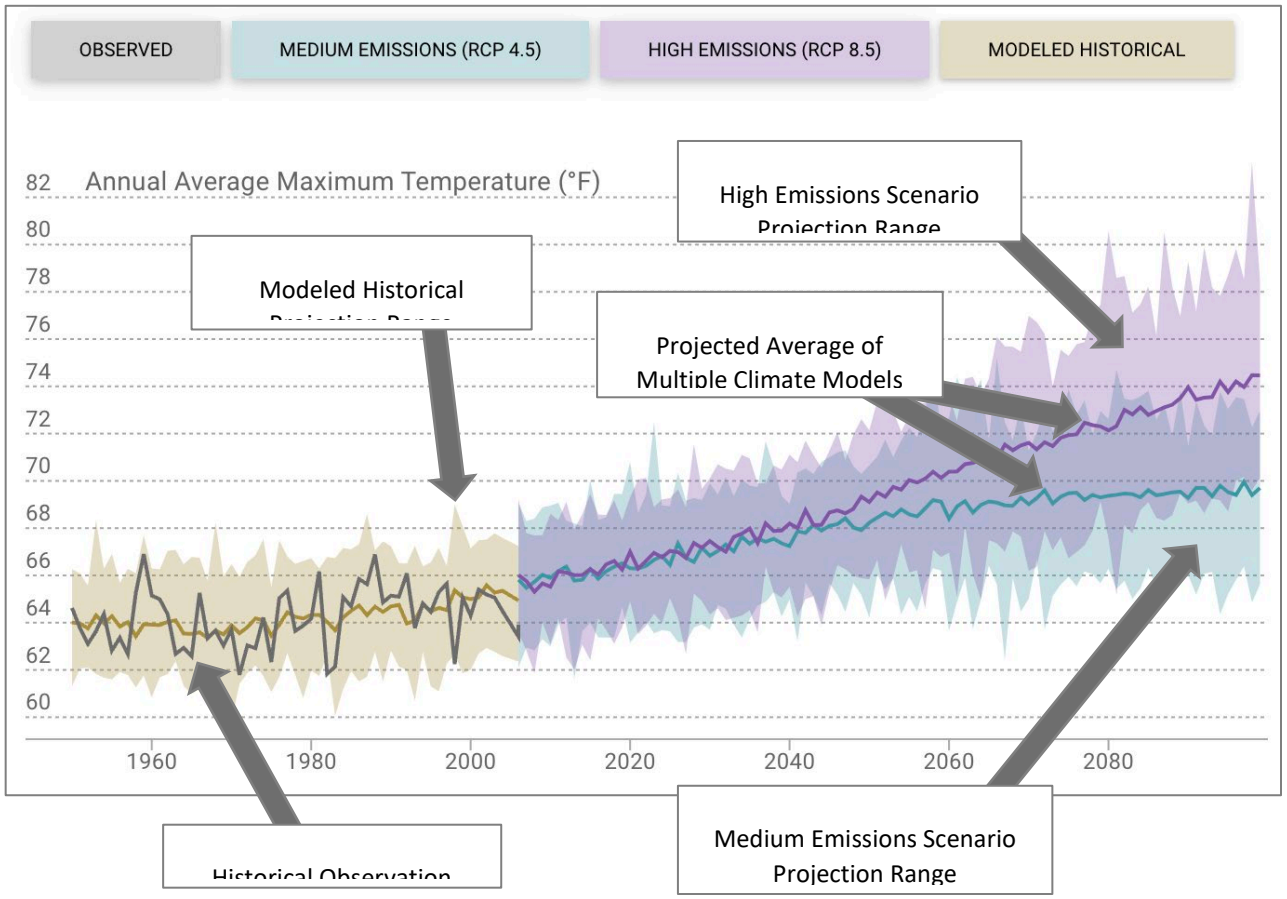
Some of the climate hazard risks were projected for El Dorado County using Cal-Adapt. The Cal-Adapt toolkit provides an online suite of data and data visualization tools for climate adaptation planning, building resiliency, and supporting community engagement. The statewide database provides data at different community scales, so users can understand how climate change will affect their local community.

When evaluating potential climate change conditions, Cal-Adapt recommends users look at future model projections (blue and purple shaded range on the charts) as a comparison to the *modeled* historical projections (beige shaded range on the charts) rather than the historical observations (lines on the chart). This is related to the nature of uncertainty and variability in the process of projecting future scenarios. Multiple climate models underly the data presented in Cal-Adapt projections of future conditions. The climate models use historical observations to make predictions for the period of 2006 to 2100 and recreate a historical climate model for the period from 1950 to 2005. Climate models are initially generated at a global scale and the

outputs represent large geographic areas. Cal-adapt builds on the global models and makes projections that are more representative of California's complex geography and climate by using a method called the Localized Constructed Analogues (LOCA) statistical method. As a result of this methodology, historical observations and a historical projection are presented for a baseline comparison. Comparison of the modeled historical scenario to the modeled future scenarios provides more of an apples-to-apples comparison because both datasets take into account the limitations of the model methodology and variability in climate modeling.

Cal-Adapt presents projections for two different CO2 emissions scenarios, or Representative Concentration Pathways (RCP): a medium emissions scenario and high emissions scenario. In the medium emissions scenario, global peak emissions peak by 2040 and then decline, while statewide temperatures are projected increase 2-4 degrees Celsius by the end of the century. In the high emissions scenario, CO2 emissions continue to rise throughout the century, with statewide temperatures projected to increase 4-7 degrees Celsius by the end of the century. Figure 19 illustrates a Cal-Adapt chart and how to interpret the climate model projections generated by Cal-Adapt. For more information visit https://cal-adapt.org/tools.

Figure 19. How to Interpret a Cal-Adapt Chart



Cal-Adapt data provide a streamlined analysis for multiple metrics, utilizing the same date range and methodology across multiple hazard risk assessments. As a statewide dataset, Cal-Adapt is also useful for relative comparison between El Dorado County and other California counties and communities, which can help to better understand risks and conditions that are unique challenges or assets to El Dorado County.

MJHMP Hazard Risk Matrix

The county's Multi-jurisdictional Hazard Mitigation Plan includes a hazard risk matrix for each hazard. Each hazard has an overall significance score, where the potential overall impact is determined to be "low, "medium," or "high." In addition to the overall significance, each hazard is ranked for the overall geographic area that may be at risk, the likelihood of future occurrence, and the anticipated magnitude or severity. Table 8, below, provides the definitions of each hazard risk matrix score.

This report utilizes and builds on the hazard risk matrix supplied in the MJHMP to ensure consistency with the recently updated Plan. Hazards analyzed in the MJHMP explore the overall likelihood and potential effects to multiple social and infrastructural elements within the county, such as risks to lives, property, and critical county infrastructure. Although potential impacts to the transportation network are examined within the MJHMP, the report largely focuses on risks to lives and economic impacts due to the loss or damage to homes, businesses, and critical county facilities. The risk matrix in each section of this report builds on the MJHMP Hazard Risk Matrix to focus on climate-related risks and their potential impacts on the transportation network specifically.

Table 8: MJHMP Hazard Mitigation Risk Matrix Definitions

Risk Matrix Indicator	Risk Score	Definition
Geographic Area	Extensive	50–100% of planning area
	Significant	10–50% of planning area
	Limited	Less than 10% of planning area
Likelihood of Occurrence	Highly Likely	Near 100% probability each year.
	Likely	Between 10% and 100% probability per year or at least one chance in ten years.
	Occasional	Between 1% and 10% probability per year or at least one chance in next 100 years.
	Unlikely	Less than 1% probability in next 100 years.
Magnitude/Severity	Catastrophic	Multiple deaths, shutdown of facilities for 30 days or more, >50% of property is severely damaged.
	Critical	Multiple severe injuries, shutdown of facilities for at least 2 weeks, >25% of property is severely damaged.
	Moderate	Some injuries, shutdown of critical facilities for more than one week, >10% of property is severely damaged.
	Negligible	Minor injuries, minimal quality-of-life impact, interruption of facilities and services for 24 hours or less, less than 10% of property is severely damaged.
Significance	High	Widespread potential impact
	Medium	Moderate potential impact
	Low	Minimal potential impact

Additional Climate and Hazard Data

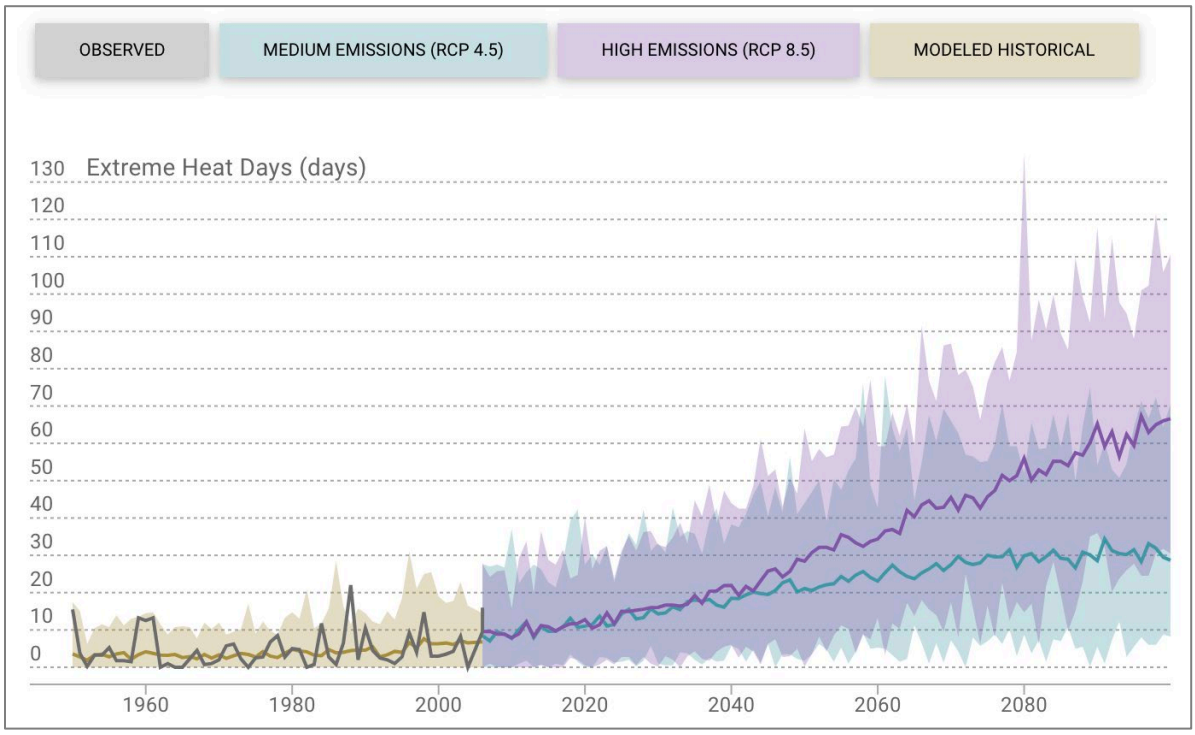
In addition to Cal-Adapt, some hazard risks can be further understood with additional data from local, regional, state, and federal databases and tools. Where Cal-Adapt data is supplemented with additional data, background on the tool or dataset is provided in the corresponding hazard risk assessment below.

Hazard Risk Assessment of Transportation Network

Extreme Heat

Climate models project that extreme heat events are likely to occur with increasing frequency and severity in California. Cal-Adapt assigns a location-specific threshold temperature for extreme heat based on the 98th percentile value of historical daily maximum temperatures observed at a given location between April and October. Cal-Adapt defines extreme heat for El Dorado County as a daily maximum temperature that reaches or exceeds 92.4°F. This temperature threshold reflects the average of the county overall, however average maximum temperatures are higher in the lower elevations of the western slope of the county. Looking at the western slope[8], Cal-Adapt defines extreme heat as a daily maximum temperature that reaches or exceeds 101.7°F. Future projections of extreme heat days for the western slope are illustrated in Figure 20. The number of extreme heat days for the western slope is projected to increase from the historical average of four days per year to an average of 21 to 28 days per year by mid-century (2035-2064) and 30 to 55 days per year by the end of the century (2070-2099), depending on the emissions scenario (RCP 4.5 and RCP 8.5, respectively).

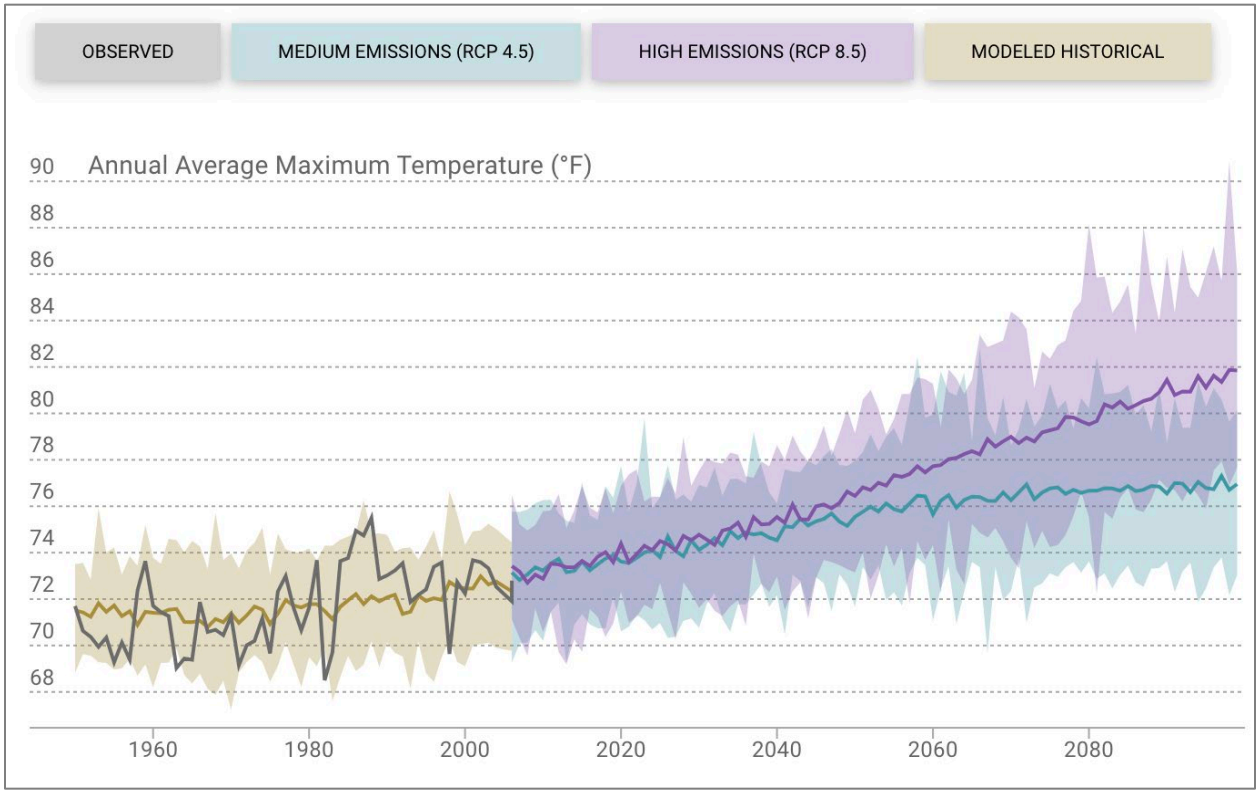
Figure 20. Historical and Projected Number of Extreme Heat Days



[8] Cal-Adapt data are available at the county, city, or census tract level. Placerville was selected as a proxy for the western slope.

Another metric for projected temperature increases is the annual average maximum temperature, which is an average of all the hottest daily temperatures in a year for a given location. Historically, the annual average maximum temperature was 71.5ºF for the county overall and slightly higher in the western slope of El Dorado County with an average maximum temperature of 72.2ºF. By mid-century (2035-2064), the Cal-Adapt model projects the annual average maximum temperature for the county's western slope will be between 75.6ºF and 76.5ºF depending on the emissions scenario. By the end of the century (2070-2099), annual average maximum temperatures are projected to reach 76.7ºF to 80.3ºF. The projected increase in annual average maximum temperatures for El Dorado County is shown in Figure 21.

Figure 21. Historical and Projected Annual Average Maximum Temperature



The county's Multi-jurisdictional Hazard Mitigation Plan (MJHMP) defines extreme heat as temperatures that hover 10ºF or more above the average high temperatures for a region for several days or weeks. The MJHMP summarizes historical events related to extreme heat. Between 1996 and 2023, 89 heat and excessive heat events were recorded in El Dorado County. During that period, there were 13 injuries and 21 deaths related to those extreme heat events. In 2022, a significant extreme heat wave combined with wildfires resulted in both a state and federal declaration of extreme heat state of emergency for the county.

Extreme heat can pose risks to transportation infrastructure and people who work outside or use transit or active transportation. Pavement materials are subject to softening and expanding

under extreme heat, which can lead to cracking, buckling, rutting and potholes. It can also cause damage to railroads called "sun kink" or "thermal misalignment," which refers to the deformation caused by thermal expansion in high temperatures. Extreme temperatures can cause expansion and contraction in bridge materials, particularly steel and concrete. This thermal stress can lead to the development of cracks and the deterioration of joints. Expansion joints are designed to accommodate these movements, but under extreme conditions, they may fail, leading to structural damage.

Extreme heat is one of the leading causes of weather-related deaths in the United States. The most common human health risks associated with exposure to extreme heat include dehydration, heat exhaustion, and heat stroke. Extreme temperatures impact road maintenance crews, posing health risks to people who work outside and creating delays in maintenance schedules when temperatures are too hot to work outside. People who walk, bike, or take transit also face health risks associated with extreme heat, limiting their mobility to reach their destinations and leading to increased vehicle use.

Air Quality

Poor air quality often results from stagnant atmospheric conditions that trap humid air and pollutants near the ground. Ozone, a major component of smog, forms in the presence of sunlight through reactions involving chemicals from gasoline vapors and industrial emissions. Hot weather can elevate ozone levels, which frequently cause or aggravate respiratory problems.

Extreme heat also leads to more severe wildfires and a longer wildfire season, heightening health and safety risks for wildland firefighters and nearby populations due to further reductions in air quality. Wildfires can exacerbate the poor air quality caused by extreme heat, increasing the risk of respiratory issues for all vulnerable populations.

Drought

The occurrence of drought in California as well as El Dorado County is cyclical, with past periods of dry years and wet years. Climate models predict that drought periods will continue to be cyclical, however the duration of droughts will likely increase and the wet periods between droughts will become shorter.

Drought can have direct impacts on the county and can amplify the severity of other hazards such as wildfire, flood, and erosion. Direct impacts of drought can include the reduction in water levels of major water sources like Folsom Lake, decreased groundwater levels and dry wells, and loss of agricultural productivity. The county's MJHMP details the risks to the county related to availability of agricultural water, drinking water, and residential water. Drought can also cause compounding impacts, or factors that amplify other climate driven hazards. The risks to transportation related to drought are largely compounding impacts. Dry conditions due to drought can increase fuels and dry vegetation, increasing the risk and severity of wildfire. Drought can also lead to soil compaction, weakened soil structure, and erosion, which can

create a weakened foundation underlying roads, bridges and railroads. Soil erosion is described more detail under the section 0 Landslides and Erosion.

Risk Severity Matrix

The significance of extreme heat risk in El Dorado County is classified as "high," according to the county's Multi-jurisdictional Hazard Mitigation Plan (MJHMP). The geographic area is "extensive," the likelihood of occurrence is "likely," with between 10 and 100 percent probability each year, and the magnitude of severity is ranked as "moderate," with the potential of some injuries, shutdown of critical facilities for more than week, and potential damage to property. Extreme heat risk severity for the county, as determined in the MJHMP, is summarized in Table 9. Expanding on the county's overall extreme heat risk severity matrix, risks to the county's transportation network are presented in Table 10.

Table 9. Extreme Heat Risk Severity

Geographic Area	Likelihood of Occurrence	Severity	Significance
Extensive	Likely	Moderate	Medium

Table 10. Risks to Transportation

Mobility	Extreme heat has the greatest impacts on mobility for people who walk, bike, or take transit and may be exposed to negative health impacts of high temperatures during their commute. Extreme heat may also impact personal vehicles and public transportation vehicles due to increases in mechanical failures related to overheating and increases to tire pressure, increasing the risk of blowouts. Older vehicles are also more prone to overheating.
Transportation Infrastructure	Transportation infrastructure can be damaged during an extreme heat event and may incur increased maintenance costs over time related to increased wear due to prolonged periods of high temperatures. Asphalt can soften and melt, leading to buckling and cracking of road surfaces. Bridges and tunnels can be weakened by intense heat, potentially leading to collapse or the need for significant maintenance and closures. Metal rail tracks can warp due to extreme heat, halting rail service and the regional and even national movement of goods.
Economy	The county may incur increasing costs for maintenance of transportation facilities related to upgrading pavement materials and hardening infrastructure to extreme heat events. Local tourism may also be negatively impacted, particularly in tourist destinations and communities where shade and cooling structures are not available to people walking, biking, and accessing community amenities. Health impacts on outdoor workers may reduce overall productivity and cause higher health care costs.
Vulnerable Populations	Vulnerable populations include those who walk, bike, or take transit; low-income households; and youth and elderly populations.

System-Wide Considerations

- Design for future temperature conditions and use pavement binder grades and concrete formulas that are more resistant to heat. Caltrans provides information to local governments that divides the state into nine different "pavement climate regions," to help determine the performance grade binder specifications for optimal road resurfacing projects and provides considerations for the estimated lifespans of assets.
- Explore the feasibility of cool pavement technologies like reflective or lighter color materials and permeable pavements.
- Incorporate thermal expansion joints in bridges and roads to accommodate the expansion and contraction of materials due to temperature changes.
- Schedule maintenance and routine road work during cooler periods of the year.

- Provide shade, seating, water fountains, and other heat-smart facilities to people walking, biking, and taking transit.

Project-Level Ranking Considerations

- Utilize maps of projected extreme temperatures to identify transportation projects and capital improvement projects like shade structures and transit amenities that are located in areas of the greatest risk of extreme heat.

Wildfire

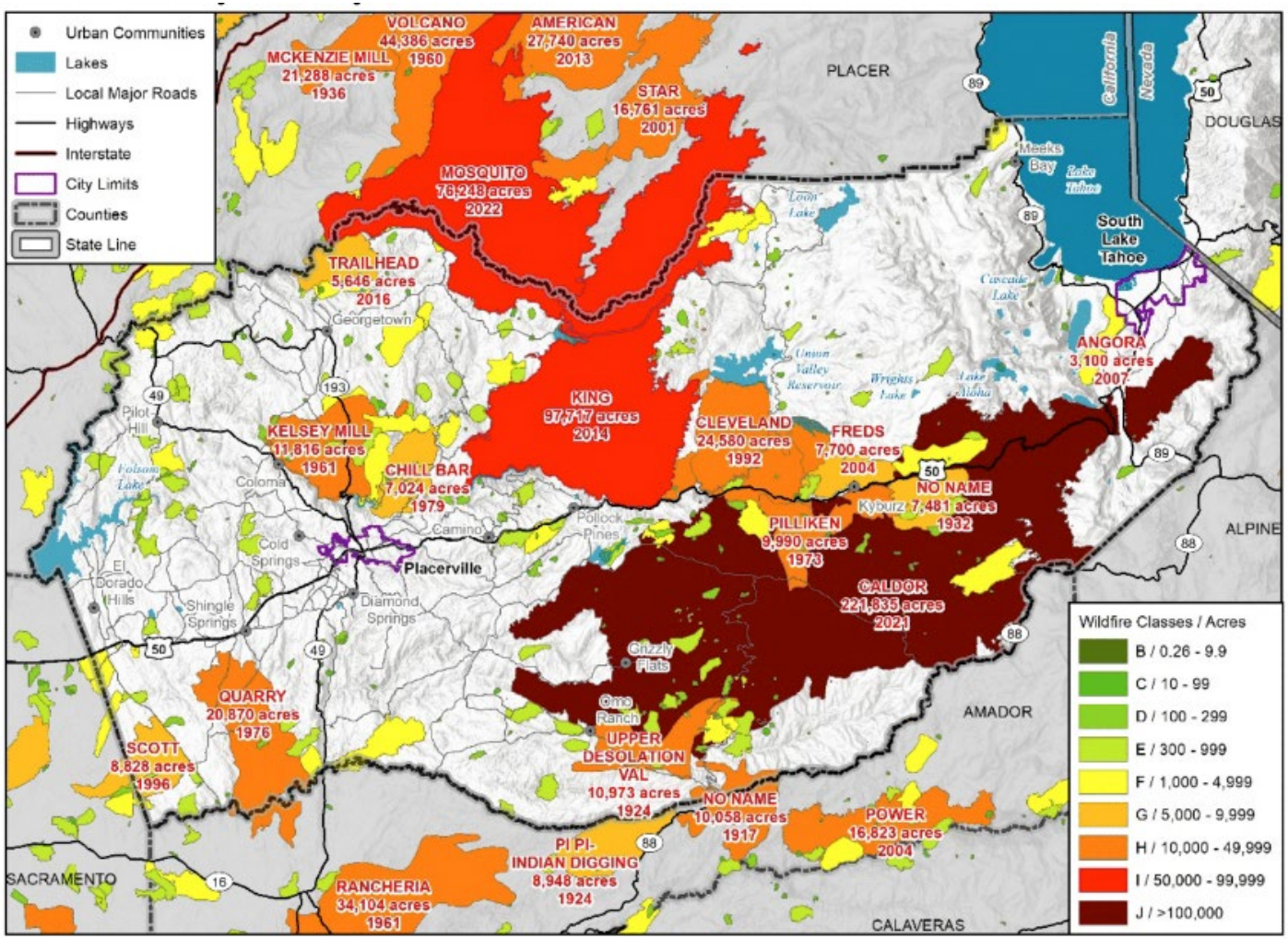
Wildfires pose a substantial threat across California, with a significant increase in frequency, intensity, and scale over the past 25 years. According to California's Fourth Climate Assessment, wildfire is a significant and immediate threat to the state's transportation system, exacerbated by increasing vegetation fuel accumulation. The consequences of wildfire also extend beyond the direct effects on the transportation network. Wildfire can also lead to secondary hazards like mudslides and debris flows, which can exacerbate impacts and cause significant disruptions to mobility and the local economy.

Several unique climatic, geographic, and environmental factors contribute to wildfire risk in El Dorado County. The county's ecosystem is naturally prone to wildfire, with a climate that is hot with dry summers and relatively low humidity. With anticipated prolonged periods of drought, vegetation can become increasingly dry, increasing the severity and likelihood of wildfires. Increasing temperatures, changing precipitation patterns, and extended fire seasons also contribute to the number and severity of wildfires.

Dense forests, elevation patterns, and development patterns in the county also increase the risk of wildfire in the county. The county has a high fuel load, with dense forests and shrublands, in combination with years of fire suppression that has led to the accumulation of thick underbrush and deadwood. The county's varied terrain, ranging from low foothills to higher elevations can influence wildfire patterns, with steeper slopes contributing to faster fire spread. Many communties in the county are located within the Wildland-Urban Interface (WUI), where homes and infrastructure are intermixed with wildland vegetation. Increased development in fire-prone areas can elevate the risk of wildfire, with more people and structures situated in areas at an increased risk as well as increased human activity that can lead to potential ignitions.

The county's Multi-Jurisdictional Hazard Mitigation Plan lists major wildfires that have impacted El Dorado County since 1916. The historical wildfire events are illustrated in the map in Figure 22. In 2002 alone, there were four major wildfire events recorded in the County. Since then, over the past two decades, there has been a major wildfire nearly every year. The County's largest recorded wildfire was the Caldor fire of 2021, which burned 221,835 acres, stretching across the southeast portion of the County. The second largest recorded wildfire was the King fire of 2014, which burned 97,685 acres.

Figure 22. El Dorado County Wildfires 1911–2023[9]



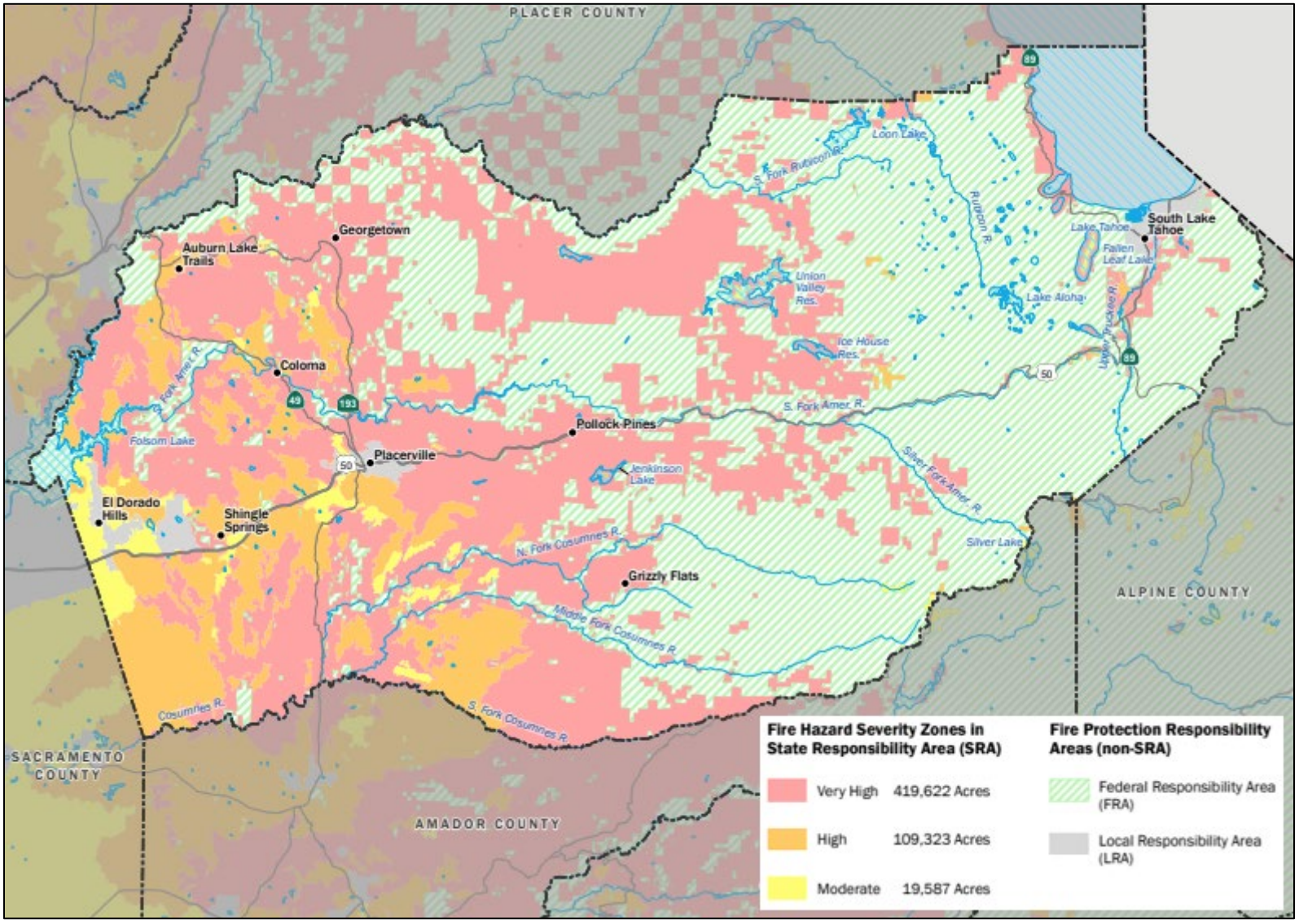
[9] For more information, this figure and details of historical wildfires are provided in the county's Multi-jurisdictional Hazard Mitigation Plan

In California, the responsibility of wildfire protection falls into three different areas:

- Federal Responsibility Area (FRA)
- State Responsibility Area (SRA)
- Local Responsibility Area (LRA)

Wildfire responsibility areas and Fire Hazard Severity Zones in El Dorado County are illustrated in Figure 23. Federal Responsibility Areas are owned by a federal entity and federal agencies have primary financial responsibility for fire protection and prevention in these areas. Within El Dorado County, the Eldorado National Forest falls within the Federal Responsibility Area. California's State Responsibility Areas fall into one of three Fire Hazard Severity Zone classifications: "moderate," "high," or "very high." Most of the County's SRA falls within the "high" or "very high" Fire Hazard Severity Zone. Wildfire vulnerability and mitigation measures are also outlined at the local level in the Western El Dorado Community Wildfire Protection Plan and the Tahoe Basin Community Wildfire Protection Plan. Recognizing the need for a coordinated and collaborative approach to wildfire preparedness and prevention, El Dorado County adopted the *Wildfire Strategy* in August 2023, which included the establishment of a dedicated Office of Wildfire Preparedness and Resilience (OWPR) within the Chief Administrator's Office. The county's OWPR implements the *Wildfire Stragegy*, guided by a Coordination Group, the Board of Supervisors, and the public. Much of the County's landscape has experienced a past wildfire or is located in a "high" or "very high" Fire Hazard Severity Zone. A majority of the county's regional roadway system, including US 50, SR 49, and SR 193, is located in a "high" or "very high" Fire Hazard Severity Zone.

Figure 23. Wildfire Responsibility Areas and State Fire Hazard Severity Zones



Burn Scars and Debris Flow

Debris flow is a type of flooding related to wildfire. A burn scar refers to the altered landscape after a wildfire, where the charred ground has little vegetation and impervious surface that tends to repel water. When rain falls over a burn scar, the ground is less able to absorb the precipitation, causing runoff to collect and increasing the risk of flooding. Without vegetation to hold the soil in place, flooding can produce mud and debris flow. When soil becomes overly saturated, it can turn to a liquid state and flow downhill. Debris flows can cause damage to homes and property, knock down trees, and wash out bridges and roadways.

Risk Severity Matrix

The significance of wildfire risk in El Dorado County is "high," according to the county's Multi-jurisdictional Hazard Mitigation Plan (MJHMP). The geographic area is "extensive" and the likelihood of occurrence is "highly likely," with nearly 100 percent probability of wildfire each year. The magnitude of severity is classified as "catastrophic." Wildfire risk severity for the county, as determined in the MJHMP, is summarized in Table 11. Expanding on the County's overall wildfire risk severity matrix, risks to the County's transportation network are presented in Table 12.

Table 11. Wildfire Risk Severity

Geographic Area	Likelihood of Occurrence	Severity	Significance
Extensive	Highly Likely	Catastrophic	High

Table 12. Risks to Transportation

Mobility	Evacuation routes and firefighter accessibility are critical during a wildfire to preserve life, property, and crucial structures. Mobility in the County may be severely impacted or inhibited in the event of wildfire, with many crucial corridors situated within "high" or "very high" Fire Hazard Severity Zones. Communities with only one ingress/egress and those with narrow, one-lane, or dead-end roads are also at an increased risk.
Transportation Infrastructure	Transportation infrastructure can be severely damaged or obstructed in the event of a wildfire. Asphalt can soften and melt, leading to buckling and cracking of road surfaces. Bridges and tunnels can be weakened by intense heat, potentially leading to collapse or the need for significant maintenance and prolonged closures. Metal rail tracks can warp due to extreme heat, halting rail service and the regional and even national movement of goods.
Economy	Repairs to damaged transportation infrastructure due to wildfire are expensive. Prolonged disruptions to the transportation network can also impact businesses, tourism, and supply chains. Over time, the County may also experience increasing costs related to fuels management.
Vulnerable Populations	Vulnerable populations include populations that face difficulties during an evacuation event, including those with limited access to the internet or other evacuation communication, and those with limited mobility, lack of access to a vehicle, and those in hospitals and nursing homes. Vulnerable populations, such as those with breathing conditions, youth, and the elderly are at increased risk for health risks associated with wildfire smoke.

Project Development and Prioritization Considerations

System-Wide Considerations

- Continue to invest in and support the county's Office of Wildfire Preparedness and Resilience to lead coordination, planning, and implementation of wildfire mitigation across jurisdictions.
- Conduct a countywide planning effort to develop a comprehensive evacuation route assessment and identify choke points, narrow infrastructure, and communities with limited ingress and egress. Review and ensure consistency with other local plans such as the Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Study.
- Continue existing fuels reduction management programs like the South El Dorado County Fuel Reduction Project[10] , the Fire Adapted 50 Project[11], and the Placerville Wildfire Resiliency Strategy[6], and actively pursue opportunities to expand fuel reduction programs. Responses to community outreach during the development of the Multi-jurisdictional Hazard Mitigation Plan indicated community interest in an app for inventorying tree risk assessments and management. The application could combine data from County, State, regional, and citizen science sources.
- Continue to evaluate and expand County strategies to mitigate wildfire risk through land use planning and zoning, especially in areas within the Wildland-Urban Interface.
- Review PG&E's utility undergrounding progress and plans, and partner with PG&E to ensure priority routes are addressed and identify and mitigate any operational or administrative barriers to rapid, effective implementation in El Dorado County. Community engagement has strongly supported undergrounding utilities. In 2024, PG&E forecasts they will underground just one mile of utility lines in El Dorado County; however, in 2025 – 2026 they forecast they will significantly ramp up undergrounding in the county, aiming to underground approximately 128 miles. See pge.com/undergrounding for more details.

Project-Level Ranking Considerations

- Utilize Fire Hazard Severity maps to identify projects that are situated in crucial corridors within "high" or "very high" Fire Hazard Severity Zones.
- Implement additional ranking considerations in future prioritization efforts based upon findings from a countywide evacuation route assessment.

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[10] Visit this link for more information about the South El Dorado County Fuels Reduction Program: https://www.eldoradorcd.org/south-el-dorado-county-fuel-reduction-project

[11] Visit this link for more information about the Fire Adapted 50 Project: https://www.eldoradorcd.org/fire-adapted-50

[6] Visit this link for more information about the Placerville Wildfire Resiliency Strategy: https://www.eldoradorcd.org/placerville-wildfire-resilience-strategy

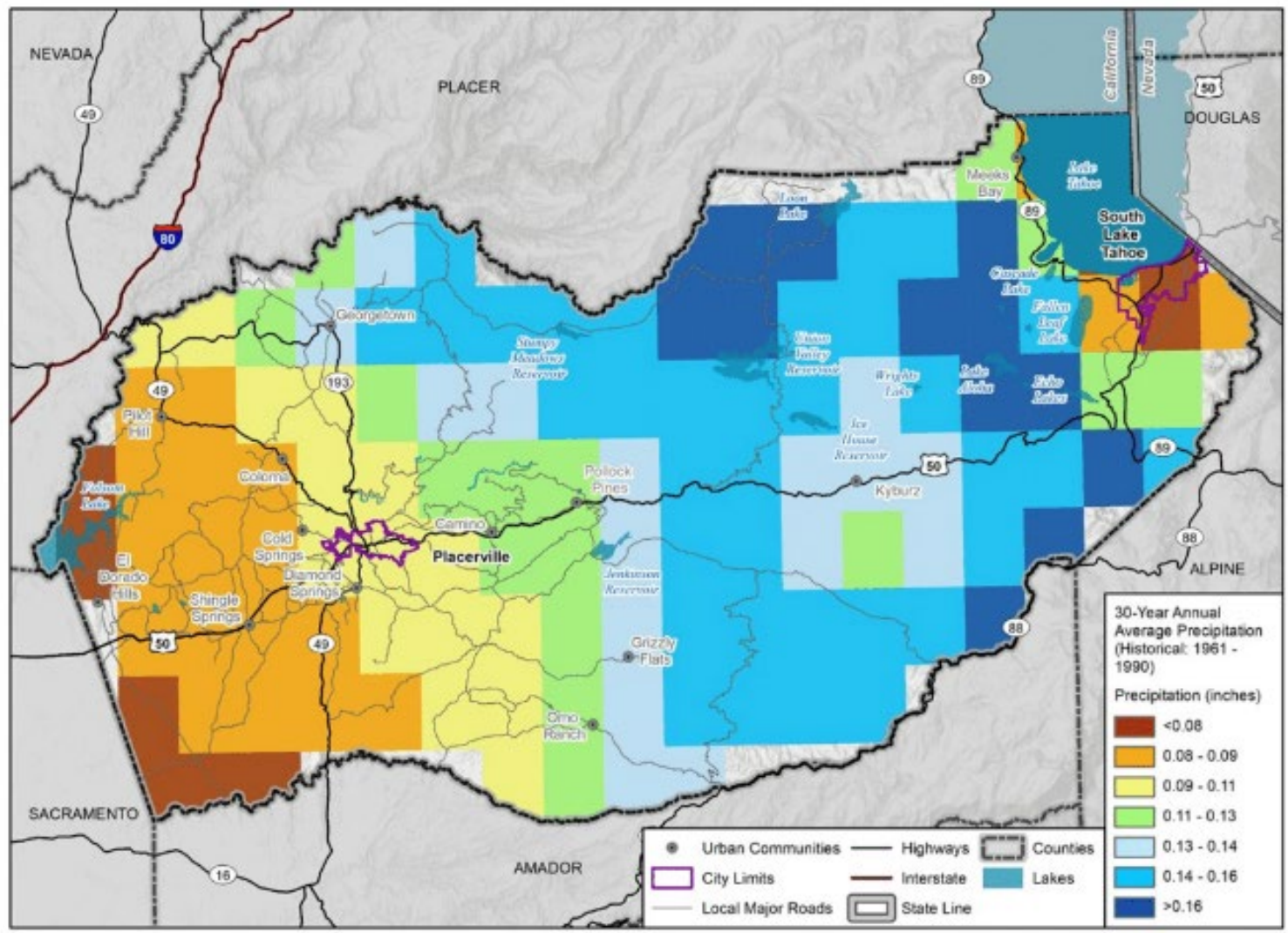
Severe Weather, Flooding, and Dam Failure

Severe Weather

Severe weather events include those such as heavy rain, thunderstorms, hail, lightening, tornadoes, high wind, winter storms, and heavy snow. According to the county's MJHMP, since 1950 there have been over 900 severe weather events, leading to $5,000,000 in property damages, 28 deaths, and 88 injuries. Potential impacts to transportation infrastructure and mobility related to heavy precipitation can include traffic collisions, power outages, roadway obstructions, washouts, mudslides, sinkholes, damage to unpaved surfaces, and flooding.

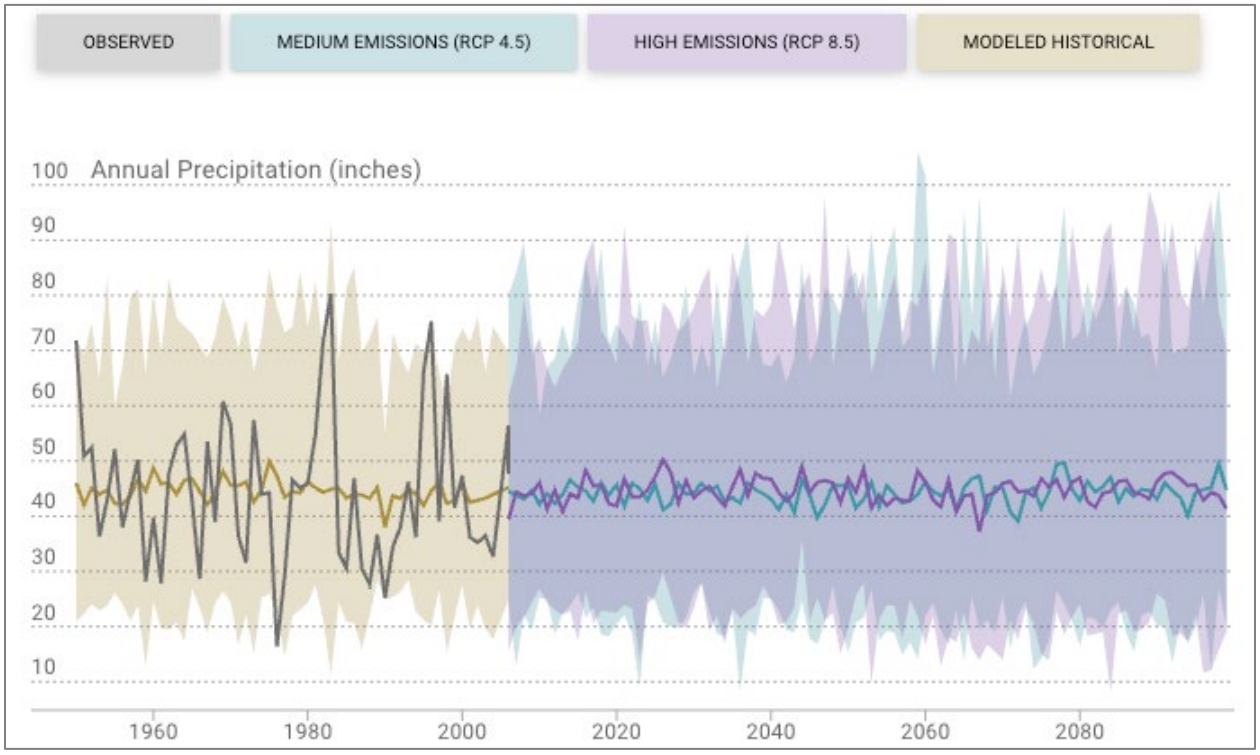
Climate models project that overall, the average annual rainfall in California is not likely to change significantly over the next 50 to 75 years, however wet years are likely to become wetter and dry years are likely to become drier, with dry periods lasting longer. The seasonal climate of El Dorado County is characterized by dry summers and wet winters, with precipitation typically falling as rain in the lower elevations and snowfall in the higher elevations of the Sierra Nevada. Historical annual average rainfall data from 1961 to 1990 are illustrated in Figure 24 from the Multi-jurisdiction Hazard Mitigation Plan.

Figure 24. Historical Annual Average Precipitation (1961–1990)



Cal-Adapt data were analyzed to understand annual precipitation projections for El Dorado County. The annual precipitation through the end of the century, measured in inches, is shown below for El Dorado County in Figure 25. Annual precipitation for El Dorado County is anticipated to increase slightly from the historical baseline of 43.3 inches for 1961-1990, to 43.7 to 44.9 inches for the middle of the century and 44.5 to 45 inches for the end of the century, depending on the emissions pathway scenario. Although the average annual precipitation is not projected to change significantly, wet years could be even wetter. For example, the Cal-Adapt model projects that in one model year (2060) the County could experience an annual precipitation that exceeds 100 inches.

Figure 25. Historical and Projected Annual Precipitation in El Dorado County

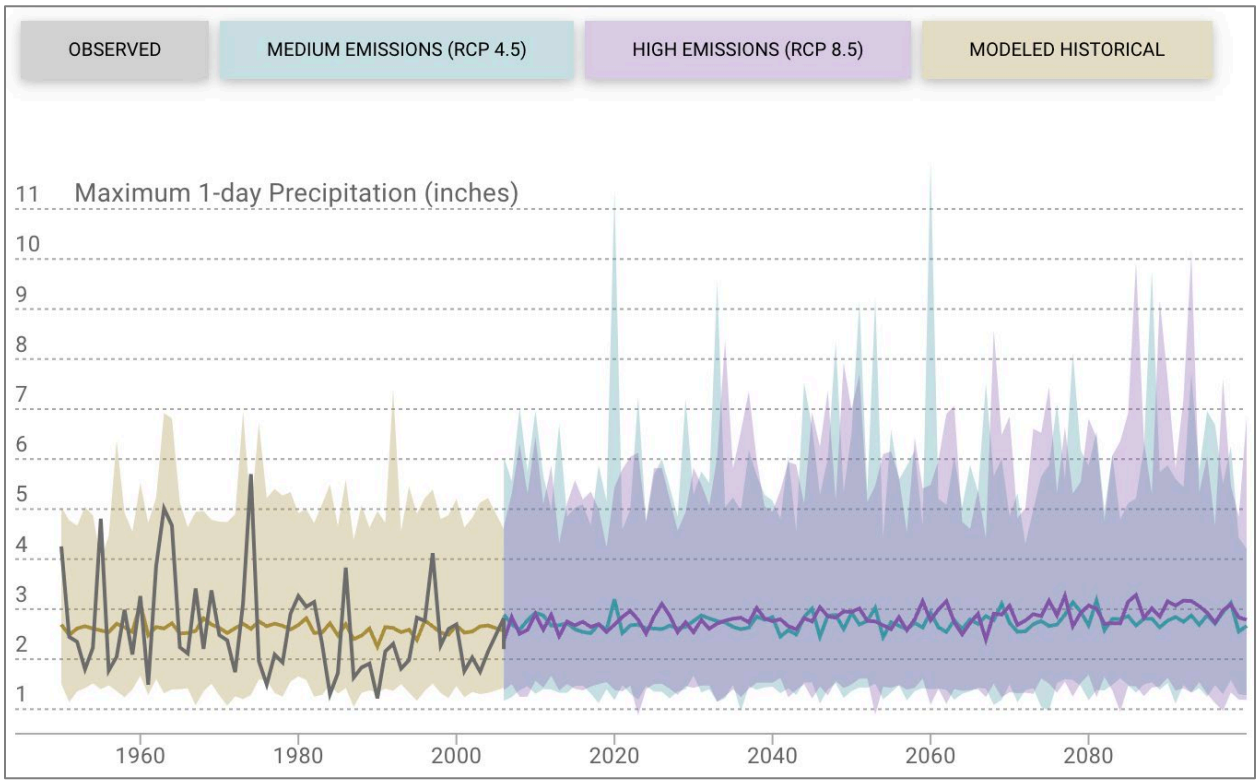


In the future, it is anticipated that storm events will be more intense with greater precipitation delivered within shorter intervals and seasons. Heavy precipitation events can damage transportation infrastructure, causing potholes, road and bridge washouts, and flooding and mudslides that prohibit the regular circulation of traffic.

Maximum one-day precipitation can be used to assess the projected intensity of precipitation events. Maximum one-day precipitation shows the greatest amount of rain or snow that fell or is projected to fall in a single 24-hour period for each year, measured in inches. The Cal-Adapt model aggregates multiple climate change models and projects maximum one-day precipitation for the historical period from 1950 to 2005, and future medium and high emissions

scenarios from 2006 to 2099. Maximum one-day precipitation is shown for El Dorado County Figure 26. Between 1961 and 2006, the highest one-day precipitation recorded was 5.7 inches in 1974. The Cal-Adapt model projects that the maximum one-day precipitation will be up to 11.94 inches (projection year 2060) in a medium emissions scenario, and up to 10.12 inches (projection year 2093) in a high emissions scenario.[12] From 1961 to 1990, the observed 30-year average one-day precipitation was 2.65 inches. By mid-century, the Cal-Adapt model projects the average maximum 1-day precipitation will be 2.36 to 3.3 inches in the medium emissions scenario and 2.4 to 3.33 inches in the high emissions scenario. By the end of the century, the average maximum 1-day precipitation will be 2.37 to 3.33 inches in the medium emissions scenario and 2.35 to 3.71 inches in the high emissions scenario, up to more than one inch more, or a nearly 40% increase over the 1961-1990 baseline average of 2.65 inches.

Figure 26. Historical and Projected Maximum 1-Day Precipitation



Note that the medium and high emissions scenarios are modeled using underlying data that is specific to each scenario and as a result, the high emissions scenario is projected to have a slightly lower maximum one-day precipitation.

Flooding

Flooding is the accumulation of water due to rain and/or snowmelt that accumulates faster than soils can absorb, or rivers can carry away. According to the National Weather Service (NWS), approximately 75 percent of all presidential disaster declarations are associated with flooding.

With increasing storm intensity and precipitation during rain events, the risk of flooding is anticipated to increase. NWS describes the following common causes of flooding events:

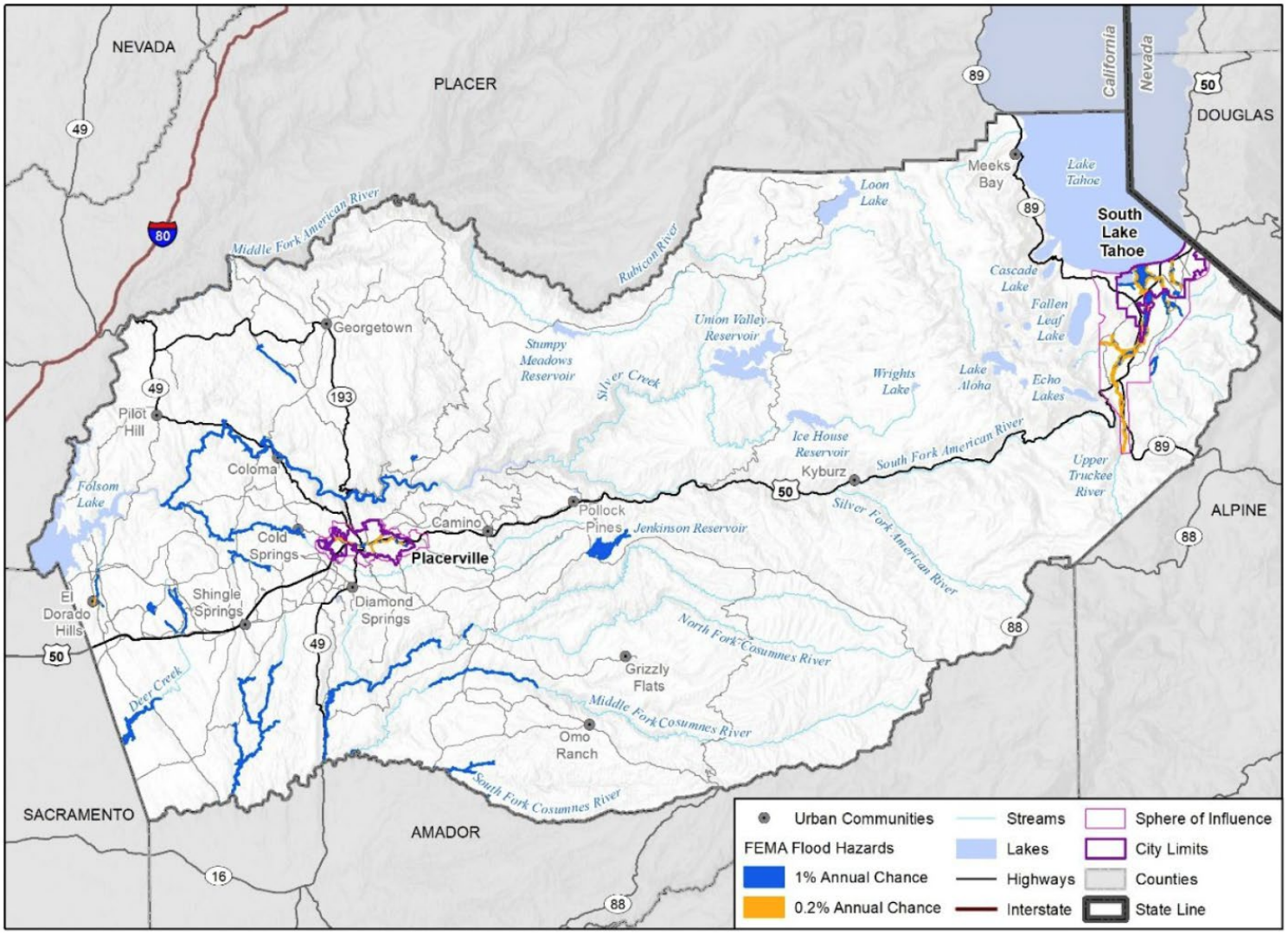
- Prolonged periods of rainfall over several days
- Intense rainfall over a short period of time
- Excessive snowmelt
- Ice or debris jams that cause a river or stream to overflow to the surrounding area
- Failure of a water control structure, such as a levee or dam

The topography in El Dorado County is characterized by varied terrain with steep slopes and valleys, which can lead to rapid runoff during heavy rainfall and contribute to flash flooding. The eastern region of the county encompasses part of the Sierra Nevada, with a higher elevation that dramatically drops to lower elevation in the western region of the county, contributing to downstream flooding risk related to rain, snow, and snowmelt. In the western portion of the county, the city of Placerville is situated at about 2,000 feet above sea level and to the east, the city of South Lake Tahoe is situated at about 6,500 feet in elevation. Some mountain peaks in the county exceed 10,000 feet above sea level. In the higher elevations in the eastern portion of the county, precipitation is mostly in the form of snowfall, which can occur long into summer months.

The El Dorado County landscape encompasses multiple rivers, streams, creeks, and watersheds that can swell rapidly during heavy rain events, which can pose risks to nearby communities and infrastructure. The county encompasses three watersheds, including the Upper Truckee River, North, Middle and South Forks of the American River, and the North and Middle Forks of the Consumnes River. The overall slope of the watersheds is relatively steep, with most streams and rivers in El Dorado County flowing within relatively steep canyons or valleys where very little floodplain has formed. Many of the streams and rivers are dammed in the eastern portion of the county throughout the upper elevations.

Flood maps show the projected likelihood of an area to flood. The Federal Emergency Management Agency (FEMA) flood hazard zones in El Dorado County are shown in Figure 27. FEMA partners with communities to identify flood hazards, assess flood risks, and provide accurate data to facilitate action and education to reduce risk to life and property. This data is aggregated in FEMA's flood hazard zone map. Any place with a one percent or higher chance of experiencing a flood each year is considered to have high risk. A one percent annual chance flood is also referred to as a 100-year flood and a 0.2 percent annual chance flood is referred to as a 500-year flood. Increasing extreme weather events are increasing the frequency of flood events, with 100-year and 500-year floods becoming more frequent.

Figure 27. FEMA Flood Hazard Zones



Dam Failure

Dam failure can cause environmental damage, economic losses, and harm human life and property. Dam failure can create a sudden release of water and energy, posing flooding risks and challenges to evacuation. Resultant flooding can damage homes, businesses, roads, and other crucial infrastructure. Causes of dam failure include structural failures due to design deficiencies or material deficiencies, excess water inflow from extreme weather, unstable or weak foundations, poor maintenance, deterioration due to aging, and earthquakes and landslides.

The Division of Safety of Dams[13], an agency within the California Department of Water Resources, reports on the downstream hazard potential and the condition of dams throughout the State. Downstream hazard evaluates the potential impacts to life and property should the dam fail when operating with a full reservoir. Each dam is categorized into one of four classifications of downstream hazard potential: low, significant, high, and extremely high. The condition of the dam is evaluated with a condition assessment rating of satisfactory, fair, poor, or unsatisfactory. Dams in unsatisfactory condition have a dam safety deficiency that requires immediate or emergency remedial action for problem resolution[14].

Table 13. Dam Downstream Hazard Potential Classifications

Classification	Potential Downstream Impacts to Life and Property
Low	No probable loss of human life and low economic and environmental losses. Losses are expected to be principally limited to the owner's property.
Significant	No probable loss of human life but can cause economic loss, environmental damage, impacts to critical facilities, or other significant impacts.
High	Expected to cause loss of at least one human life.
Extremely High	Expected to cause considerable loss of human life or would result in an inundation area with a population of 1,000 or more.

[13] https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/All-Programs/Division-of-Safety-of-Dams/Files/Publications/DAMS-WITHIN-JURISDICTION-OF-THE-STATE-OF-CALIFORNIA-LISTED-ALPHABETICALLY-BY-COUNTY-SEPTEMBER-2023.pdf

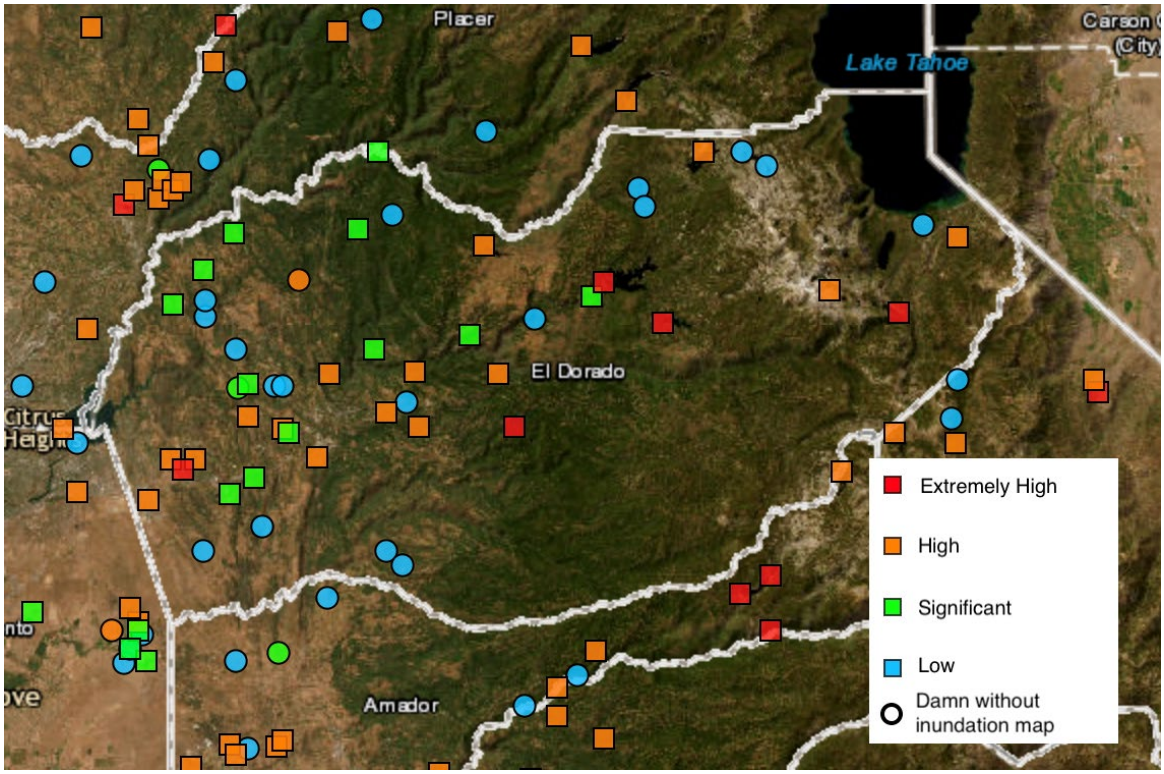
[14] For more information visit the Division of Safety of Dams webpage at https://water.ca.gov/programs/all-programs/division-of-safety-of-dams

According to the 2024 report, of El Dorado County's 50 dams, 16 are classified as having "high" potential downstream impacts to life and property, five are classified as "extremely high." The County's Multi-jurisdictional Hazard Mitigation Plan includes six high hazard dams that are situated in neighboring counties that could impact El Dorado County, with one in Alpine County, one in Amador County, and one in Placer. Figure 28[15] illustrates the location of El Dorado County dams and their downstream hazard potential.

All except two dams in El Dorado County have a condition assessment of "satisfactory." The Tallac dam, owned by Tahoe Keys Property Owners Association, was built in 1970 and has a condition assessment of "Fair" with a "Low" downstream hazard potential. The privately owned Williamson No. 1 dam was built in 1926 and has a condition assessment of "Poor" with a "Significant" downstream hazard potential.

The County's Multi-jurisdictional Hazard Mitigation Plan indicates there is no history of dam incidents or failures that have impacted the county. Because there are 16 dams rated as "high" downstream hazard potential and five dams rated as "extremely high," the MJHMP ranks the potential severity of dam failure as "critical." Within unincorporated areas, there are 828 parcels and 2,082 people at risk to dam inundation in the event of dam failure.

Figure 28. Downstream Hazard Potential of El Dorado County Dams



[15] Link to DWR Dam Downstream Potential Interactive Map: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2

Risk Severity Matrix

The significance of flood is "medium" and the significance of dam failure risk in El Dorado County is "high," according to the County's Multi-jurisdictional Hazard Mitigation Plan (MJHMP). The geographic area of dam failure is "significant" and for flood it is "limited." The likelihood of occurrence is "occasional" for dam failure and "likely" for flood. The magnitude of severity of dam failure is "critical" and "moderate" for flood. Dam failure and flood risk severity for the County, as determined in the MJHMP, is summarized in Table 14. Severe weather is subdivided into multiple categories in the Multi-jurisdictional Hazard Mitigation Plan (MJHMP): general; heavy rain, thunderstorms, hail and lightening; heavy snow and winter storms; and tornadoes and high winds. Representing severe weather here is the "severe weather: heavy snow and winter storm" category, which has the highest overall severity score out of all the severe weather categories in the MJHMP. Severe weather (heavy snow and winter storm) has a significance of "high," a geographic area of "extensive," a likelihood of occurrence of "highly likely" and a severity rating of "catastrophic." Expanding on the County's overall risk severity matrix for flooding, dam failure, and severe weather, risks to the county's transportation network are presented in Table 15.

Table 14. Extreme Weather, Flooding and Dam Failure Risk

Hazard	Geographic Area	Likelihood of Occurrence	Severity	Significance
Severe Weather[16]	Extensive	Highly Likely	Catastrophic	High
Flood	Limited	Likely	Moderate	Medium
Dam Failure	Significant	Occasional	Critical	High

Table 15. Extreme Weather, Flooding and Dam Failure Risks to Transportation

Mobility	Floods and flash floods due to severe weather and dam failure can cause roads to become impassable and severely limit mobility and prevent the passage of vehicles altogether if alternative routes are unavailable. According to NOAA, over half of all flood-related drownings in the United States occur when motorists drive into hazardous flood waters. County roads at an elevated risk include those located in the 100- and 500-year flood plains and those with poor or outdated drainage. Notable roads and corridors that sit within portions of the 100- and 500-year FEMA flood plain map (as shown in Figure 10) include the Highway 50 corridor

[16] Note that severe weather is subdivided into multiple categories in the Multi-jurisdictional Hazard Mitigation Plan (MJHMP): general; heavy rain, thunderstorms, hail and lightening; heavy snow and winter storms; tornadoes and high winds. Representing severe weather in this table is the severe weather: heavy snow and winter storm category, which has the highest overall severity score in the MJHMP.

	through Downtown Placerville/Main Street, Lotus Road along the American River in the town of Lotus, Highway 49 through Historic Coloma, and Highway 49 in south county at the middle and south fork crossings of the Cosumnes River. 0Public feedback during the Multi-Jurisdictional Hazard Mitigation Plan update indicated that problems with roadside ditches and rainwater diversion were a concern in the community, as well as flooding during winter storms, and flooding of Deer Creek.
Transportation Infrastructure	Floods and severe weather can erode and damage road surfaces, leading to potholes and cracks. Prolonged flooding can also wash away embankments, cause roads to collapse, and increase the likelihood of landslides. Bridges, tunnels, and railroads are also vulnerable to potential damage from floods and severe weather. The energy released during dam failure can also cause significant erosion and severe structural damage.
Economy	Removal of sediment and debris, and repairs to damaged transportation infrastructure due to flooding and severe weather can be expensive. Major and even minor flooding can also increase the costs of ongoing maintenance of cracks, potholes and weakened foundations. Prolonged disruptions to the transportation network can also impact businesses, tourism, and supply chains. Building flood resistant infrastructure can be expensive and burdensome to the County without support from state and federal funding sources.
Vulnerable Populations	Populations who live in 100- and 500-year flood plains and areas near dams with an "extremely high" downstream hazard potential are at an increased risk. Vulnerable populations also include those with limited access to communications from county emergency services, such as households without native English speakers; low-income households with limited means to evacuate and access essential services; isolated rural communities; and people who are unhoused.

System-Wide Considerations

- Risks to people and structures were analyzed in the recent update to the County's Multi-Jurisdictional Hazard Mitigation Plan, but more information about risks to transportation infrastructure may be needed to assess hazards to the overall roadway network and identify potential corridors at severe risk for flooding and damage from severe weather. Conduct a countywide planning effort to develop a comprehensive

evacuation route assessment and identify key roadways with drainage issues, choke points, narrow infrastructure, and communities with limited ingress/egress. Review and ensure consistency with other local plans such as the Greater Placerville Wildfire Evacuation Preparedness, Community Safety, and Resiliency Study.

- Track Caltrans' Adaptation Priority bridges, culverts, and roadways to understand Caltrans progress in hardening priority infrastructure to the effects of severe weather and flooding. Monitor conditions after severe weather and flooding events and advise Caltrans on additional priority facilities and existing priority facilities that may need to be upgraded in Caltrans' priority ranking. See Caltrans District 3 Adaptation Priorities Report[17] and figures 2, 3, 4, and 5 for priority roadways, bridges, and culverts for state adaptation efforts.
- Educate the public on the dangers of driving through flood waters. Consider including flood safety education in other emergency safety correspondence delivered by the County. "Public education/awareness on hazards" was ranked in the top 10 highest priority mitigation strategies by the public during the update to the County's Multi-Jurisdictional Hazard Mitigation Plan.
- Consider hardening the transportation network by implementing green infrastructure such as permeable pavements, swales, and bioretention facilities.

Project-Level Ranking Considerations

- Utilize the FEMA Flood Hazard Zone map to identify and prioritize projects that are situated in crucial corridors within 100- and 500-year flood plains.
- Implement additional ranking considerations in future prioritization efforts based upon findings from a countywide evacuation route assessment.

Landslides and Erosion

Landslides

The United States Geological Survey (USGS) defines landslide as the movement of rock, debris, or earth down a slope. Slope movement occurs when forces acting down-slope exceed the strength of the materials that compose the slope. Landslides can be triggered by heavy rainfall, snowmelt, stream erosion, changes in groundwater, earthquakes, and loss or removal of trees due to natural or man-made causes. Landslides can occur at speeds that range from inches per year to tens of miles per hour.

The risk of landslides is exacerbated by other natural hazards, such as wildfire and extreme weather events, which are anticipated to increase in frequency and magnitude because of climate change. Heavy precipitation events increase the weight on slopes and weaken the

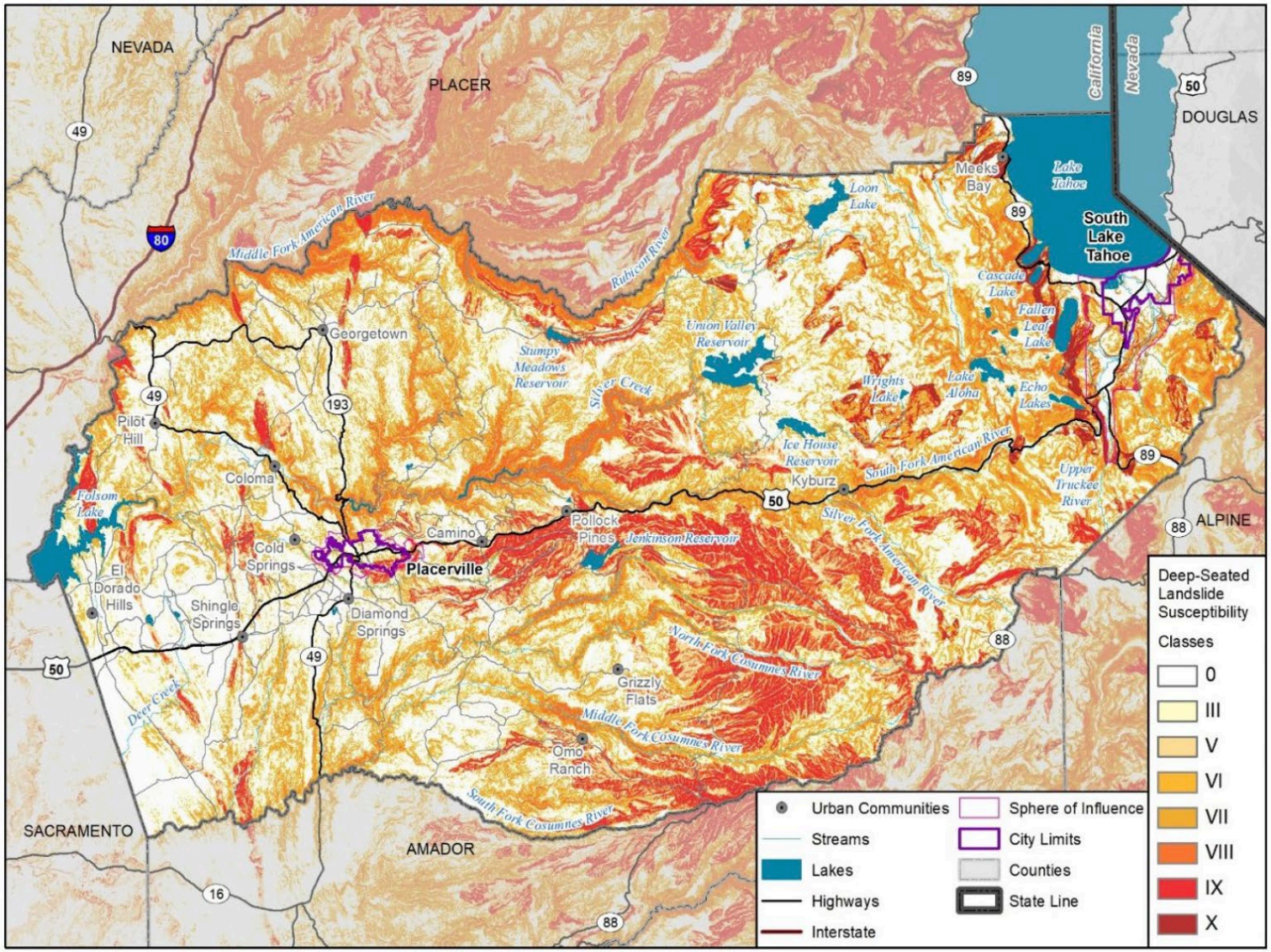
[17] Caltrans Adaptation Priorities Report, District 3: https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/2020-adaption-priorities-reports/d3-adaptation-priorities-report-2020-a11y.pdf

strength of slope materials. Growing drought and wildfire seasons create a loss of vegetation that would normally stabilize slopes and slow rainfall runoff.

FEMA provides a Landslide Risk Index score for all US counties and census tracts in its National Risk Index. The relative Landslide Risk Index score for El Dorado County is "relatively high," with a score of 95.2, meaning the risk of landslide in El Dorado County is greater than 95.2 percent of all other US counties. The Multi-Jurisdictional Hazard Mitigation Plan details past landslide and mudslide events in the county. Over the period from 1950 to 2023 there were 13 FEMA disaster declarations in the county that included landslides or mudflows. Additionally, there have been 15 mudslide events recorded by the NCEI Storm Events Database.

Figure 29 illustrates the susceptibility to deep-seated landslides in El Dorado County, with Class 10 being the highest level of susceptibility. The Susceptibility to Deep-Seated Landslides dataset is provided by the California Department of Conservation and was originally mapped for the 2024 update to the Multi-jurisdictional Hazard Mitigation Plan. The level of susceptibility is based upon detailed data on the locations of past landslides, locations and relative strengths of rock units, and the steepness of slopes. Much of the county is located within an area of at least moderate susceptibility. Areas of higher deep-seated landslide susceptibility (Classes 8-10) occur throughout the county, with many areas located near roadways. A large area of Class 9 susceptibility encompasses central El Dorado County below Highway 50.

Figure 29. Susceptibility to Deep Seated Landslides



Avalanche

As temperatures fluctuate between greater extremes, and precipitation extremes bring heavier rain and snowstorms, the risk for avalanches is anticipated to increase[18]. Extreme swings between warm and cool temperatures early in the snowy season make snow layers less cohesive and stable. Precipitation falling as rain, rather than snow, can also build slick, heavy layers of ice, which can also destabilize the underlying snowpack. Avalanches can release at speeds up to 100 mph, releasing strong winds that can destroy infrastructure and property, and pose risks to human life. Roads, as well as water and power infrastructure, are at risk of damage or failure after an avalanche. Researchers are still trying to understand how climate change will affect the nature, intensity, and frequency of avalanches, however, it is understood that even a one-to-two-degree Celsius rise in temperature will change avalanche flow dynamics.

Within the steeper slopes of the Sierra Nevada Mountains, the majority of the land in the avalanche zones is not owned by the county and is owned and managed by the Eldorado National Forest or U.S. Forest Service Lake Tahoe Basin Management Unit. Avalanche events in the South Lake Tahoe area are monitored by the Sierra Avalanche Center. Caltrans monitors and manages avalanche activity along the mountain passes of US 50, the county's crucial east-west corridor that spans with length of the County. Along US 50, Caltrans monitors slope conditions and triggers smaller controlled avalanches as needed to reduce the risk of larger, uncontrolled avalanches that could pose a risk to human life and property. During intermittent closure of US 50 during winter months, SR 89 over Luther Pass and Nevada SR 207 over Daggett Pass are crucial corridors that serve as alternate routes when US 50 is closed. Currently there is no established program for mapping avalanche hazards across El Dorado County as a whole.

The 2023 El Dorado County Operational Area Emergency Operations Plan outlines areas of particular concern for avalanche risks, which include:

- Mt. Tallac
- Heavenly Ski Resort
- Echo Summit
- Sierra Ski Resort
- Kyburz
- White Hall
- US Highway 50
- Desolation Wilderness

Erosion

The county's Multi-jurisdictional Hazard Mitigation Plan assesses erosion as it relates to streambank erosion, defining erosion as the result of the forces of water and gravity when they exceed the strength of the streambank and cause it to fail. The geographic area of erosion is

[18] Read more here: https://www.scientificamerican.com/article/how-climate-change-may-influence-deadly-avalanches/

scored as "limited" in the MJHMP, with streambank erosion anticipated to be limited to the banks of waterways, lakes, and watersheds.

Although the geographic extent of erosion hazards may be "limited," climate change may increase the effects of erosion in the County, as precipitation extremes and temperature extremes contribute to unstable soils, rapid movement of water and runoff, and elevated sediment transport in rivers and streams.

Risks of injuries and fatalities due to erosion are very low, however risks to infrastructure could be costly if erosion impairs roads, bridges, culverts, or railroads.

Risk Severity Matrix

The risk significance of landslide in El Dorado County is "medium," and the risk of erosion is "low" according to the County's Multi-jurisdictional Hazard Mitigation Plan (MJHMP). For landslides, the geographic area is scored as "limited," the likelihood of occurrence is "likely," and the magnitude of severity of landslide is "moderate". For erosion, the geographic area is scored as "limited," the likelihood of occurrence is "likely," and the severity is "negligible." Landslide and erosion risk severity for the County, as determined in the MJHMP, is summarized in Table 16.

The hazard analyses in the MJHMP investigate multiple factors such as risks to life, vulnerable populations, property such as homes and businesses, and crucial County infrastructure such as utilities, hospitals, and schools. Although the MJHMP determines the overall significance of landslide and erosion as "medium" and "low," respectively, the relative risk of landslide and erosion on transportation infrastructure may be higher, due to the nature of landslide and erosion events and the layout of the transportation network. Expanding on the county's overall risk severity matrix for landslide and dam erosion, risks to the county's transportation network are presented in Table 17.

Table 16. Flooding and Dam Failure Risk

Hazard	Geographic Area	Likelihood of Occurrence	Severity	Significance
Landslide	Limited	Likely	Moderate	Medium
Erosion	Limited	Likely	Negligible	Low

Table 17. Landslide Risks to Transportation

Mobility	The movement of people, goods, and emergency services can be severely interrupted by landslides and erosion. Rocks, soil, vegetation and other debris can create blockages on roads, bridges, and railroads, severely limiting or completely inhibiting mobility. In some cases, it can take weeks or months to repair damage and return roadways, bridges, and railways to full operational capacity. Isolated areas with limited egress and those with high susceptibility to deep seated landslides are at the greatest risk for impaired mobility in the event of a landslide.
Transportation Infrastructure	The weight and force of landslides can cause structural damage to roadways, railroads, tunnels and bridges. In the event of a landslide, roads may crack, buckle, or collapse. Rail tracks may be bent, twisted, and displaced. The structural foundations of bridges may be weakened and can lead to collapse. Tunnels can collapse or become blocked by landslide debris. Slope failure can lead to the collapse of entire sections of roads or railways.
Economy	Removing sediment and debris and repairing and replacing damaged transportation infrastructure due to landslides and erosion can be expensive. A 2017 landslide on US 50 near Bridal Veil Falls Road was estimated to cost $6.5 million to repair the road and stabilize the slope. It took several months to remedy the damage. Prolonged disruptions to the transportation network impact livelihoods, businesses, tourism, and supply chains. As climate events increase in number and intensity, costs associated with regular monitoring and maintenance are anticipated to increase.
Vulnerable Populations	Populations who live in, or frequently travel in areas of deep-seated landslide susceptibility of Class 7 and higher are at increased risk. Vulnerable populations also include: low-income households with limited means to evacuate and access essential services; isolated rural communities; people who are unhoused; and those with limited access to communications from county emergency services, such as households without native English speakers, cell phone or internet access.

System-Wide Considerations

- Build on the Deep-Seated Landslide Susceptibility dataset to identify specific segments of roadways at highest risk.
- Implement slope stability measures, such as adding surface cover, installing support structures such as retaining walls, or modifying slope geometry. Install riprap to reduce bank instability and slow the speed of moving water and sediment.
- Monitor high risk areas after heavy rain events and wildfires and be prepared to close and reroute traffic if necessary.
- Actively deter development in high-risk areas and incorporate landslide hazard information into the development review process.
- Prepare for an increase in maintenance and repair costs for clearing debris and restoring roads, bridges, railways, and tunnels.
- Evaluate the capacity and construction materials of culverts in the county. Regularly inspect culverts for signs of wear and tear such as cracks and corrosion. To decrease floodwater velocity and resultant erosion, increase the capacity of new and vulnerable existing culverts. As appropriate, depending on specific conditions of different locations of landslide and erosion risk, consider other culvert and drainage mitigation solutions outlined by FEMA in the *Flood Mitigation Handbook for Public Facilities*.

Project-Level Ranking Considerations

- Utilize the Susceptibility to Deep Seated Landslides map to identify and prioritize projects that are situated in crucial corridors with a susceptibility rating of Class 7 and higher.

IV. VMT, GHG, and Trip Reduction Modeling

Vehicle Miles Traveled (VMT) statistics

Senate Bill (SB) 743, signed into law in 2013, has led to substantial changes in the way transportation impact analyses are being prepared. The law precludes the use of level of service (LOS) to identify significant transportation impacts in California Environmental Quality Act (CEQA) analysis for land use projects, recommending instead that VMT be used as the preferred metric. The intent of the switch from LOS to VMT is to evaluate the transportation network performance in reducing greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

Replica VMT Results

Replica offers daily residential VMT in both Places and Trends. This is calculated by summing the distances of each individual trip on the modeled day made by residents of a given geography who took either private automobiles or utilized on-demand automobile services such as Lyft and Uber. Since this metric represents the number of miles traveled in automobiles by people who live in the plan area, trips count toward this total regardless of whether or not the trips took place within the plan area.

While this analysis does not separately quantify tourism-origin VMT, recreational travel is a significant contributor to travel demand in the region and should be acknowledged. US 50 serves as the primary east–west corridor for interregional tourism, providing access to the Lake Tahoe Basin, the Apple Hill agritourism area, and various outdoor activities within the western slope. Traffic volumes along US 50, particularly through Downtown Placerville, increase substantially during peak visitation periods, reflecting the influence of tourist travel. As documented in the US 50 Access Control Action Plan[19], these recreational travel patterns meaningfully affect corridor performance and regional VMT trends. The discussion in the Traffic Patterns section also provides details of recreation trips in the region.

[19] US 50 Access Control Action Plan, https://www.edctc.org/us-50-corridor-system-user-analysis-investment-strategy-and-access-control-action-plan

Total VMT

Work-Based VMT per Employee

Home-Based VMT per Resident

Home-Based Work (HBW) VMT

Source: Fehr & Peers, 2024. https://www.fehrandpeers.com/blog/vmt-metrics-under-the-microscope/

Table 18: Replica Workday Daily VMT Results in El Dorado County

Geography Areas		Year	Total VMT per Capita	Total Work VMT per Employee	Home-based VMT per Capita	Home-based work VMT per Employee
EDCTC Area	Plan	Spring 2023	24.9	20.3	17.2	20.2
		Fall 2023	24.3	19.9	16.5	19.7

Notes:
Home-based VMT calculates the vehicle miles traveled by residents of the EDCTC plan area starting trips from residential land uses.
Home-based work VMT calculates the vehicle miles traveled by employees who work in the EDCTC plan area ending trips at workplaces.
Source: Fehr & Peers, Replica, 2024.

VMT+ Tool Results

Fehr & Peers' VMT+ tool was used to determine the average home-based VMT per capita and home-based VMT per employee. VMT+ utilizes a custom data set from StreetLight Data, which is based on anonymized locational records, passively collected from smartphones and connected vehicles, and it provides home-based VMT per resident and home-based VMT per

worker estimates in California, down to the census block group. Data from both 2019 and 2022 is provided below.

The home-based VMT per capita estimates include all home-based automobile vehicle trips, which are traced back to the residence of the trip-maker; non-home-based trips (i.e. from the grocery store to the coffee shop) and commercial vehicle trips (trucks) are excluded. The home-based VMT per employee estimates include only trips to and from work. This estimate does not include other work-based trips.

Table 19: VMT+ Results in El Dorado County

Geography Areas	Year	Home-based VMT per Capita	Home-based work VMT per Employee
City of Placerville	2019	29.76	17.98
	2022	22.26	17.38
El Dorado County	2019	27.28	16.67
	2022	26.64	17.52

Source: VMT+, Fehr & Peers, 2024. https://www.fehrandpeers.com/project/find-my-vmt/

V. Future Transportation Trends

This section summarizes the literature review of emerging transportation trends developed through the TrendLab+ analytical tool to support the El Dorado County Next Generation Study. The analysis integrates data-driven insights from recent community surveys, current transportation and land-use plans, and ongoing demographic and technological shifts. The goal is to proactively address future mobility needs, infrastructure development, and land use planning within the western slope of El Dorado County, demonstrating alignment with community preferences and regional and statewide goals.

TrendLab+ [20], developed by Fehr & Peers and first introduced in 2014, is an advanced scenario-planning tool designed to forecast the effects of emerging economic and transportation trends. In response to the COVID-19 pandemic and shifting consumer behaviors, the tool was updated in 2020 to incorporate new variables affecting travel demand. TrendLab+ enables users to evaluate factors such as telecommuting levels, delivery services, urban migration, and transit agency recovery to visualize potential "new normal" scenarios over short, medium, and long-term horizons. The tool enables planners to visualize potential futures and strategically guide investment decisions.

Emerging Trends and Literature Review

The western slope of El Dorado County, characterized by its blend of developed areas and expansive rural landscapes, is experiencing a dynamic shift in transportation trends. These changes are influenced by technological advancements, California policy initiatives, and evolving community needs. This literature review synthesizes current developments shaping the county's transportation landscape.

Aging Population

El Dorado County is experiencing a demographic shift marked by a growing senior population. This change significantly influences local travel demand, necessitating adaptations in transportation services to accommodate the unique needs of older adults. According to the 2020 Census Demographic Profile, individuals aged 65 and older constitute 23% of the population in the western slope of El Dorado County. This proportion is significantly higher than the California statewide average of 15%. Compared to the California state average, the western slope of El Dorado County has a notably higher proportion of residents aged 60-80 and a smaller proportion of individuals aged 20-50.

There are also limitations and challenges in the county to address this trend. Adequate funding is essential to maintain and expand transportation services. The El Dorado County Area Agency

[20] TrendLab+, by Fehr & Peers, https://www.fehrandpeers.com/blog/trendlab/

on Aging (AAA) has noted that funding levels have not kept pace with the rapidly growing older adult population, impacting the ability to deliver comprehensive services[21].

Active Transportation and Micromobility

Consistent with statewide goals to increase multi-modal transportation options, El Dorado County continues to emphasize and improve active transportation modes, such as biking and walking, to promote healthier lifestyles and reduce vehicular emissions. The El Dorado County Active Transportation Plan[22], published in February 2020, outlines a comprehensive network of bikeways to connecting residential areas to key destinations, including retail centers, schools, and parks. This plan aims to enhance safety and accessibility for non-motorized users.

Micromobility options like e-bikes and e-scooters offer affordable, low-emission transportation alternatives. They are particularly relevant as first-mile/last-mile solutions connecting residents to transit centers. Implementing micromobility infrastructure requires safety considerations, equitable access, and dedicated facilities such as bike lanes, sidewalks, and parking areas.

Electric Vehicle (EV) Adoption and Infrastructure

The transition to electric mobility is on the rise in El Dorado County. In 2023, 21.5% of new cars sold in the county were electric, rising to 23.3% in 2024, signaling a growing commitment to sustainable transportation[23]. By the end of 2023, the county had 6,272 light-duty EVs, accounting for 3.7% of all registered vehicles—lower than California's statewide average of 5.2%, highlighting significant potential for future EV growth. To support this transition, the county is actively expanding its EV charging infrastructure, enhancing accessibility for residents. As of March 7, 2025, El Dorado County has 347 EV chargers, comprising of 331 (95.39%) public chargers and 16 (4.61%) shared private chargers, ensuring broader access to charging facilities and supporting the region's shift toward electrified transportation.

Autonomous Vehicles and Emerging Technologies

While autonomous vehicles (AVs) are still in the early stages of development, El Dorado County is monitoring advancements to assess their potential impact on local transportation systems. The integration of AVs could lead to reduced congestion and improved road safety. The county's 2024 Capital Improvement Program[24] highlights the importance of emerging

[21] El Dorado County Area Agency on Aging Area Plan for 2024-2028, https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/services/assistance-programs/seniors/senior-activities/2024-2028-area-plan.pdf

[22] El Dorado County Active Transportation Plan, February 2020, https://www.edctc.org/files/bd0b340ff/El+Dorado+County+ATP+February+2020.pdf

[23] New ZEV Sales in California, updated quarterly by conducting specialized analysis of DMV data, https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/new-zev

[24] Adopted 2024 Capital Improvement Programs, https://www.eldoradocounty.ca.gov/Land-Use/County-Projects/CIP-TIF-Program/Capital-Improvement-Program/2024-CIP

technologies in transportation planning, emphasizing the need to incorporate advancements such as autonomous vehicles to address future transportation challenges.

Additionally, the county is exploring the implementation of intelligent transportation systems (ITS) to enhance traffic management and provide real-time information to travelers. In 2022, the El Dorado County Department of Transportation prepared an Intelligent Transportation Systems (ITS) Master Plan, outlining a vision for integrating advanced technologies into the county's transportation network. The plan focuses on leveraging ITS to improve traffic flow, enhance safety, and provide real-time information to travelers.

TrendLab+

TrendLab+ is a forecasting and scenario-planning tool designed to help planners evaluate how emerging trends—including transportation technology, demographic changes, and evolving land-use patterns—will influence travel behavior and infrastructure requirements. The tool enables planners to visualize potential futures and strategically guide investment decisions consistent with emerging trends and technologies.

TrendLab+ is built upon national and regional research, utilizing a combination of empirical studies, government reports, and predictive modeling. The tool integrates data from sources such as U.S. Census Bureau & Bureau of Labor Statistics, National Household Travel Survey (NHTS), regional travel demand models, state and federal reports, private industry and academic research, etc.

The TrendLab+ tool provides a broad range of transportation trends for analysis, including telecommuting rates, workforce participation, e-commerce growth, car ownership rates, public transit ridership, social and recreational travel patterns, land use and suburban development, electric vehicle (EV) adoption, autonomous vehicle (AV) integration, micromobility and shared mobility expansion, public transit service levels, and the emergence of air taxis and electric vertical takeoff and landing (eVTOL) aircraft. These trends provide a comprehensive framework for assessing future mobility shifts and their impact on transportation systems.

TrendLab+ tool also allows users to create multiple scenarios by adjusting trend variables and testing their impacts. Each scenario can be further refined using user-defined assumptions, allowing planners to model region-specific conditions and policy interventions. The three primary scenario types available in the tool include:

- Return to Pre-Pandemic: Assumes a gradual return to pre-2019 travel behaviors, with commuting, transit ridership, and in-person shopping rebounding to historical norms.
- New Status Quo: Maintains 2022 travel patterns as the baseline for future projections, reflecting sustained levels of remote work, online shopping, and reduced transit use.
- Transformative Trends: Anticipates rapid technological and societal changes, including widespread adoption of electric and autonomous vehicles, increased e-commerce, and fundamental shifts in urban land use.

Once scenarios are developed, TrendLab+ evaluates their impacts on key transportation performance measures, including:

- **Vehicle Miles Traveled (VMT):** Assesses changes in regional travel demand and congestion levels.
- **Transit Ridership:** Forecasts shifts in public transit usage under different conditions.
- **Greenhouse Gas (GHG) Emissions:** Estimates emissions reductions based on VMT and electric vehicle penetration.
- **Transportation Revenue Implications:** Evaluates how changes in fuel consumption and transit ridership affect funding sources.
- **Equity Considerations:** Analyzes disparities in travel impacts among low-income populations versus the general population.

By quantifying these factors, TrendLab+ enables decision-makers to anticipate challenges and design policies that align with long-term sustainability goals.

Scenarios for EDCTC Next Generation Transportation Investments Strategy

Four TrendLab+ scenarios have been defined based on community feedback, demographic analysis, technological advancements adoption, and general transportation usage patterns observed in El Dorado County. This approach reflects potential changes in local conditions and the county's future potential, informing policy and infrastructure decisions. Evaluating these scenarios will help determine appropriate investments to optimize future multi modal transportation options in El Dorado County.

Table 20 below outlines the four potential scenarios developed for El Dorado County's transportation future, emphasizing how various trends impact travel behavior and infrastructure needs. Values 1-3 represent low to moderate levels of change across different transportation trends, reflecting scenarios that range from minimal shifts to noticeable but not transformative deviations from historical patterns.

Table 20: Scenarios and Trend Value Summary

Trends	Scenario A: Baseline Reversion	Scenario B: New Normal	Scenario C: New Technology	Scenario D: Focusing on Infill
Telecommuting	1	2	3	2
Labor Force Participation	1	2	2	2
E-Commerce	2	2	3	2
Car Ownership	1	2	2	2
Health and Safety Concerns	1	2	2	2
Transit Service Improvements	2	2	3	2
Social and Recreational Travel	1	3	3	3
Migration and Land Use	1	1	1	2
Demographics and Generational Preferences	1	1	3	1
Electric Vehicle Adoption	2	2	3	2
Autonomous Vehicles	1	1	2	1

Source: Fehr & Peers.

Scenario Forecasts

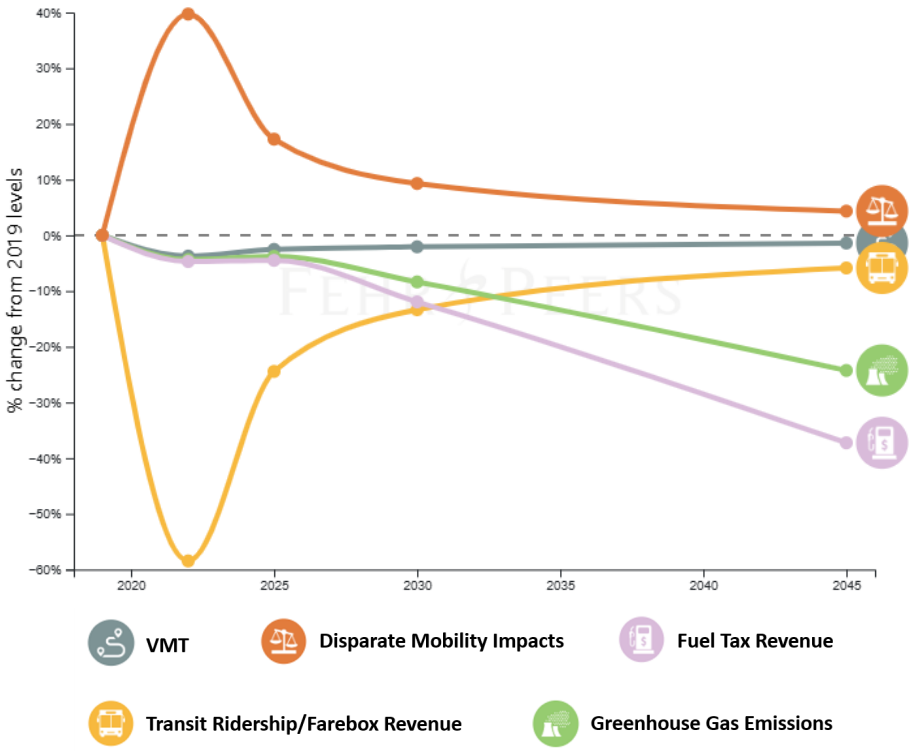
Table 21 summarizes the projected impact forecasts of the key transportation performance measures, reflecting the long-term impact of emerging trends as compared to 2020 baseline in El Dorado County.

Scenario A: Baseline Reversion

This scenario assumes a return to pre-pandemic travel patterns, resulting in a 4.3% increase in mobility disparities, potentially driven by inequities in transportation accessibility, affordability, and service efficiency, as limited infrastructure investment does not accommodate emerging transportation needs equitably. Transit ridership declines by 5.9%, leading to reduced farebox revenue. Vehicle miles traveled (VMT) decreases slightly by 1.4%, associated with a 24.3% reduction in greenhouse gas (GHG) emissions primarily due to fuel efficiency. As a result of this decrease in VMT, fuel tax revenue declines by 37.3%, reflecting stagnation in vehicle fuel consumption patterns.

In Scenario A, El Dorado County experiences limited change in travel behavior alongside declining transportation revenues. Reduced fuel tax and transit revenues may constrain available resources for roadway maintenance and transit service support, particularly across the County's rural network. Mobility disparities increase modestly, suggesting that some

residents may face greater challenges in accessing transportation options. Environmental outcomes improve slightly, reflecting incremental efficiency gains. Overall, this scenario suggests a continuation of existing conditions with modest fiscal and accessibility considerations for the County.

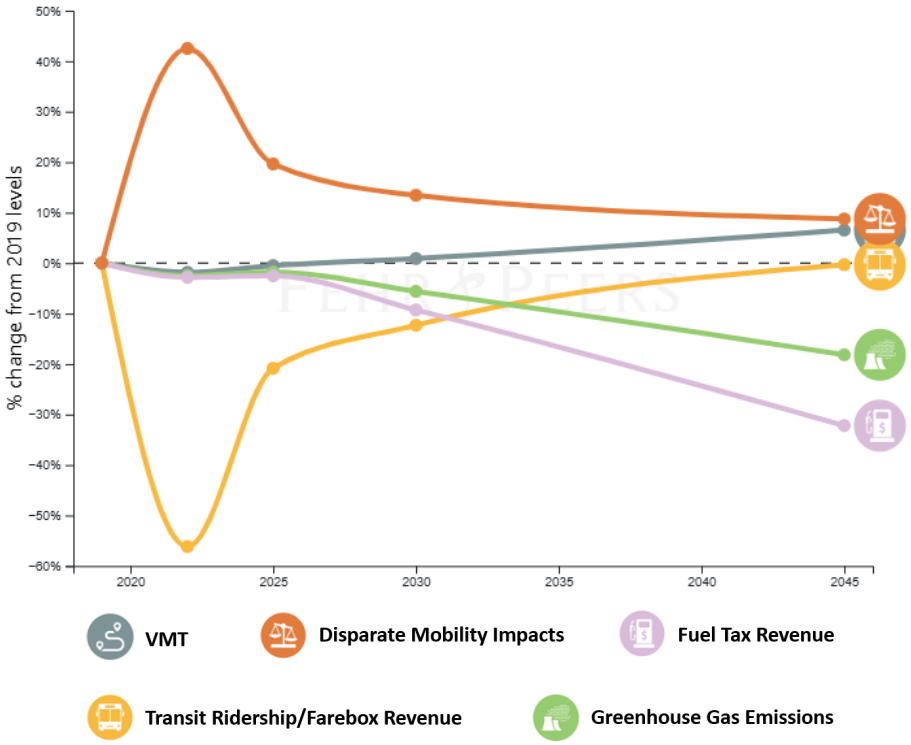


Notes:
1. VMT: Vehicle miles traveled, a measure of how much people drive in a region, typically expressed per capita, and used to assess travel behavior, congestion, and transportation-related environmental impacts.
2. Differences in transportation access and travel ability between the overall population and lower-income groups, reflecting how travel trends affect mobility needs and options unequally.
3. Fuel Tax Revenue: Public funding for transportation generated from gasoline and diesel taxes, which changes with fuel consumption influenced by VMT and vehicle fleet composition.
4. Transit Ridership/Farebox Revenue: Transit ridership is the total number of transit boardings in a region, while farebox revenue is the share of transit agency funding generated directly from passenger fares.
5. Greenhouse Gas Emissions: Transportation-related emissions, primarily carbon dioxide, estimated based on changes in VMT and shifts in vehicle technology that contribute to climate change.

Scenario B: New Normal

This scenario incorporates moderate changes, including increased remote work and growing social travel. Mobility disparities rise by 8.7%, highlighting challenges in accessibility across different population groups. Transit ridership remains stable (+0.3%), benefiting from moderate service improvements. VMT grows by 6.5%, indicating increased travel demand. GHG emissions experience a slightly smaller decline by 18.2% than in Scenario A, showing moderate progress toward sustainability, while fuel tax revenue drops by 32.2%, reflecting continued but gradual electrification of vehicles.

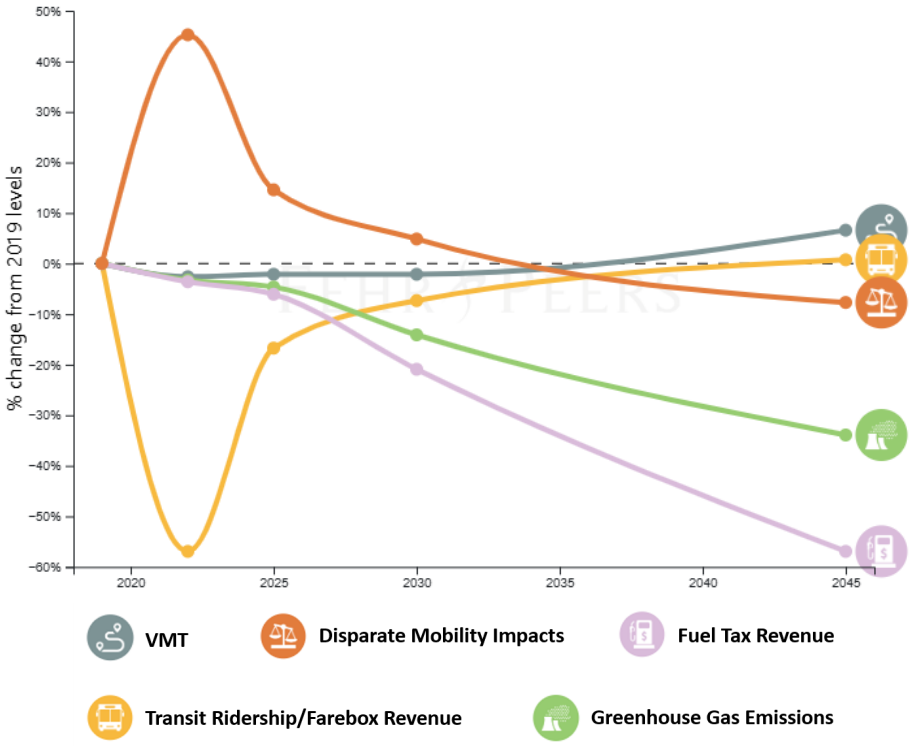
Scenario B reflects evolving travel patterns in El Dorado County, including increased remote work and discretionary travel. Transportation funding from traditional sources continues to decline, which may affect the County's ability to address long-term maintenance and improvement needs. Transit use remains stable, supporting continued service provision, while travel demand increases on roadways. Environmental outcomes show moderate improvement. This scenario illustrates gradual shifts in travel behavior with mixed implications for funding, mobility, and system performance.



Scenario C: New Technology

Scenario C sees major technological and mobility shifts, including widespread EV adoption and autonomous vehicle integration. Mobility disparities improve (-7.7%), suggesting a more equitable transportation landscape. Transit ridership increases by 0.7%, bolstered by expanded services and improved accessibility. VMT rises by 6.6%, reflecting greater travel demand for recreation and outdoor activities. GHG emissions drop significantly by 33.9%, driven by widespread EV adoption. Fuel tax revenue declines by 56.9%, the largest reduction, due to the shift away from fossil fuels.

Scenario C highlights the influence of emerging vehicle and mobility technologies in El Dorado County. Improvements in environmental outcomes and access are observed alongside significant changes in how transportation is funded. Declines in fuel tax revenue may require new approaches to supporting roadway maintenance and infrastructure investment over time. Increased travel activity may influence system use patterns. Overall, this scenario reflects long-term transitions that offer benefits while presenting planning considerations for future funding and infrastructure needs.



Scenario D: Focusing on Infill

This scenario mirrors Scenario B but emphasizes land-use infill, leading to similar mobility disparity impacts (+8.7%). Transit ridership and farebox revenue increase significantly by 1.5%, the highest gain across all scenarios. This reflects the enhanced viability of public transit in denser, mixed-use communities where infill development makes transit more accessible and efficient. VMT increases moderately by 3.3%, lower than Scenario B and C, likely due to more compact development reducing trip distances and mode shift even as travel activity grows. GHG emissions are reduced by 20.7%, an improvement over Scenario B but not as substantial as Scenario C. The combination of denser land use and moderate EV adoption contributes to this reduction. Fuel tax revenue declines by 34.3%, a larger drop than Scenario B, reflecting the continued trend toward electric vehicles and fuel efficiency, though less severe than the 56.9% decline seen in Scenario C.

Scenario D emphasizes land-use infill and more compact development patterns in El Dorado County. Increased transit use and more efficient travel patterns support improved accessibility and system performance in denser areas. While traditional transportation revenues continue to decline, impacts are moderated by reduced growth in roadway demand. Environmental outcomes improve steadily. This scenario suggests that coordinated land-use and transportation planning can support more efficient and sustainable outcomes while continuing to require attention to long-term funding strategies.

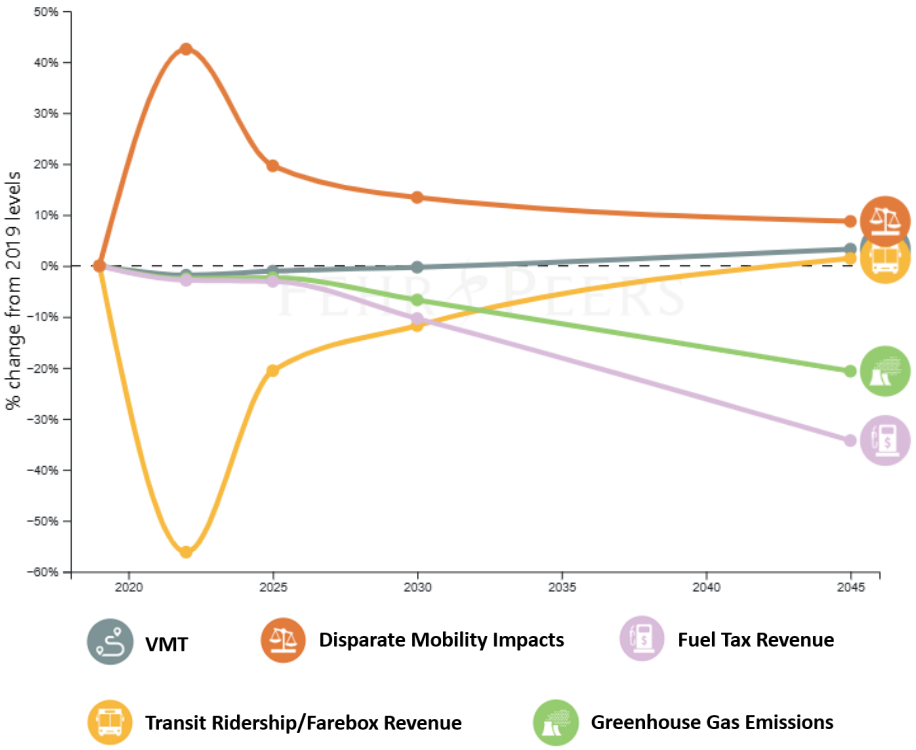
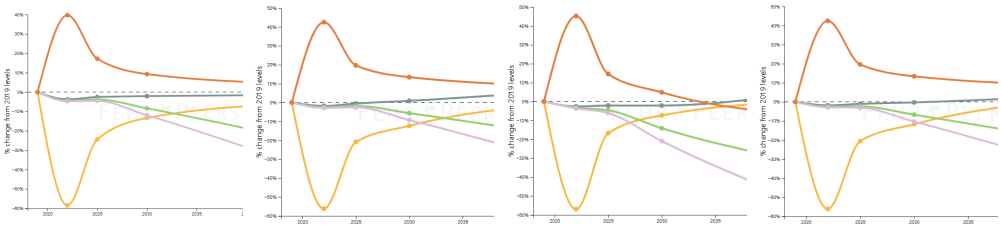


Table 21: Scenario Forecasts (Percentages as compared to 2020 baseline)

	Scenario A Baseline Reversion	Scenario B New Normal	Scenario C New Horizon	Scenario D Focusing on Infill
				
Disparate Mobility Impacts	+4.3 %	+8.7 %	-7.7 %	+8.7 %
Transit Ridership /Farebox Revenue	-5.9 %	+0.3 %	+0.7 %	+1.5 %
VMT	-1.4 %	+6.5 %	+6.6 %	+3.3 %
Greenhouse Gas Emissions	-24.3 %	-18.2 %	-33.9 %	-20.7 %
Fuel Tax Revenue	-37.3 %	-32.2 %	-56.9 %	-34.3 %

Source: Fehr & Peers.

VI. Public Outreach

Public Outreach Overview

This chapter summarizes the online public comments collected through the EDCTC Next Generation Transportation Investments Strategy outreach program[25]. Developed in collaboration with EDCTC, the outreach strategy aimed to engage a broad and diverse group of community members, including disadvantaged and hard-to-reach stakeholders, to ensure that the transportation investment strategy addresses the needs and priorities of all residents.

Community Survey

At the start of the project a community survey was conducted to understand the transportation priorities of the residents and workers in El Dorado County. Between May 17 and June 17, 2024, over 460 residents responded to a countywide transportation priorities survey. Key takeaways included that 94% of respondents primarily drive alone and top issues included: road maintenance, collision reduction, congestion, and bike/pedestrian safety.

Thea areas within the county that included the highest levels of engagement included Placerville (95667), El Dorado Hills (95762), and Shingle Springs (95682).

Community Meetings

On June 17th and June 24, 2025, the El Dorado County Transportation Commission (EDCTC) hosted two workshops (one in person and one virtual) community workshop to engage residents, stakeholders, and regional partners in the development of the Next Generation Regional Transportation Plan (RTP) and Investment Study. These sessions provided an opportunity to introduce the planning effort, share community survey results, review existing transportation trends, introduce the new interactive dashboard, and discuss potential transportation outcomes. Participants also took part in a live Q\&A session where key questions were answered regarding policy, infrastructure, and emerging transportation needs.

Social Pinpoint

The online outreach was hosted on the Social Pinpoint[26] platform, which provided a virtual space for community members to easily share feedback and engage with the strategy. The platform featured an overview of the project, its timeline, and an interactive mapping tool that allowed users to review and comment on proposed roadway and active transportation projects.

[25] https://fp.mysocialpinpoint.com/edctcnextgen
[26] Social Pinpoint, https://www.socialpinpoint.com/

The Social Pinpoint project page was open for public input from October 23, 2024, to January 21, 2025. After that date, any comments submitted were not included in the analysis for the EDCTC 2025 Regional Transportation Plan (RTP) which was adopted in November of 2025.

Public Input Summary

During the public input collection period (October 23, 2024 to January 21, 2025), the EDCTC Next Generation Transportation Investments Strategy Social Pinpoint project page was visited 407 times by 300 visitors. The project page collected 81 contributions by 29 contributors including project ranking, comments, transportation issue identification, and new project proposals by the public. Figure 30 below displays the trends of visits and contributions to the project page. The peaks of visits and contributions on November 21, 2024, January 9, 2025 reflect the effort of emails to contacts from the survey and social media posts to encourage public engagement.

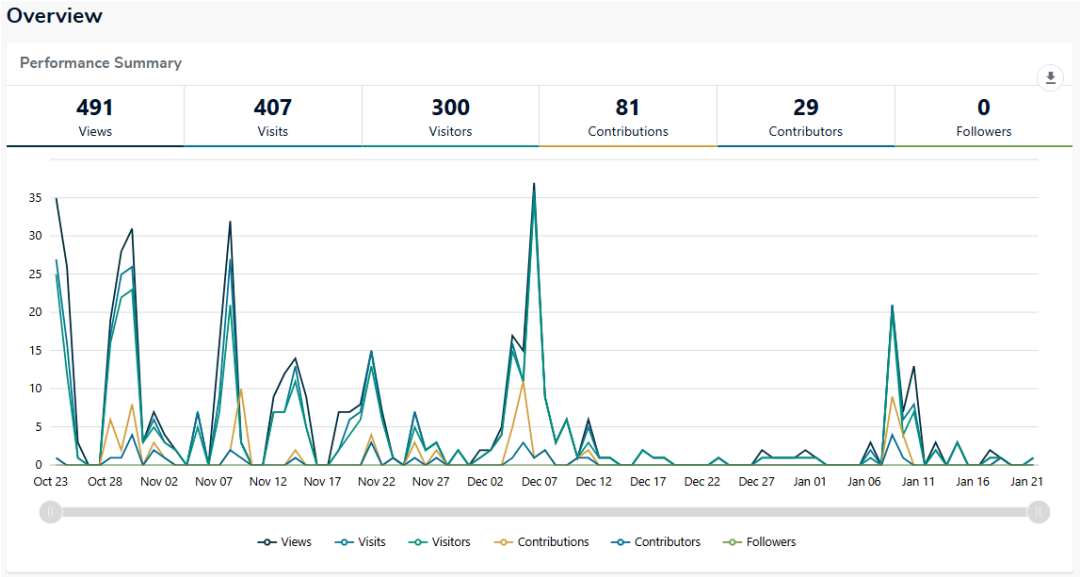


Figure 30. Social Pinpoint Page Performance Overview

Figure 31 below shows the referral types to the project page, which highlights 73% of the page visits were from direct access, 16% of the page visits were referred by EDCTC and El Dorado County websites, and 10% of the page visits were referred by social media posts (via Facebook).

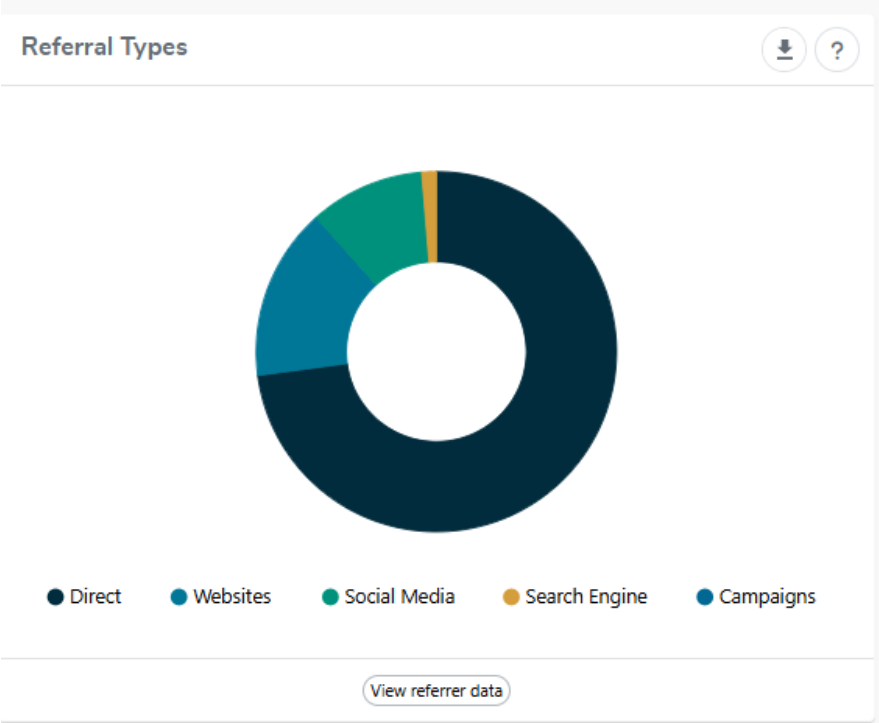


Figure 31. Social Pinpoint Page Referral Types

Roadway Projects

The Social Pinpoint project page provided an interactive map that displays the locations and extents of proposed roadway projects including details such as project description, project year, and funding status (partially funded or unfunded). By checking each project location on the map, the public was invited to rank the projects with five different categories (Very Unsatisfied, Unsatisfied, Neutral, Satisfied, and Very Satisfied) and provide any additional comments in a text box.

Table 22 below displays the ranking and comments of the proposed roadway projects for the EDCTC 2025 RTP. The projects with no ranking or comment input are not shown in the table.

The project page also provided the public options to add any location markers on the map to identify a transportation issue or propose a new project. Once a location marker was added to the map, other page visitors were able to see the added locations and comments and to rank the commented location with the same five categories (Very Unsatisfied, Unsatisfied, Neutral, Satisfied, and Very Satisfied).

Table 23 lists the additional locations of issues and potential new projects proposed by the public and the associate rankings.

Active Transportation Projects

The project page also provided a separate interactive map that displayed the locations and extents of the proposed pedestrian, bike, and transit projects including project details such as project description, project year, and funding status (partially funded or unfunded). Table 24 below displays the ranking and comments on the proposed pedestrian, bike, and transit projects of EDCTC 2025 RTP. The projects with no ranking or comment input are not shown in the table.

Table 25 lists the additional locations of issues and potential new pedestrian, bike, and transit projects proposed by the public and the associated rankings.

Figure 32 displays the locations of the additional locations of issues and potential new projects including roadway projects and active transportation projects.

Table 22: Project Input of RTP Proposed Roadway Projects

Projects	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total	Partially Funded	Comments
US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	0	0	0	1	2	**3**	YES	1. This intersection is heavily impacted by Ponderosa Highschool and causes traffic to backup onto east bound HWY50, North Shingle Road, and Durock Road; 2. This would help to relieve congestion especially during rush hour
Bass Lake Road Widening	0	0	1	1	1	**3**		
Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	1	0	0	1	0	**2**	YES	
US 50 Trip to Green Congestion Management and Resiliency Strategy	0	0	1	0	1	**2**	YES	1. How about synchronizing the Three lights on US50? 2. If this is done, it should be noted that pedestrians would not be able to cross at either Canal or Spring St but only at the two over crossings. It also limits bicycle crossing during the solid green times 3. This is a much-needed project! Especially during Apple Hill season.
US 50/Ponderosa Rd Interchange – N. Shingle Rd Realignment	0	0	0	1	1	**2**	YES	1. Badly needed improvement - this backs up during rush hour 2. I can't see what this will accomplish to improve the traffic flow. Seems to me it will make it worse.
Western Placerville Interchanges Phase 2.3	0	0	0	0	2	**2**	YES	1. Enhanced bicycle and pedestrian access sounds good to me 2. I would love this! Many people take Forni from Main St to get to the Library or the Government Center. This would alleviate the traffic on Forni and on the Placerville Dr. exit.
US 50/Ponderosa Rd Interchange – Durock Rd Realignment	0	0	0	1	1	**2**	YES	
Placerville Dr at Hangtown Creek Bridge Replacement	0	0	0	0	2	**2**	YES	This seems to be a necessary project due to the age of the existing bridge
US 50 Broadway Eastbound Exit (#47) – Signalization and ramp lengthening	0	0	1	0	1	**2**		1. Traffic circle? Signal light? Traffic back up onto EB US50. Also, left turns onto Broadway are dangerous due to traffic volume on Broadway 2. Traffic definitely backs up at this exit during busy times. Will ramp lengthening help this? Where will signals be? 3. This exit can be very difficult during high traffic times – it's almost impossible to turn left at times. a traffic signal would be helpful, although there could also be a 4-way stop here too.
Bridlewood/Bass Lake Road Roundabout	0	0	0	0	2	**2**		Good idea
Diamond Springs Pkwy – Phase 1B	0	0	1	0	1	**2**	YES	Ten more years? This project has been on the books for 3 decades already. Can't we build it already? It's way past time. Diamond Springs badly needs relief from congestion and the additional evacuation route this project will provide.
Clay Street/Hangtown Creek Bridge and Cedar Ravine Intersection Improvement	1	0	0	0	0	**1**	YES	
Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	1	0	0	0	0	**1**	YES	
Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	1	0	0	0	0	**1**	YES	
Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	1	0	0	0	0	**1**	YES	

Projects	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total	Partially Funded	Comments
Saratoga Wy. (Phase 2)	0	0	0	0	1	**1**		
Missouri Flat Road Widening – China Garden Rd to Pleasant Valley Road/SR49	1	0	0	0	0	**1**		
Latrobe Rd Widening – Golden Foothill Pkwy to Investment Blvd	0	0	0	0	1	**1**		
Ponderosa Road to Greenstone Road	0	0	1	0	0	**1**		1. Yes! 2. I'm unfamiliar with the backup statistics between these locations. What are the times for backups and how do they impact traffic movement.
Country Club Drive Extension – El Dorado Hills Blvd to Silva Valley Parkway	0	0	0	0	1	**1**		A key connection.
El Dorado Hills ITS	0	0	0	0	1	**1**		
Auxiliary Lane Project: WB Bass Lake	0	0	0	1	0	**1**		This seems to be wise considering proposed development in the area
SR 49/193 Intersection Control Improvements – Roundabout	0	0	1	0	0	**1**		1. Unnecessary. It is a solution in search of a problem. There is no congestion to manage in my experience. 2. Support the roundabout
Wiltse Road Intersection Improvements	1	0	0	0	0	**1**		
Cameron Park Drive to Ponderosa Road	0	0	0	0	0	**0**		Yes!
Country Club Drive Extension – Bass Lake Road to Tong Road	0	0	0	0	0	**0**		1. There needs to be a middle turnout on Country Club Drive, going up the hill, as Cars turning onto City Lights Drive make cars stop behind them. 2. Bike lane should off of the road not shared with the road and should be like this for the current Country Club Drive too as cars use the full road on the curves and speeding!
US 50/El Dorado Hills Blvd Interchange Phase 2B – Eastbound Ramps	0	0	0	0	0	**0**	YES	Too much money is being spent on far western El Dorado County. This interchange is fine as is. Any money available needs to be spent on public transist and getting people out of cars. Most of this region is a FOOD DESERT. Get people out of cars by making shopping parks and schools walkable.

Source: Fehr & Peers, 2025.

Table 23: Roadway Issues or Projects Proposed by Public

Comment Location	Comment	Comment Type	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total Votes	EDCTC Response	Local Agency Response
273 Pleasant Valley Road, Diamond Springs, California 95619, United States	It would be an increased quality of life for Deer Park residents (and other Diamond Springs and El Dorado residents in general) if this stretch between Pleasant Valley Road and Patterson Drive to the Missouri Flat Rd intersection had a safe enough space for pedestrians to walk safely to/from downtown Diamond Springs. Why this matters: 1) residents would be more inclined to get out and walk versus having to drive to downtown which is good for one's health and 2) drivers who tend to drive too fast through this stretch would likely grow accustomed to seeing more pedestrian traffic and therefor reduce their speed over time.	Propose New Project	1	0	1	0	4	6	Adopted Active Transportation Plan has both bike lanes and sidewalks proposed in this section	EDCTC and Caltrans have been in discussions about an active transportation facility feasibility study in this area.
Bank of the West, 2211 Francisco Dr, El Dorado Hills, California 95762, United States	I think there should be regular bus service from the Green Valley/Franciscan area to the El Dorado Town Center area. Convenient public transportation is needed to get to and from north and south areas of El Dorado County's residential areas to the commercial areas.	Identify an Issue	2	0	1	0	1	4	Bus service in El Dorado Hills has been attemted in the past and cancelled due to low ridership.	EDCTC and EDTCA can look at this issue again with the next updateof the Short and Long Range Transit Plan
2561 Francisco Drive, El Dorado Hills, California 95762, United States	Replace 4-way stop with roundabout; retain Francisco Dr. SB ramp to EDH Blvd SB.	Propose New Project	1	0	0	0	2	3	Forward for DOT Response	This is similar to the Mother Lode-Pleasant Valley intersection. We don't currently have any plans for this project, but it could be identified in the future.
780 Salmon Falls Road, El Dorado Hills, California 95762, United States	Salmon Falls Road is too narrow and needs to be widened for the safety of drivers, bicyclists, and pedestrians. Over the years, this situation has caused many accidents and deaths.	Identify an Issue	0	0	0	0	3	3	Currently not proposed for Class II Bike Lanes, expensive, challenging construction project	EDCTC can analyze segemtns for potential improvements in the next updateof the Active Transportation Plan
8810 Grizzly Flat Road, Grizzly Flats, California 95684, United States	The one-lane Steely Creek Bridge needs to be widened to a two-lane bridge for safety. Not unlike the Bucks Bar Bridge, many near misses occur on a daily basis. Also, this bridge is not wide enough to accommodate incoming emergency responders and evacuating residents during a wildfire.	Propose New Project	0	0	0	1	2	3	Forward for DOT Response	This is a County CIP project (CIP 36105085). Improvements are anticipated.
980 Pacific Street, Placerville, California 95667, United States	Add a stop sign at Pacific on Cedar Ravine. This would help traffic from backing up onto the steep portion of Pacific and would encourage people to use Pacific to bypass Main St. during events, and get people to slow down on that stretch of Cedar Ravine since there is a lot of speeding there.	Identify an Issue	0	0	0	1	2	3	Forward for City Response	City and EDCTC have been looking into issues related to Cedar Ravine Road and there are intersection improvements planned for Main Street and Cedar Ravine. During event the City will need to improve enforcement in the area.
6921 Mount Murphy Road, Coloma, California 95613, United States	New mount Murphy bridge needed	Identify an Issue	0	0	1	0	2	3	In progress	In progress
1019 Emerald Bay Road, South Lake Tahoe, California 96150, United States	Bus service to Tahoe. Maybe start with weekends using available commuter buses, winter stops at Sierra at Tahoe and Adventure Mountain. Stops in Strawberry, Meyers, and ideally the transit center at the Y. Increasing Amtrak bus service and/or changing the times to be more convenient could also help.	Propose New Project	1	0	0	0	2	3	Placerville to Tahoe Bus Service is currently available.	Placerville to Tahoe Bus Service is currently available.

Comment Location	Comment	Comment Type	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total Votes	EDCTC Response	Local Agency Response
350 Pleasant Valley Road, Diamond Springs, California 95619, United States	The intersection of Missouri Flat Rd and Pleasant Valley Rd is quite bumpy. It should be repaved with a material that hardens quickly, such as regular concrete, rather than asphalt, so it won't get deformed and bumpy again from traffic using it before it hardens.	Propose New Project	1	0	1	1	0	3	Forward to Caltrans	Caltrans and DOT maintenance to look into this issue
4884 Old French Town Road, Shingle Springs, California 95682, United States	The road is falling apart and so narrow that a car going one way and a trailer going the other way can't fit. There has to be some type of violation here. It is really unsafe.	Identify an Issue	0	0	2	0	0	2	Forward to DOT Maintenance	Forward to DOT maintenance for consideration
7077 Rossmore Lane, El Dorado Hills, California 95762, United States	A new park and ride area to service an SMF airport express bus.	Propose New Project	1	0	0	1	0	2	This type of service would be very costly	EDCTC can look into this in the next update of the Long and Short Range Transit Plan
US Route 50, Placerville, California 95721, United States	Right turn off the freeway from EB 50 onto Bedford needs a no turn on red. Cars turning left off WB 50 get stuck in the intersection when cars turn on red to try to beat the traffic lights.	Identify an Issue	0	0	0	0	1	1	Appears to be an enforcement issue	Forward to City of Placerville Police Department who enforces this segment of US 50
Cothrin Ranch Road, Shingle Springs, California 95682, United States	This segment of Cothrin Ranch Road is on the county-maintained road list. It has been damaged by Deer Creek flooding in the past few winters. The road surface is alligatored, the road edges are crumbling, and the striping is faded. The intersection with Latrobe is abrupt, and vehicles traveling southbound must negotiate a hairpin turn at the south end of the Deer Creek bridge. This road segment serves many of the 239 parcels within the Fernwood-Cothrin Zone of Benefit, and is the only County-maintained portion within the Zone. The road shoulders are also serving as informal parking for the El Dorado Trail. In light of all this, it would be very helpful for the County to consider resurfacing and re-striping this segment, creating a safer transition from Latrobe Road.	Identify an Issue	0	0	0	1	0	1	Forward to DOT Maintenance	Forward to DOT maintenance for consideration
1490 Coloma Road, Placerville, California 95667, United States	Guard Rail	Propose New Project	0	0	0	0	1	1	Forward to Caltrans	Forward to Caltrans for consideration
2920 Holloway Drive, Georgetown, California 95634, United States	Consider a micro route in this area, a Hybrid between Dial-A-Ride and Limited Route—underserved aging population.	Propose New Project	0	0	0	0	1	1	Forward to El Dorado Transit	Microtransit currently proposed in RTP, will be looked at further in Short and Long Range Transit Plan Update
Peavine Ridge Road, Pollock Pines, California 95726, United States	Rebuild the Peavine Road Bridge across the South Fork of the American River. Besides reconnecting Peavine Ridge Road, this would reconnect the Pony Express Trail which travels on the north side of the river here.	Propose New Project	0	0	1	0	0	1	Appears to be Brockliss Bridge	Forward to Forest Service for Consideration
Latrobe Road, Shingle Springs, California 95683, United States	Consider long term improvements to South Shingle Road and Michigan Bar Road to provide another connector to Highway 16 from the southwest end of the County.	Propose New Project	0	0	0	1	0	1	Some of this area is in Sacramento County	No plans for improvements in this area presently, DOT will monitor

Comment Location	Comment	Comment Type	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total Votes	EDCTC Response	Local Agency Response
481 Pleasant Valley Road, Diamond Springs, California 95619, United States	Drivers do not respect the crosswalk or speed limit in this part of Pleasant Valley Road near Deb's Frosty/Caffe Santoro/Fire Station. I've seen so much vehicle traffic speed on by without regard for pedestrians or bikers waiting at the crosswalk or worse, seen pedestrians almost hit by them. Proposed solution: to implement an actual crosswalk lights to force vehicles to stop for pedestrians or bicyclists.	Identify an Issue	0	0	0	1	0	1	Enforcement issue likely to improve with completed construction of Diamond Springs Parkway.	Primarily an enforcement issue
2120 Country Club Drive, El Dorado Hills, California 95682, United States	A turnout lane is needed for cars turning onto City Lights Drive!	Identify an Issue	0	0	1	0	0	1	Forward for DOT Response	No plans for improvements in this area presently, DOT will monitor
2579 Hassler Road, Camino, California 95709, United States	Hassler is an evacuation route yet has heavy vegetation and many potholes that constrict traffic down from Two lane roadway	Identify an Issue	0	0	0	0	0	0	Forward to DOT Maintenance	Forward to DOT maintenance for consideration
US Route 50, Diamond Springs, California 95721, United States	The series of intersections at Missouri Flat et Al and US50 are dangerous and congested. Putting US50 off-ramp to dump onto Mother Lode would be a start. Also, Signal Light synchronization?	Identify an Issue	0	0	0	0	0	0	These signals are operated by Caltrans, forward to Caltrans	Forward to Caltrans for consideration
4916 Marshall Road, Garden Valley, California 95633, United States	The Garden Valley community needs a bike path along Garden Valley and Marshall Roads to accommodate walkers, bicyclists and motorized wheelchairs between Golden Sierra High School and the commercial area of Sierra Super Stop and the hardware store.	Propose New Project	0	0	0	0	0	0	Some bike and pedestrian improvements are proposed in the area in the Active Transportation Plan	EDCTC can look more closely at these needs in the update of the next Active Transportation Plan
3099 North Canyon Road, Camino, California 95709, United States	N Canyon Road need new paving	Propose New Project	0	0	0	0	0	0	Forward to DOT Maintenance	Forward to DOT maintenance for consideration
3041 Pleasant Oak Road, Placerville, California 95667, United States	The hazard trees that overhang Newtown Rd between the two Fort Jim points need to be addressed. There are dozens and dozens of oaks, firs, and pines that literally lean across the entire roadway and dozens with root balls that are completely exposed along the banks of the road. Also, Pleasant Valley Rd from Bucks Bar Rd to Pleasant Valley, especially in the area of Gutenbergs Corner are precariously over the road. These trees are just a matter of time until they seriously injure or kill someone. Does Grizzly Flat Sheriff Star incident ring a bell? I have responded to many of these incidents over the years. And have reported hazard tree situations as an elected Fire board official, with no action at all.	Identify an Issue	0	0	0	0	0	0	Forward to DOT Maintenance	Forward to DOT maintenance for consideration
6801 Retreat Lane, Pollock Pines, California 95726, United States	Expand limited Dial-A-Ride to the area. Underserved aging population.	Propose New Project	0	0	0	0	0	0	Forward to El Dorado Transit	EDCTC and EDTCA can look at this issue again with the next updateof the Short and Long Range Transit Plan
2030 Carson Crossing Drive, El Dorado Hills, California 95762, United States	This is a very dangerous intersection. The combination of poor site-lines, elevation change, 55 MPH speed limit, and the local demographic (age restricted community) make this important to evaluate for safety/calming mitigation.	Identify an Issue	0	0	0	0	0	0	Forward for DOT Response	Included with the JPA project to widen White Rock Road

Comment Location	Comment	Comment Type	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total Votes	EDCTC Response	Local Agency Response
3821 Cedar Ravine Road, Placerville, California 95667, United States	Add sign to existing arrow sign indicating speed that curve should be taken (think it's 25mph?). At least once a year someone goes off the cliff here, and has to be towed out. Possible guard rail, as the oak that has been saving people is now removed.	Propose New Project	0	0	0	0	0	0	Forward to DOT Maintenance	Forward to DOT maintenance for consideration. County and City to monitor accident data.
3730 Cedar Ravine Road, Placerville, California 95667, United States	Guard Rail	Propose New Project	0	0	0	0	0	0	Forward to DOT Maintenance	Forward to DOT maintenance for consideration. County and City to monitor accident data.
Point 52 Spur Trail, Cool, California 95614, United States	Consider long term adding a high bridge across the American River Confluence Area to improve traffic flow on Highway 49 on a similar scale to the new Mosquito Bridge.	Propose New Project	0	0	0	0	0	0	Such a bridge would be extraordinarily expensive and is not currently planned.	This issue can be looked at in the next Regional Transportation Plan update
4741 Sand Ridge Road, Placerville, California 95667, United States	grind and resurface all of Sandridge from Bucks Bar to Gravel part of road. So narrow A school bus and car can hardly pass each other	Propose New Project	0	0	0	0	0	0	Forward to DOT Maintenance	Forward to DOT maintenance for consideration

Source: Fehr & Peers, 2025.

Table 24: Project Input of RTP Proposed Active Transportation Projects

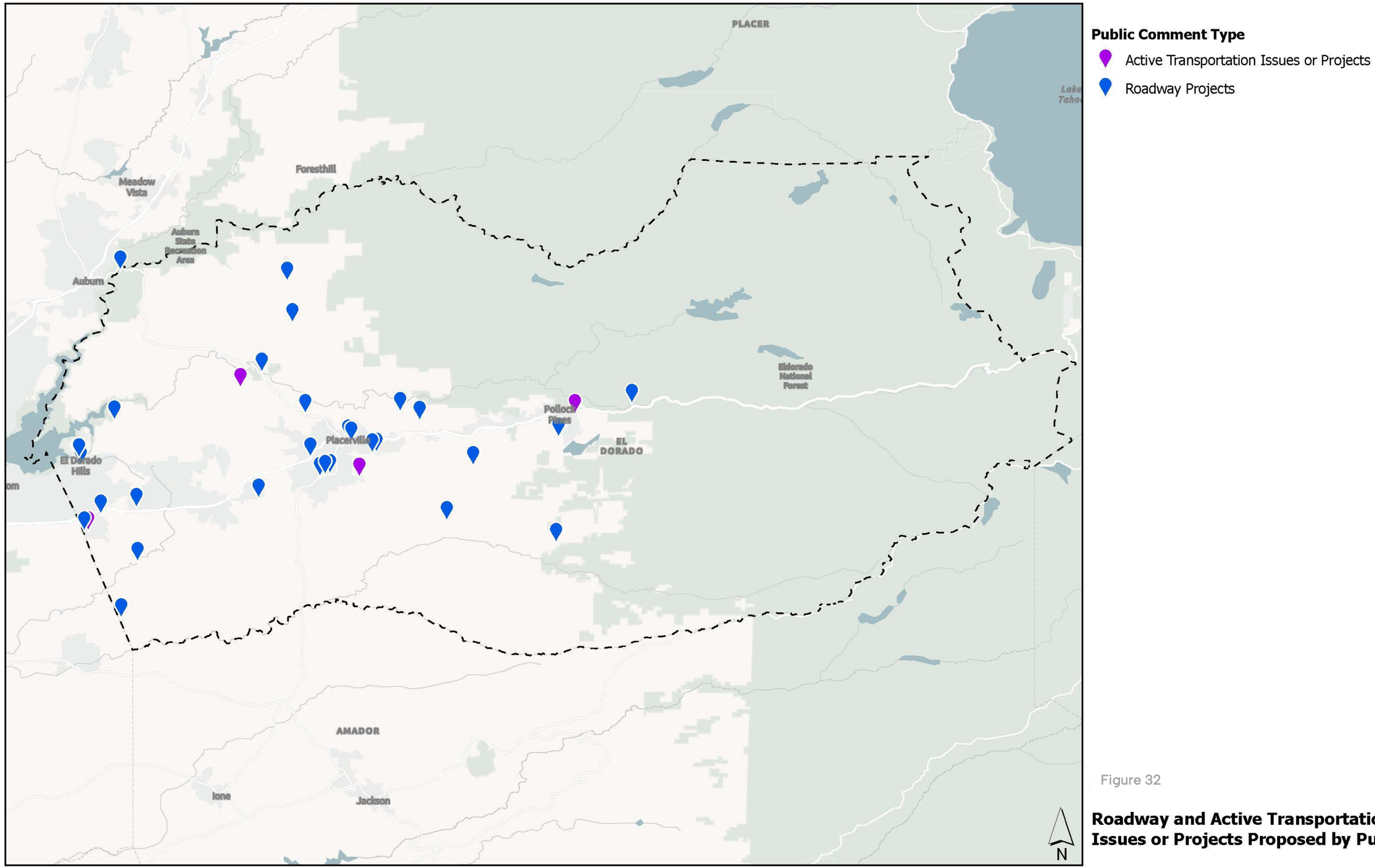
Projects	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total	Partially Funded	Comments
US 50/El Dorado Hills Blvd Pedestrian Overcrossing	0	1	0	0	2	**3**		Much needed connection!
Shingle Springs El Dorado Trail Class I Improvements	0	0	0	0	1	**1**		This project would be a big step forward in creating an active transportation network within the county.
El Dorado Hills Park and Ride Improvements	0	0	0	0	1	**1**	YES	walking Trails down the Hill from Holy Trinity Church are needed. Bus routes should be expanded to go East as well!
Bike path on Latrobe Road south of the interchange	0	0	0	0	1	**1**	YES	
Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	0	0	0	0	1	**1**		This connection would be ideal to get people from Henningsen Lotus Park to restaurants and other stores on Coloma Road
Suncast Lane bike lanes	0	0	0	0	1	**1**		
Suffolk Way bike route	0	0	0	1	0	**1**		
Bass Lake Bike Facilities	0	0	0	0	1	**1**		
El Dorado Hills Boulevard Bike Path	0	0	0	0	1	**1**		
El Dorado Hills Boulevard Bike Lanes	0	0	0	0	1	**1**		Bike lanes, or Class I bike trail segment facilitating N/S access to EDH Town Center via US 50 overcrossing should be prioritized over additional bike lanes north of Serrano.
Cambridge Road Park and Ride Improvements	0	0	0	0	1	**1**	YES	This much-needed project will move our bus stop from adjacent Cambridge Road to the interior of the Park & Ride. – El Dorado Transit
SR 49 Bike Lanes	0	0	0	0	0	**0**		Strongly support. Please add sidewalk from Lodestar/Bacchi to Marshall Rd
SR 193 Bike Lanes	0	0	0	0	0	**0**		This would bring in so much tourism to the area -- would be a world class attraction!
Green Valley Road bike lanes	0	0	0	0	0	**0**		Would easements be required to accommodate extension of both bike lanes and the lane drop to EDH Blvd.?
Ponderosa Road bike route	0	0	0	0	0	**0**		this could help address the congestion on ponderosa with the morning traffic of the high school.
Marshall Road Bike Lanes	0	0	0	0	0	**0**		1. Strongly support 2. Love that you are including this area in the bike lane planning
Lotus Road Bike Lanes	0	0	0	0	0	**0**		Strongly support

Source: Fehr & Peers, 2025.

Table 25: Active Transportation Issues or Projects Proposed by Public

Comment Location	Comment	Comment Type	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Total Votes	EDCTC Response	Local Agency Response
1019 Emerald Bay Road, South Lake Tahoe, California 96150	Bus service to Tahoe. Maybe start with weekends using available commuter buses, winter stops at Sierra at Tahoe and Adventure Mountain. Stops in Strawberry, Meyers, and ideally the transit center at the Y. Increasing Amtrak bus service and/or changing the times to be more convenient could also help.	Propose New Project	1	0	0	0	2	3	Placerville to Tahoe Bus Service is currently available.	Placerville to Tahoe Bus Service is currently available.
2215 Francisco Drive, El Dorado Hills, California 95762	Green Valley Rd. Bike/Pedestrian overcrossing at Francisco Dr. Exceeding a critical vehicle volume (now at 25k ADT) poses significant pedestrian safety risks using the single at-grade crossing.	Propose New Project	0	0	0	0	1	1	Forward for DOT Response	No plan for overcrossing but intersection safety project could be considered with analysis of accident history
3124 Four Seasons Drive, El Dorado Hills, California 95762	Bike/pedestrian trails on train tracks	Propose New Project	0	0	0	0	1	1	A Class I Multi-Use Path is proposed in the entire SPTC Corridor	EDCTC and El Dorado County are working to obtain funding to continue construction of Class I bike path in various segments of the SPTC Corridor.
1241 Lotus Road, Placerville, California 95651	A passing lane is needed for uphill traffic on the steep grade on Lotus Rd between Granite Rd and Gold Hill Rd	Identify an Issue	0	0	0	0	0	0	Forward for DOT Response	Not an issue or significant traffic congestion or delay, DOT will monitor
3175 Darby Lane, Pollock Pines, California 95726	Bike and foot path from Pony Express to Sly Park to connect Public Transport to Primary recreational Area of Pollock Pines.	Propose New Project	0	0	0	0	0	0	Not currently proposed in Active Transportation Plan, however, bike routes are proposed in neighborhoods adjacent to Sly Park Road and off street connections exist from Park Creek Road.	EDCTC can look more closely at these needs in the update of the next Active Transportation Plan
1251 Pleasant Valley Road, Diamond Springs, California 95619	So many accidents here due to to speeding.	Identify an Issue	0	0	0	0	0	0	Forward for DOT Response	DOT can look at Safety data

Source: Fehr & Peers, 2025.



Public Comment Type

- Active Transportation Issues or Projects
- Roadway Projects

Figure 32

Roadway and Active Transportation Issues or Projects Proposed by Public

VII. Funding Outlook

El Dorado County faces a growing challenge in aligning future transportation needs with limited funding while ensuring sustainability, equity, and access for its diverse communities. Although state and federal programs have supported important infrastructure investments, available funding falls short of what will be required to both maintain existing infrastructure and to expand the transportation networks as the county grows. Rural communities are particularly disadvantaged when competing with large metropolitan regions for transportation funding due to lower population densities, large census tracts, and limited data. These factors often exclude them from traditional funding criteria for disadvantaged communities. As a result, many small and rural areas within the western slope risk being overlooked despite having critical mobility and safety needs.

To secure a more resilient transportation future, El Dorado County Transportation Commission must continue advocating for funding approaches that better reflect rural realities. This includes emphasizing investments that improve basic connectivity and access, utilizing pilot projects to generate data and demonstrate benefits, building partnerships to strengthen regional impact, and maintaining strong community engagement to align projects with local priorities. In addition, non-traditional funding sources may need to be considered to increase local funding, create additional leverage funds for grant competitiveness, and identify sustainable maintenance funding.

Non-traditional Transportation Funding

Development Fees

El Dorado County's Traffic Impact Fee (TIF) Program (formerly known as the Traffic Impact Mitigation or TIM Fee Program) requires new development on the county's western slope to pay fees that fund transportation improvements necessary to accommodate growth anticipated in the County's General Plan. The fees help pay for projects such as new roadways, road widenings, intersection improvements, and transit enhancements, and must comply with California's Mitigation Fee Act. The Board of Supervisors has periodically updated and consolidated the fee zones and rates—most recently through major updates in 2024–2025—with current fee schedules adopted annually to reflect growth forecasts and cost changes. The program also tracks compliance through annual reports and aims to ensure that development pays its fair share of the transportation network enhancements needed to serve future demand.

VMT Mitigation Bank

California AB 130's VMT mitigation bank provision creates a statewide Vehicle Miles Traveled (VMT) mitigation bank under CEQA that gives project applicants and lead agencies a new optional approach to mitigating significant transportation impacts by contributing to a Transit-Oriented Development Implementation Fund administered by the California Department of Housing and Community Development (HCD). Rather than requiring only site-specific mitigation measures, projects may satisfy their VMT mitigation obligations by funding or otherwise facilitating location-efficient affordable housing and related infrastructure through this fund, with investments selected to reduce VMT and support state housing and climate goals. The program's structure, including how contributions are calculated, how mitigation effectiveness is measured, how "location-efficient" areas are defined, and

how contributions are validated, will be established through guidance from the Governor's Office of Land Use and Climate Innovation and HCD by July 1, 2026, with further rulemaking to follow.

Roadway Pricing

The US 50 Pricing Alternatives Sketch-Level Traffic and Revenue Study evaluates potential pricing strategies to address recurring congestion through Placerville on the US 50 corridor, particularly during peak recreational travel periods. Conducted for the El Dorado County Transportation Commission (EDCTC), the study supports long-term planning for corridor improvements by analyzing traffic patterns, travel times, and potential toll revenue. Using Fall 2019 data, the analysis focuses on a six-mile segment of US 50 through Placerville, where weekend and holiday congestion is driven by regional and tourism travel to destinations such as Apple Hill and Lake Tahoe

The pricing study evaluates tolling during the "Trip to Green" implementation, which temporarily prioritizes through-traffic by holding signals green and rerouting cross-street movements during peak travel periods and weekends. Tolling would apply only during congested daytime hours on select weekends, with exemptions for local residents. Depending on toll levels ($1–$3 per direction) and applied to 12 weekends per year, this scenario could generate approximately $620,000 to $1.8 million annually at current traffic levels. The study concludes that interim tolling could help fund near-term operations and contribute to longer-term capital improvements, while acknowledging uncertainty inherent in sketch-level forecasts

These roadway pricing strategies could be considered along a variety of segments of US 50 within the western slope.

Local Sales Tax

In California, counties may enact a local transportation sales tax through a voter-approved process authorized under the state's Transactions and Use Tax Law and governed by constitutional requirements in Propositions 218 and 26. The county (often through a county transportation authority or in partnership with cities) first adopts an ordinance placing a proposed sales tax measure on the ballot. The measure must specify the tax rate, duration, and eligible transportation uses, which typically include highways, local roads, transit, bicycle and pedestrian facilities, and sometimes maintenance or operations. Depending on how the revenues are structured, the measure requires typically two-thirds voter approval.

If approved by voters, the tax is administered by the California Department of Tax and Fee Administration (CDTFA), which collects the tax and distributes revenues back to the county. Most counties adopt a detailed expenditure plan and establish oversight mechanisms to ensure accountability and compliance that may include independent citizen oversight committees, annual audits, and reporting requirements. Transportation sales taxes are typically enacted for a fixed term (e.g., 20–40 years), though some are permanent, and they have become a primary tool for counties to fund transportation infrastructure where state and federal revenues are insufficient.

Sacramento County's Measure A is the only approved transportation sales tax within the SACOG region passed in 1998 and authorized until 2039. Placer County recently pursued Measure B in the southern parts of the county that failed to reach the required voter threshold in 2024.

VIII. Project Performance Measures and Prioritization

Project Performance Measures

California's transportation planning and funding environment increasingly requires transportation agencies to demonstrate measurable system outcomes when programming projects and competing for funds. State and federal planning requirements embedded in the Regional Transportation Plan (RTP) guidelines require metropolitan planning organizations and regional transportation planning agencies such as EDCTC to develop performance measures and targets, evaluate system conditions, and report progress toward statewide goals such as safety, congestion reduction, greenhouse-gas reduction, and multimodal accessibility.

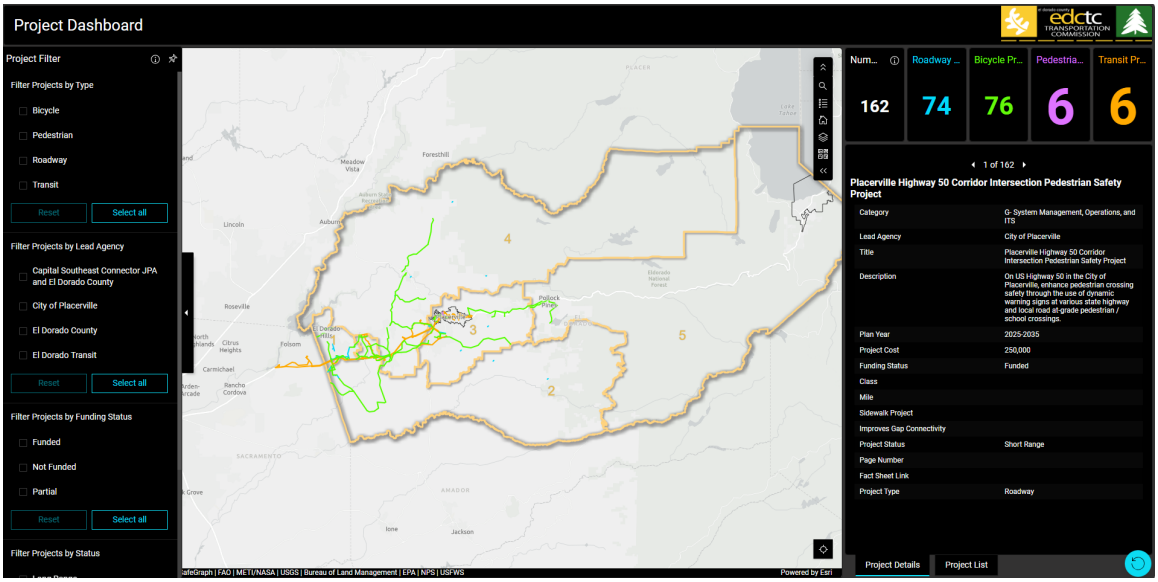
Within the Sacramento region, the Sacramento Area Council of Governments (SACOG) implements this statewide framework through regional funding programs and project prioritization processes that align investments with the region's Blueprint goals and performance outcomes. SACOG's regional programs—including the System Preservation Program, System Performance Program, and Next Generation Solutions and Clean Air Program are designed to direct limited transportation funding toward projects that maintain existing infrastructure, improve system efficiency and safety, and advance clean transportation and climate objectives. These programs, together with the Regional Project Prioritization Program used to endorse projects for competitive state and federal grants, rely on data-driven evaluation and performance measures to identify projects with the greatest regional benefit and competitiveness for external funding.

For the El Dorado County Transportation Commission (EDCTC), this policy context shapes both regional planning and project delivery. As the Regional Transportation Planning Agency for the western slope of El Dorado County, EDCTC prepares the county's RTP and Regional Transportation Improvement Program consistent with state guidelines and the broader SACOG Metropolitan Transportation Plan. The EDCTC 2025–2045 Regional Transportation Plan incorporates goal-based performance measures that link projects to statewide objectives such as sustainability, resilience, safety, equity, and reduced vehicle miles traveled, ensuring that the county's investments align with evolving state and regional funding expectations. Through the Next Generation Transportation Investment Strategy, EDCTC is further refining data-driven metrics and project evaluation approaches so that transportation investments can remain competitive for regional, state, and federal funding while advancing California's broader transportation, climate, and equity goals.

To ensure a consistent, transparent screening process across the full project list, each proposed project was reviewed against a defined set of county, city, regional and state planning documents. For every plan, a project was screened based on its ability to meet the objectives and goals of the various plans and goals of the 2025-2045 Regional Transportation Plan. Projects that were considered in alignment with the overarching goals were categorized into a higher priority tier.

Project Dashboard

As part of the Next Gen Study process, a GIS project dashboard was created to help visualize the 2025–2045 Regional Transportation Plan projects. The dashboard allows staff, agency partners, and the community to view basic information about the planned projects. Filters are available to sort projects by local lead agency, anticipated timeline, project modal priority, and supervisorial district. The screenshot below shows the basic layout of the Dashboard. It is anticipated that this is the first version of a living tool that will be updated over time to reflect changes in projects and project status.



Goals

The associated performance measures are outlined below each 2025 – 2045 Regional Transportation Plan goal to demonstrate how the projects align with RTP Goals. The performance measures are used to create a prioritized list of projects anticipated to be competitive for funding opportunities. The performance measures ensure EDCTC is compliant with RTP guidelines requirements, while supporting EDCTC staff and jurisdictional partners in the selection of projects that are most competitive for funding based on how well they align with certain performance measurement metrics.

GOAL 1: Integrated Regional Transportation Planning (M1–M4)

This goal ensures projects are linking county, city, and state planning documents to a unified circulation strategy and economic development lens.

1.1 General Plan + Caltrans Consistency (M1, M2, M3)

If projects are identified in the: Mobility Section Maps in El Dorado County General Plan map (**M1**), the Mobility Section Maps in Placerville City General Plan map (**M2**), or the Caltrans Highway Corridor Plan map (**M3**), they are prioritized.

1.2 Economic Generator Support (M4)

Projects that directly support the county's major destinations and activity centers are prioritized through the El Dorado County Economic Generators map (**M4**), utilizing Zartico data.

GOAL 2: Sustainable, Adaptable, Resilient (M5–M8)

This goal prioritizes projects supporting evacuation and safety plans, reducing average VMT, and accelerating the transition toward electrified transportation.

2.1 Emergency + Safety Plan Consistency (M5, M6)

Projects that are identified in evacuation and safety planning efforts, through the Greater Placerville Area Evacuation Plan map (**M5**) and the El Dorado County Local Road Safety Plan (**M6**) are prioritized.

2.2 SB 743 VMT Screening Alignment (M7)

To support sustainable mobility outcomes under California's SB 743 framework, projects are screened using the El Dorado County VMT Screening Map (**M7**) that displays the average VMT per service population by TAZ. This map demonstrates whether projects are prioritized if they are located in areas that fall below the county-defined VMT thresholds.

2.3 Electrification Facilitation (M8)

Projects are prioritized if they facilitate electrification through the installation of charging infrastructure, identified along regions displayed on the El Dorado County EV Charging Station map (**M8**).

GOAL 4: Public Transit (M9)

This goal advances mobility choices by ensuring roadway and access projects reinforce transit service effectiveness, coverage, and operations.

4.1 Transit Plan Inclusion (M9)

Projects are scored for alignment with the Western El Dorado County 2019 Short- and Long-Range Transit Plan (**M9**), supporting improvements that enhance route performance, reliability, and access to transit.

GOAL 5: Aviation (M10)

This goal supports critical connectivity to county airports while ensuring land use and accessibility aligns with future airport operations.

5.1 Airport Access Improvements (M10)

Projects that improve access to the Georgetown and Placerville airports are prioritized using the El Dorado County Airport Land Use Compatibility Plan (**M10**). This map provides essential

context for ensuring access upgrades support airport function and safety while avoiding land use conflicts.

GOAL 6: Active Transportation (M11–M13)

This goal ensures projects support safe and connected walking and biking networks by linking local ATP priorities to regional trail and corridor bike route planning.

6.1 ATP Consistency (M11)

Projects that are identified in the El Dorado County ATP map (**M11**), justify prioritization through alignment with identified bicycle and pedestrian corridors, gap closures, and safety improvements.

6.2 SACOG Regional Trails Plan Consistency (M12)

Regional connectivity and coordinated trail development are supported through consistency with the SACOG Regional Trails Plan map (**M12**). This strengthens prioritization for projects that added or improved a trail network that was identified in the map.

6.3 US 50 Corridor Bike Route Consistency (M13)

Projects supporting bicycling are prioritized if they serve any of the routes identified in the US 50 Corridor Bike Route map (**M13**).

GOAL 8: Regional Equity and Collaboration (M14–M15)

This goal centers investments where they can deliver the greatest benefit, ensuring projects serve communities facing higher transportation concerns.

8.1 Service to Disadvantaged and Priority Communities (M14, M15)

Projects are prioritized for their ability to serve disadvantaged communities using the disadvantaged community map from the SACOG Disadvantaged Community Map (**M14**) and the SACOG Equity Priority Communities Tool map (**M15**).

Screening Metrics

The following provides an overview of the documents used during the project screening process and explains the methodology applied to evaluate project alignment with planning goals:

M1: Mobility Section Maps in El Dorado County General Plan

The project was measured to determine if it matches a road, path, or improvement location shown in the El Dorado County General Plan roadway circulation maps.

M2: Mobility Section Maps in Placerville City General Plan

The project was measured to determine if it matches a road, path, or improvement shown in the Placerville City General Plan roadway circulation maps.

M3: Caltrans Highway Corridor Plan Map

The project was measured to determine if it was located on a Caltrans highway corridor planned for upgrades or improvements.

M4: El Dorado County Economic Generators Map

The project was measured to determine if it was located within the shaded economic generator visitor-to-resident ratio zones shown on the map.

M5: Greater Placerville Area Evacuation Plan Map

The project was measured to determine if it runs along an important evacuation route identified in the Evacuation Strategy map.

M6: El Dorado County Local Road Safety Plan Map and Table

The project was measured to determine if it was along any priority locations identified for case studies in the El Dorado County Local Road Safety Plan (LRSP), including the locations referenced in Table 3.

M7: El Dorado County VMT Screening Map

The average VMT per service population of the TAZs overlaid with the project was calculated using the County's SB 743 VMT Screening Map. If the project's average VMT per service population was lower than the jurisdiction threshold, it was marked "Below Average." If it was higher than the jurisdiction threshold, it was marked "Above Average."

M8: El Dorado County EV Charging Station Map

The project was measured to determine whether it supports or connects to existing or planned electric vehicle charging stations.

M9: Western El Dorado County (2019) Short- and Long-Range Transit Plan

The project was measured to determine if it supported any improvement projects, service concepts, or priorities included in the El Dorado Transit short-range or long-range transit plans.

M10: El Dorado County Airport Land Use Compatibility Plan

The project was measured to determine if the project supported airport access consistently with the Airport Land Use Compatibility Plan (with focus on access to Georgetown and Placerville airports).

M11: El Dorado County ATP Map

The project was measured to determine if the project existed along improved or proposed sidewalks, bikeways, or trails shown in the ATP map.

M12: SACOG Regional Trails Plan Map

The project was measured to determine if the project added or improved a trail that is part of the regional trail network shown in the SACOG Regional Trails Plan.

M13: US 50 Corridor Bike Route Map

The project was measured to determine if the project was along any improved or planned bikeways associated with the US 50 Highway corridor.

M14: SACOG Disadvantaged Community Map

The project was measured to determine if the project was located within a disadvantaged community shown on the existing conditions maps, refer to Table 7.

M15: SACOG Equity Priority Communities Tool Map

The project was measured to determine if the project was located within an Equity Priority Community as shown on the SACOG map.

Project Prioritization Results

Across the screening process, several projects consistently aligned numerous metrics and therefore met RTP goals most often. These projects generally fall along key corridors and activity areas where multiple needs converge across the outlined goals, demonstrating a justification for prioritization. Tables 26 and 27 highlight the Tier 1 and 2 Roadway and Active Transportation Projects respectively. A full list of projects can be found in the appendix.

Table 226: Tier 1 and 2 Roadway Projects

Title	Lead Agency	Project Year	Cost	Funded	Tier
Western Placerville Interchanges Phase 2.3	City of Placerville	2025-2035	$ -	Partial	1
Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	El Dorado County	2025-2035	$ 15,082,001		1
Western Placerville Interchanges Phase 3	City of Placerville	Beyond 2045	$ 61,000,000		1
US 50 Trip to Green Congestion Management and Resiliency Strategy	City of Placerville	2025-2035	$ -	Partial	1
Clay Street/Hangtown Creek Bridge and Cedar Ravine Intersection Improvements	City of Placerville	2025-2035	$ 4,308,864	Partial	1
Roundabout at Luneman and Lotus Road	El Dorado County	2025-2035	$ -		1
Canal Street Bicycle and Pedestrian Improvement Project Phase 2	City of Placerville	2025-2035	$ 7,600,000		1
El Dorado Drainage Improvement Project	El Dorado County	2025-2035	$ 2,700,000		1

Title	Lead Agency	Project Year	Cost	Funded	Tier
Headington Rd Ext – Missouri Flat to El Dorado	El Dorado County	2035-2045	$ 6,747,000		1
Wiltse Road Intersection Improvements	City of Placerville	2025-2035	$ 6,000,000		2
US 50/El Dorado Rd Interchange – Phase 1	El Dorado County	Beyond 2045	$ 5,488,000		2
Latrobe Rd Widening – Golden Foothill Pkwy to Investment Blvd	El Dorado County	2035-2045	$ 3,516,000		2
Missouri Flat Rd Widening – China Garden Rd to Pleasant Valley Rd/SR49	El Dorado County	2035-2045	$ 4,175,000		2
US 50/Cambridge Rd Interchange	El Dorado County	2035-2045	$ 9,173,000		2
US 50/Cameron Park Dr Interchange Improvements	El Dorado County	2035-2045	$ 61,116,000		2
Green Valley Rd/Indian Creek Bridge Replacement	El Dorado County	2025-2035	$ 4,495,434		2
Silva Valley Pkwy/Golden Eagle Ln – Signalization	El Dorado County	2035-2045	$ 2,750,000		2
US 50/ Ponderosa Rd Durock Rd/So. Shingle Rd Interchange Improvements	El Dorado County	2035-2045	$ 46,565,900	Partial	2
US 50/Silva Valley Pkwy Interchange – Phase 2	El Dorado County DOT	2035-2045	$ 8,156,000		2

Title	Lead Agency	Project Year	Cost	Funded	Tier
Capital SouthEast Connector – E1	El Dorado County DOT	2035-2045	$ 5,200,000	Partial	2
Golden Foothill Parkway/Carson Crossing Intersection Improvements	El Dorado County	2025-2035	$ 747,000		2
Roundabout at Robert J. Mathews Drive and Golden Foothill Parkway	El Dorado County	2025-2035	$ 3,021,000		2

Source: ----, Fehr & Peers, 2025.

Table 27: Tier 1 and 2 Active Transportation Projects

Title	Lead Agency	Project Year	Cost	Funded	Tier
Missouri Flat Road Bike Lanes Phase 2	El Dorado County	2025-2035	$ 175,000		1
Placerville Drive Bicycle and Pedestrian Facilities Ph 1	City of Placerville	2025-2035	$ 16,795,064		1
Latrobe Road Bike Lanes	El Dorado County	2035-2045	$ 525,000		1
Durock Road bike lanes	El Dorado County	2035-2045	$ 450,000		1
Latrobe Road Bike Path South	El Dorado County	2025-2035	$ 1,000,000		1
Mallard Lane/Green Valley Road Bike Lanes	City of Placerville	2025-2035	$ 1,750,000	Partial	1
Middletown Road Bike Lanes	City of Placerville	2035-2045	$ 8,100,000		1
Placerville Drive Pedestrian Connectivity Project	City of Placerville	2025-2035	$ 2,500,000	Partial	1
Placerville Drive Bicycle and Pedestrian Facilities	City of Placerville	2025-2035	$ 12,568,444		1
Carson Road Bike Lanes	El Dorado County	2035-2045	$ 787,500		1
Jacquier Road Bike Lanes	El Dorado County	2025-2035	$ 175,000		1
Green Valley Road Bike Route	El Dorado County	2035-2045	$ 120,000		1
Pony Express Trail Bike Lanes	El Dorado County	2035-2045	$ 1,250,000		1
Sly Park Road bike lanes	El Dorado County	2025-2035	$ 125,000		1
Combellack Road Sidewalk Project (Canal St. Phase 1A)	City of Placerville	2025-2035	$ 1,253,000		2
Gold Hill Road Bike Route	El Dorado County	2025-2035	$ 4,000		2
Lotus Road Bike Lanes	El Dorado County	2025-2035	$ 525,000		2
Bike lanes on Mother Lode Drive	El Dorado County	2035-2045	$ 1,600,000		2
Ridgeway Drive bike route	El Dorado County	2035-2045	$ 90,000		2

Title	Lead Agency	Project Year	Cost	Funded	Tier
Pleasant Valley Road Bike Lanes 2	El Dorado County	2035-2045	$ 575,000	Partial	2
Diamond Springs Pedestrian Facility Improvements	El Dorado County	2025-2035	$ 2,982,676		2
El Dorado Trail Extension East – Halcon to US 50	El Dorado County	2025-2035	$ 2,231,068		2
Enterprise Drive Bike Route	El Dorado County	2035-2045	$ 1,000		2
La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	El Dorado County	2025-2035	$ 3,163,000	Partial	2
Missouri Flat Road Bike Lanes Phase 1	El Dorado County	2025-2035	$ 350,000		2
El Dorado Trail – Central Shingle Springs	El Dorado County	2025-2035	$ 6,685,000		2
Silva Valley Parkway Bike Facilities	El Dorado County	2025-2035	$ 960,000		2
Bass Lake Road Bike Lanes	El Dorado County	2035-2045	$ 600,000		2
Cambridge Road Bike Lanes	El Dorado County	2025-2035	$ 450,000		2
Fair Lane bike lanes	City of Placerville	2025-2035	$ 140,000		2
Onyx Trail Bike Route	El Dorado County	2035-2045	$ 24,000		2
Sly Park Road bike lanes	El Dorado County	2035-2045	$ 1,200,000		2
Snows Road bike lanes	El Dorado County	2025-2035	$ 200,000		2
Diamond Springs Pkwy bike lanes	El Dorado County	2025-2035	$ 490,000		2
Pleasant Valley Road Bike Lanes East	El Dorado County	2035-2045	$ 1,575,000		2

Source: ----, Fehr & Peers, 2025.

Appendix A
Community Engagement Summary

El Dorado County Transportation Commission (EDCTC) – In-Person and Virtual Workshop Summary: Next Generation Regional Transportation Plan and Investment Study

- Workshop 1: Tuesday, June 17th, 2025 at Cameron Park Community Center
- Workshop 2: Tuesday, June 24, 2025, via Zoom
- Time: 5:30 PM – 7:00 PM
- Hosted by: El Dorado County Transportation Commission (EDCTC)

Introduction

On June 17th and June 24, 2025, the El Dorado County Transportation Commission (EDCTC) hosted two workshops (one in person and one virtual) community workshop to engage residents, stakeholders, and regional partners in the development of the Next Generation Regional Transportation Plan (RTP) and Investment Study. This sessions provided an opportunity to introduce the planning effort, share community survey results, review existing transportation trends, introduce the new interactive dashboard, and discuss potential transportation outcomes. Participants also took part in a live Q\&A session where key questions were answered regarding policy, infrastructure, and emerging transportation needs.

Project Background

The RTP serves as a blueprint for transportation investment on the western slope of El Dorado County (outside of Tahoe Basin jurisdictions). Updated every five years, the RTP aims to:

- Address existing and future mobility needs
- Reflect public and stakeholder input
- Support regional goals around climate adaptation, equity, and economic development

The 2025 RTP is informed by the Next Generation Transportation Investment Study, which integrates current demographic, technological, and funding trends to help the region adapt to a changing transportation landscape.

Workshop Objectives

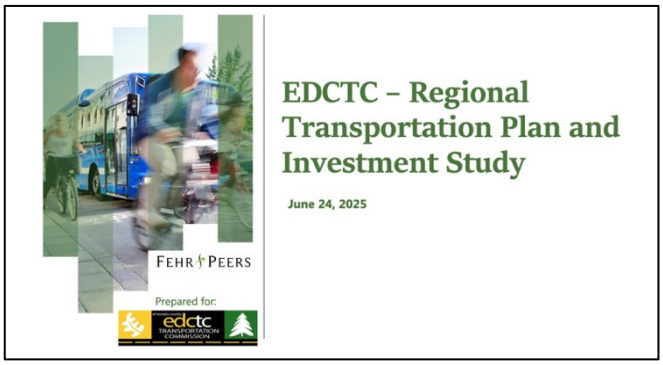
The workshop had three primary goals:

- Present findings from community engagement, including a transportation investment priorities survey.
- Provide an overview of existing transportation patterns and future forecasts.

- Answer questions submitted by attendees on topics such as transit access, road maintenance, EV infrastructure, and evacuation planning.

Virtual Presentation Highlights

The virtual meeting featured a detailed presentation delivered by the EDCTC team, including Jerry Barton and their planning consultants, Adrian Engle from Fehr and Peers, and Katie DeMaio from AIM Consulting. Key highlights included:



Background of the Regional Transportation Plan and Investment Strategy

The meeting kicked off by explaining that EDCTC is responsible for coordinating regional transportation planning for the western slope of El Dorado County. Being the State-mandated Regional Transportation Planning Agency, EDCTC prepares the Regional Transportation Plan and Improvement Program for the Western Slope. This Plan is updated every five years.

Concurrently, EDCTC is developing the Next Generation Transportation Investment Strategy to align its rural transportation planning better with evolving state and federal goals, including climate adaptation, equity, and greenhouse gas reduction.

Community Survey Findings

Between May 17 and June 17, 2024, over 460 residents responded to a countywide transportation priorities survey. Key takeaways:

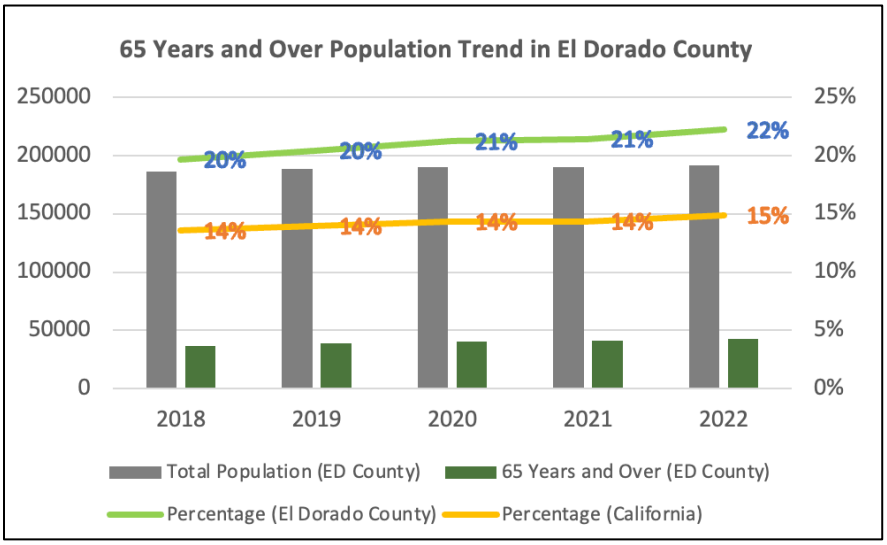
- 94% of respondents primarily drive alone.
- Top issues included: road maintenance, collision reduction, congestion, and bike/pedestrian safety.
- High engagement from Placerville (95667), El Dorado Hills (95762), and Shingle Springs (95682).

Public Input Platforms

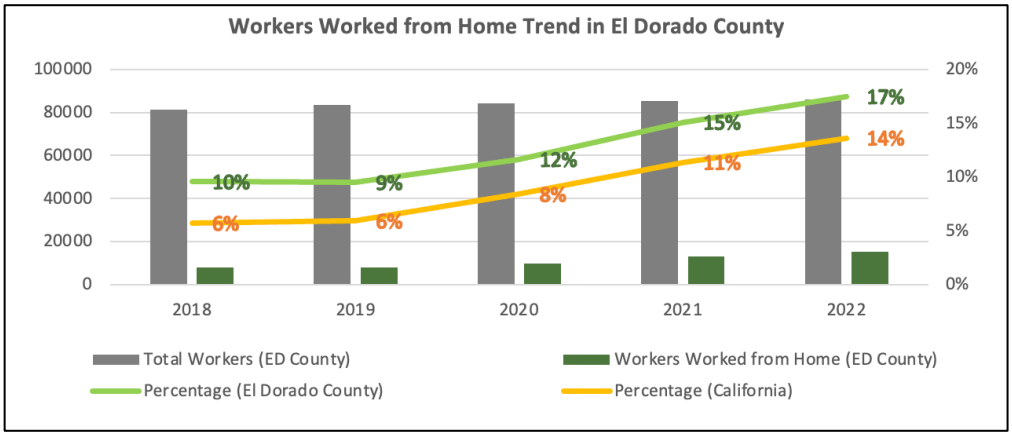
The Social Pinpoint platform, active from October 2024 to January 2025, generated 407 views and 81 comments identifying transportation issues, project ideas, and desired improvements.

Emerging Local Trends

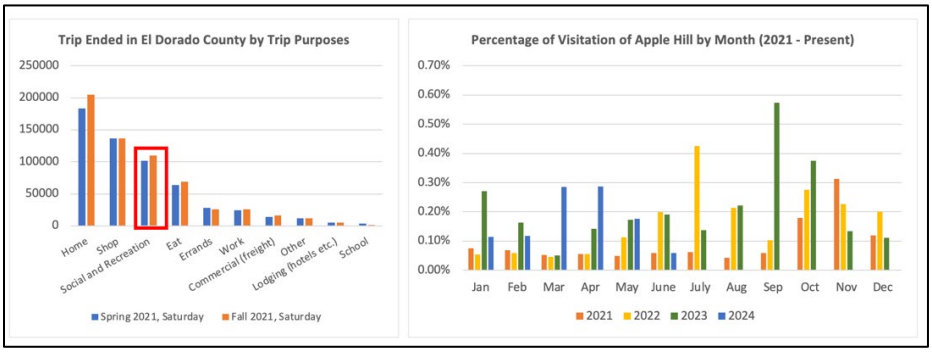
- **Aging Population:** El Dorado County has a higher proportion of residents aged 65+ than the state average, increasing demand for non-driving options.



- **EV Adoption:** Electric vehicle usage is rising, though slower than the state average; this increases the need for charging infrastructure.
- **Remote Work:** Post-pandemic telework remains common, especially in El Dorado Hills and Somerset.



- **Transit Ridership:** While general ridership has declined, commute routes to Sacramento remain vital.
- **Social/Recreational Travel:** Apple Hill and other recreation areas attract seasonal traffic spikes.



Future Scenarios for 2045

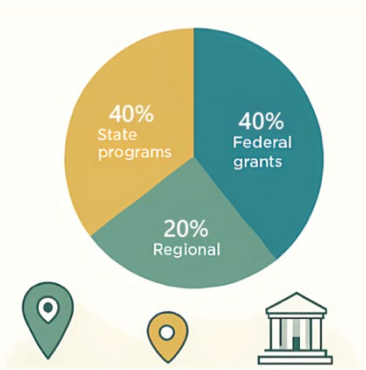
EDCTC presented four hypothetical transportation futures:

- Scenario A: Baseline Reversal
    - Return to pre-pandemic travel habits.
- Scenario B: New Normal
    - Moderate shifts due to lasting pandemic effects.
- Scenario C: New Technology
    - Rapid adoption of EVs/AVs, tech-enabled mobility.
- Scenario D: Focus on Development
    - Focus on aligning housing and jobs to reduce travel.

Project Investments

Attendees were introduced to draft RTP projects, including:

- Improvements along US Highway 50
- Upgrades in Diamond Springs, Placerville, Pollock Pines, and El Dorado Hills
- An upcoming GIS Dashboard launching in October 2025 for project tracking



Detailed Q\&A Session

Following the presentation, the project team answered a series of pre-submitted and live questions from community members. Key topics and responses included:

County Roads and Safety

Q: Will substandard county roads be brought up to safety standards?

A: Yes. This was a key concern in survey results, and EDCTC is integrating it into project planning and prioritization.

Transit Services

Q: Are there plans to add a bus route on Sly Park Road?

A: While no representative from El Dorado Transit was present, a route currently serves Pollock Pines. Residents were encouraged to visit the El Dorado Transit website and send direct feedback via email.

Q: What efforts are being made to align transit schedules with business hours?

A: This issue was raised at the Cameron Park in-person meeting. EDCTC plans to explore coordination through the Social Services Transportation Advisory Council (SSTAC) to better align service with user needs.

Electric Vehicles (EVs) and Road Funding

Q: How are EVs contributing to road funding?

A: EV owners currently pay higher registration fees under SB1, but there's no dedicated EV-specific road maintenance fund.

Q: Will gas tax revenue be replaced as EV use increases?

A: The state is evaluating a Vehicle Miles Traveled (VMT) fee model to replace declining fuel tax revenues. This fee would be usage-based and adjusted for rural drivers and private road users.

Q: Has a VMT fee been tested?

A: Yes. A pilot program credited fuel-inefficient drivers for gas tax payments. EV and hybrid users paid a small flat fee. The final model is still under development.

Emergency Preparedness and Evacuation

Q: How will EDCTC support evacuation planning, especially for vulnerable residents?

A: EDCTC recently completed the Greater Placerville Evacuation Study, which identified infrastructure strategies such as shoulder widening on US 50 to increase vehicle capacity during emergencies.

Q: Can bike trails be used for emergency access?

A: Some jurisdictions are exploring this. Widening trails for emergency vehicles is being considered, especially given increased wildfire risk.

Active Transportation

Q: With an aging population, is investment in bike infrastructure realistic?

A: Yes. Bike and pedestrian infrastructure contributes to broader goals like community health, wildfire resilience, and roadway upgrades. These investments often include funding not available for standard road work.

Next Steps and Timeline

- July 2025: Draft Environmental Impact Report (EIR) released for public review
- August 2025: Action and Financial elements of the RTP published
- October 2025: GIS Project Dashboard available
- November 2025: Final RTP adoption
- Late 2025: Final Next Gen Transportation Study completed

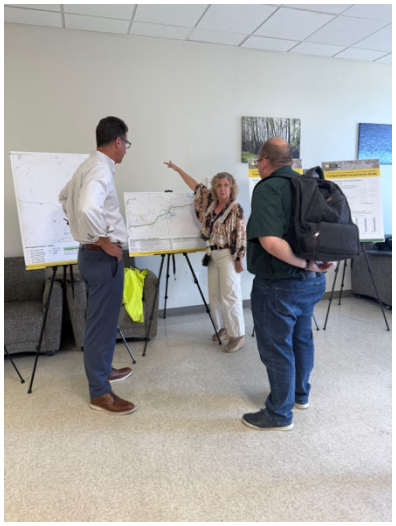
Public input will continue to be accepted throughout this process.

At the In-Person Meeting a set of RTP Proposed Project boards were presented to the 14 community members in attendance, including:

- RTP Proposed Projects – Regional Map
- RTP Proposed Projects – US Highway 50
- RTP Proposed Projects – El Dorado Hills and Cameron Park
- RTP Proposed Projects – Shingle Springs
- RTP Proposed Projects – Diamond Springs and Placerville
- RTP Proposed Projects – Pollock Pines and Camino
- RTP Proposed Projects – Coloma
- RTP Proposed Projects – Transit Project List
- Existing Trends in El Dorado County:
    - Aging Population
    - Working from Home
    - Transit Ridership
    - Electric Vehicle Ownership
    - Scenario Planning

Community members met with project team members at each board providing feedback on proposed projects.

Fehr and Peers also had a station set up for the upcoming interactive RTP dashboard which is tentatively set for release early next year. This dashboard will allow community members in real time to understand the project list and funding strategies around each project. This was an early sneak peek at the tool.



Workshop Promotion:

To raise awareness and encourage participation in the EDCTC Next Gen Strategy workshops, a comprehensive outreach strategy was implemented. This included the distribution of printed flyers to community centers and public locations, targeted email campaigns to stakeholder lists, and personalized phone calls to key partners and organizations. Social media posts were also created and shared across EDCTC's platforms and partner networks to reach a broader audience. This multi-channel approach ensured that residents were informed through a variety of formats, increasing visibility and turnout for both the in-person and virtual workshops.

Contact for Comments and Questions: Jerry Barton, Senior Transportation Planner jbarton@edctc.org

Appendix B
Project List and Maps

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Category	Title	Description	Project Year	Tier	Funded
1	B- Road & Highway Capacity	Placerville Dr at Hangtown Creek Bridge Replacement	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new bridge.	2025-2035	Tier 1	Funded
2	G- System Management, Operations, and ITS	Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	On US Highway 50 in the City of Placerville, enhance pedestrian crossing safety through the use of dynamic warning signs at various state highway and local road at-grade pedestrian / school crossings.	2025-2035	Tier 2	Funded
3	B- Road & Highway Capacity	Western Placerville Interchanges Phase 3	Replacement and widening of the Placerville Dr/US 50 Overcrossing with upgraded intersections on and off ramps	Beyond 2045	Tier 1	
4	G- System Management, Operations, and ITS	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	2025-2035	Tier 2	
5	G- System Management, Operations, and ITS	Auxiliary Lane Project: WB Bass Lake	This project includes study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane (lane between ramps of adjacent interchanges) between Bass Lake and Silva Valley interchanges.	2035-2045	Tier 3	
6	G- System Management, Operations, and ITS	Auxiliary Lane Project: WB Latrobe Rd/ED Hills Blvd	Add auxiliary lane (lane between ramps of adjacent interchanges) from WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	2035-2045	Tier 3	
7	G- System Management, Operations, and ITS	Auxiliary Lane Project: WB Silva Valley	Add auxiliary lane (lane between ramps of adjacent interchanges) from WB Silva Valley to El Dorado Hills Blvd	2035-2045	Tier 3	
8	B- Road & Highway Capacity	Bass Lake Rd Widening	Widen and reconstruct Bass Lake Road from US 50 to Serrano Parkway to 4-lane divided road. Includes a median, sidewalk and bike lanes.	2025-2035	Tier 3	
9	B- Road & Highway Capacity	Cameron Park Dr Widening - Palmer Drive to Sudbury Rd	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Sudbury Road Includes a curb, gutter, and sidewalk.	2025-2035	Tier 3	
10	B- Road & Highway Capacity	Country Club Dr Extension - Bass Lake Road to Tong Rd	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter	2025-2035	Tier 3	
11	B- Road & Highway Capacity	Country Club Dr Extension - El Dorado Hills Blvd to Silva Valley Pkwy	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides.	2035-2045	Tier 3	
12	B- Road & Highway Capacity	Country Club Dr Extension - Silva Valley Pkwy to Tong Rd	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides.	2025-2035	Tier 3	
13	B- Road & Highway Capacity	Diamond Springs Pkwy - Phase 1B	Construct new 4-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading, required improvements to SR-49 and three new signals.	2025-2035	Tier 1	Funded
14	G- System Management, Operations, and ITS	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	2025-2035	Tier 3	
15	B- Road & Highway Capacity	Green Valley Rd Widening - Francisco Dr to Silva Valley Pkwy	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; inculdes curb gutter and sidewalk.	2035-2045	Tier 3	
16	B- Road & Highway Capacity	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd.	2035-2045	Tier 2	
17	B- Road & Highway Capacity	Missouri Flat Rd Widening - China Garden Rd to Pleasant Valley Rd/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widening the road to 4 lanes, sidewalk, curb, and gutter.	2035-2045	Tier 2	
18	G- System Management, Operations, and ITS	Bridlewood/Bass Lake Rd Roundabout	The project will construct a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive.	2025-2035	Tier 3	Partial

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Category	Title	Description	Project Year	Tier	Funded
19	B- Road & Highway Capacity	Saratoga Wy (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only.	2035-2045	Tier 3	
20	G- System Management, Operations, and ITS	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School).	2035-2045	Tier 2	
21	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Bass Lake Rd to Cambridge Rd	This project consists of widening US 50 and adding an auxiliary (an added lane between ramps of two adjacent interchanges) lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange.	2035-2045	Tier 3	
22	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Cameron Park Dr to Ponderosa Rd	Project provides eastbound continuous auxiliary lane (an added lane between ramps of two adjacent interchanges) from Cameron Park Dr Interchange to Ponderosa Rd Interchange.	2035-2045	Tier 3	
23	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound Sacramento County Line to El Dorado Hills Blvd	Widening US 50 and adding an auxiliary lane (lane between ramps of adjacent interchanges) to eastbound US 50 from El Dorado Hills Blvd/Latrobe Rd Interchange. This project will eventully connect to the City of Folsom's future Empire Ranch Road Interchange.	2035-2045	Tier 3	
24	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane (an added lane between ramps of two adjacent interchanges) to westbound US 50, connecting Cameron Park Dr Interchange to Cambridge Rd Interchange.	2035-2045	Tier 3	
25	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane (an added lane between ramps of two adjacent interchanges) to westbound US 50, connecting Cameron Park Dr Interchange to Ponderosa Rd Interchange.	2035-2045	Tier 3	
26	G- System Management, Operations, and ITS	US 50 Westbound Auxiliary Lane - Cambridge Rd to Bass Lake Rd	This project consists of widening US 50 and adding an auxiliary lane (an added lane between ramps of two adjacent interchanges) to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange.	2035-2045	Tier 3	
27	B- Road & Highway Capacity	US 50/Cambridge Rd Interchange	Improvements to Cambridge Rd Interchange: 1) widening EB and WB off-ramps; 2) new WB on-ramp from SB Cambridge Rd; 3) reconstruction of the local intersections for additional capacity; 4) installation of traffic signals at EB ramp terminal intersection	2035-2045	Tier 2	
28	B- Road & Highway Capacity	US 50/Cameron Park Dr Interchange Improvements	This project includes study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings.	2035-2045	Tier 2	
29	B- Road & Highway Capacity	US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	Reconstruct EB diagonal on-ramp and EB loop off-ramp; add a lane to NB El Dorado Hills Blvd under overpass (eliminates merge lane and improves traffic flow from the EB loop off-ramp); EB diagonal on-ramp will be metered with an HOV bypass. Includes Class I Blke Path from EB Ramps to Town Center Blvd on east side of EDH Blvd.	2025-2035	Tier 3	Funded
30	B- Road & Highway Capacity	US 50/ Ponderosa Rd Durock Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: Includes the detailed study to identify alternatives and select preferred alternative; as well as construction of the first phase to realign approximately ¼ mile of Durock Rd to South Shingle Rd/Sunset Ln and signalize the new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. The first phase will also realign approx. ¼ mile of N. Shingle Rd about 600ft. north at Ponderosa Rd; realign the WB off-ramp to align with Wild Chaparral Dr. and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Includes PS for all phases; Will coordinate with future project to widen the US 50 overcrossing to 5 lanes.	2035-2045	Tier 2	Partial
31	B- Road & Highway Capacity	Ponderosa Rd, Interchange Overcrossing Future Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify a preferred alternative. This phase of the project includes the widening of the existing US 50 overcrossing to accommodate five lanes and the realignment of the westbound on-ramp and eastbound loop on-ramp, and widenings along Mother Lode Drive and South Shingle Road.	Beyond 2045	Tier 3	

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Category	Title	Description	Project Year	Tier	Funded
32	B- Road & Highway Capacity	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accomodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50.	2035-2045	Tier 2	
33	B- Road & Highway Capacity	Capital SouthEast Connector - E1	In El Dorado Hills, on White Rock Rd between western County line near Carson Crossing Dr to Windfield Way: widen from 2 to 4 lanes (Thoroughfare). (CIP 72381/36105041)	2035-2045	Tier 2	Partial
34	G- System Management, Operations, and ITS	US 50 Trip to Green Congestion Management and Resiliency Strategy	Along US 50 and at each of the three signalized intersections between Canal St and Bedford Ave, install intelligent transportation systems, barriers, and advanced warning signals to notify the motoring public when signals are held in a solid green phase.	2025-2035	Tier 1	Partial
35	B- Road & Highway Capacity	Western Placerville Interchanges Phase 2.3	Construct the westbound US 50 off-ramp to Ray Lawyer Dr, construct intersection improvements at the US 50 Ramps/Ray Lawyer Dr, and provide bicycle and pedestrian facility improvements along Ray Lawyer Dr within the project limits.	2035-2045	Tier 1	Partial
36	C- Maintenance & Rehabilitation	Clay St/Hangtown Creek Bridge and Cedar Ravine Intersection Improvements	Clay St. over Hangtown Creek, 150' north of Main Street: Replace 1 lane bridge with 2 lane bridge. Realign Clay Street with Cedar Ravine and create a four way stop intersection.	2025-2035	Tier 1	Partial
37	G- System Management, Operations, and ITS	Roundabout at Luneman and Lotus Road	Construct a roundabout at Luneman and Lotus Roads for safety improvement	2025-2035	Tier 1	
38	C- Maintenance & Rehabilitation	Canal Street Bicycle and Pedestrian Improvement Project Phase 2	In Placerville, along Canal Street from Cougar Lane to US Highway 50, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and access.	2025-2035	Tier 1	
39	C- Maintenance & Rehabilitation	Breedlove Rd Bridge Replacement	North of Buckeye in El Dorado County, Breedlove Road Over Canyon Creek, 1 mi. North of Wentworth S. Rd.: Replace 1-lane timber bridge with 2-lane bridge. Not capacity increasing.	2025-2035	Tier 3	
40	C- Maintenance & Rehabilitation	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116)	2025-2035	Tier 1	
41	C- Maintenance & Rehabilitation	El Dorado Drainage Improvement Project	In El Dorado on Pleasant Valley beginning prior to Hillman Alley and ending after Oriental Street: Replacement and restoration of drainage infrastructure.. Toll Credits for ENG, ROW, CON	2025-2035	Tier 1	
42	C- Maintenance & Rehabilitation	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP77136)	2025-2035	Tier 2	Funded
43	C- Maintenance & Rehabilitation	Grizzly Flat Rd Over Steely Fork Cosumnes River - Bridge Replacement	Grizzly Flat Rd over Steely Fork Cosumnes River, 7 miles east of Mt. Aukum Rd: Replace 2-lane bridge with 2-lane bridge. Toll Credits for ENG, ROW, CON	2025-2035	Tier 3	
44	C- Maintenance & Rehabilitation	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. High Cost Project agreement required.. Toll Credits for ENG, ROW, CON	2025-2035	Tier 3	Funded
45	C- Maintenance & Rehabilitation	Mount Murphy Rd/South Fork American River Bridge Replacement	Mount Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. (CIP77129). Toll Credits for ENG, ROW, CON	2025-2035	Tier 3	Partial
46	C- Maintenance & Rehabilitation	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi W of Snows Rd. Replace existing 2 lane bridge. CIP77122	2025-2035	Tier 3	Funded
47	C- Maintenance & Rehabilitation	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. (CIP77134). Toll Credits for ENG, ROW, CON	2025-2035	Tier 3	Funded
48	B- Road & Highway Capacity	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	2035-2045	Tier 1	
49	B- Road & Highway Capacity	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	Beyond 2045	Tier 2	

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

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51	G- System Management, Operations, and ITS	Golden Foothill Parkway/Carson Crossing Intersection Improvements	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	2025-2035	Tier 2	
52	C- Maintenance & Rehabilitation	El Dorado Hills Boulevard Overlay Project	El Dorado Hills Blvd, from Saratoga Way/Park Drive to Harvard Way: Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements and signal modification system at all intersections.. Toll Credits for ENG	2025-2035	Tier 3	Partial
53	C- Maintenance & Rehabilitation	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge	2025-2035	Tier 2	
54	G- System Management, Operations, and ITS	Green Valley at Loch Way Intersection Improvements	The proposed project may include a left turn pocket and shoulder widening at the Loch Way Intersection with Green Valley Road	2025-2035	Tier 3	
55	G- System Management, Operations, and ITS	Roundabout at Robert J. Mathews Drive and Golden Foothill Parkway	Construct a roundabout at Robert J. Mathews Drive and Golden Foothill Parkway	2025-2035	Tier 2	
NA	B- Road & Highway Capacity	US 50 HOV Lane Extension: Cameron Park Dr to Ponderosa Rd	HOV lane extension between Cameron Park Drive and Ponderosa Road	Beyond 2045		
NA	B- Road & Highway Capacity	US 50 HOV Lane Extension: Ponderosa Rd to Greenstone Rd	HOV lane extension between Ponderosa Road and Greenstone Road	Beyond 2045		
NA	G- System Management, Operations, and ITS	SR 49/193 Intersection Control Improvements - Roundabout	In Cool, at intersection of SR49 and SR193, Construct Roundabout (PM 34.4)	2035-2045		
NA	G- System Management, Operations, and ITS	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	2025-2035		
NA	C- Maintenance & Rehabilitation	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges	2035-2045		
NA	C- Maintenance & Rehabilitation	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-0063) to 0.3 mi east of Sly Park Rd UC (Br#25-0150).	2025-2035		
NA	C- Maintenance & Rehabilitation	ED 50 CAPM	On US 50, Near Pollock Pines, Kyburz, and Strawberry, from west of Icehouse Road to 0.5 mile east of Cedar Street (PM 39.7/58.9). Rehabilitate pavement and drainage systems, and upgrade lighting and guardrail.	2025-2035		
NA	C- Maintenance & Rehabilitation	ED 50 Census Station	On Route 50, in El Dorado County, at the Nevada border (PM 80.439/80.439): Install/repair census station.	2025-2035		
NA	C- Maintenance & Rehabilitation	ED 50 Echo Summit pavement rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers.	2025-2035		
NA	C- Maintenance & Rehabilitation	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert damage. Permanent Restoration.	2035-2045		
NA	C- Maintenance & Rehabilitation	ED 50 Riverton Drainage rehab	In El Dorado County 0.2 mile east of Sly Park Rd UC to 0.1 mile west of Sand Flat Campground.	2025-2035		
NA	C- Maintenance & Rehabilitation	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to on-ramp from Koto Rd.	2025-2035		
NA	C- Maintenance & Rehabilitation	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	2025-2035		
NA	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	2035-2045		

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Category	Title	Description	Project Year	Tier	Funded
NA	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960)	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960). US 50`	2035-2045		
NA	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 from approx. 1.0 mile west of Snows Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	In El Dorado County on Route 50 from approx. 1.0 mile west of Snows Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	2035-2045		
NA	C- Maintenance & Rehabilitation	Install wash facility	SLT Maintenance Station	2035-2045		
NA	C- Maintenance & Rehabilitation	Placerville CAPM	On US 50 in and near Placerville, from west of Carson Road Overcrossing to west of Still Meadows Road; also at 5 Mile Road in westbound direction (PM 22.6/22.9); also near Camino, from 1.1 miles west of Snow Road Undercrossing to east of Ridgeway Drive Undercrossing (PM 24.2/R29.1). Rehabilitate pavement, construct acceleration lane, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate drainage systems, upgrade concrete barrier, signs, and Transportation Management System (TMS) elements, and construct maintenance vehicle pullouts.	2025-2035		
NA	C- Maintenance & Rehabilitation	Placerville MTCE Mechanic shop	Placerville Resident Mechanic	2025-2035		
NA	C- Maintenance & Rehabilitation	Route 49 El Dorado County	On SR 49 in and near Placerville, from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street (PM 14.2 /16.5): Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	2025-2035		
NA	C- Maintenance & Rehabilitation	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd.	2025-2035		
NA	C- Maintenance & Rehabilitation	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx. 0.2 miles west of the Route 49 Jct to approx. 0.4 miles west of the Route 49 Jct	2035-2045		
NA	C- Maintenance & Rehabilitation	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County.	2025-2035		
NA	C- Maintenance & Rehabilitation	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	2035-2045		
NA	C- Maintenance & Rehabilitation	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330	2025-2035		
NA	C- Maintenance & Rehabilitation	SR 49 Pavement Rehabilitation B	In El Dorado and Placer County from approximately 0.1 mile north of Rattlesnake Bar Road to Elm Avenue.CAPM. SHOPP ID 20486	2025-2035		
NA	C- Maintenance & Rehabilitation	SR-49 CAPM from Skyline Dr to Diana St	In El Dorado County on Route 49 from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street. CAPM. SHOPP ID 22872	2025-2035		
NA	C- Maintenance & Rehabilitation	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.	2035-2045		
NA	C- Maintenance & Rehabilitation	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	2035-2045		
NA	C- Maintenance & Rehabilitation	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El Dorado Road. Rehabilitate culverts.	2035-2045		

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Category	Title	Description	Project Year	Tier	Funded
NA	C- Maintenance & Rehabilitation	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab.	2025-2035		
NA	C- Maintenance & Rehabilitation	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	2035-2045		
NA	C- Maintenance & Rehabilitation	US-50 CAPM Sawmill UC to Ice House Rd	In El Dorado County on Route 50 from Sawmill UC (Br#25-41) to Ice House Road. Pavement CAPM. SHOPP ID 21965	2025-2035		
NA	C- Maintenance & Rehabilitation	US-50 CAPM Snows Rd to Sawmill UC	In El Dorado County on Route 50 from approx. 1.0 mile west of Snows Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM. SHOPP ID 21274	2025-2035		
NA	C- Maintenance & Rehabilitation	US-50 REHAB Cambridge Rd to El Dorado Rd	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Rd OC (Br#25-76). REHAB. SHOPP ID 22820	2025-2035		
NA	G- System Management, Operations, and ITS	CCTV at Emerald Bay	On Route 89, in El Dorado County at postmile 17.0: Install Closed Circuit Television (CCTV).	2025-2035		
NA	G- System Management, Operations, and ITS	El Dorado 50 TMS	On Route 50, in El Dorado County at various locations: Install TMS Elements.	2025-2035		
NA	G- System Management, Operations, and ITS	El Dorado and Placer County Traffic Signal Operational Improvements	In El Dorado and Placer Counties, on Routes 50 and 80 at various locations. Install Audible Pedestrian System (APS) and Video Detection System.	2025-2035		
NA	G- System Management, Operations, and ITS	SR 49/193 Intersection Control Improvements - Roundabout	In Cool, at intersection of SR49 and SR193, Construct Roundabout (PM 34.4)	2025-2035		
NA	G- System Management, Operations, and ITS	SR 50 Deer Crossing Flashing Beacon	On SR 50 In El Dorado County install deer crossing flashing beacons at various locations (0.00/0.00).	2025-2035		
NA	G- System Management, Operations, and ITS	US-50 Snows Rd Undercrossing Improvements	In El Dorado County about 7 miles east of Placerville at the Snows Road Undercrossing, Replace Snow Road Undercrossing #25 0056, replace approach slabs, replace approach MBGR, replace AC dike and overside drain. SHOPP ID 22587	2025-2035		
NA	C- Maintenance & Rehabilitation	Build pre-wash facilities	SLT & Truckee MS	2035-2045		
NA	C- Maintenance & Rehabilitation	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	2035-2045		
NA	G- System Management, Operations, and ITS	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	2035-2045		
NA	D- Programs & Planning	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	2025-2035		
NA	G- System Management, Operations, and ITS	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	2025-2035		
NA	C- Maintenance & Rehabilitation	Critical Intersection Improvements	Critical Intersection Improvements	2025-2035		
NA	G- System Management, Operations, and ITS	Intelligent Transportation System (ITS) Improvements (Phase 1)	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals.	2035-2045		

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Category	Title	Description	Project Year	Tier	Funded
NA	G- System Management, Operations, and ITS	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County	2035-2045		
NA	D- Programs & Planning	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	2035-2045		
NA	D- Programs & Planning	Medium-Term Regional ITS Plan Update	Medium-Term and Long-Term Regional ITS Plan Update	2035-2045		
NA	D- Programs & Planning	Remote Traffic Control Workstation	Remote Traffic Control Workstation	2035-2045		
NA	G- System Management, Operations, and ITS	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	2035-2045		
NA	G- System Management, Operations, and ITS	Portable Traffic Management Devices	Portable Traffic Management Devices	2035-2045		
NA	G- System Management, Operations, and ITS	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	2035-2045		
NA	G- System Management, Operations, and ITS	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations (TBD) throughout the County that are most in need and for which FHWA HSIP grant funds are anticipated to be available.	2035-2045		
NA	G- System Management, Operations, and ITS	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments.	2035-2045		
NA	C- Maintenance & Rehabilitation	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	2025-2035		
NA	G- System Management, Operations, and ITS	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	2025-2035		
NA	D- Programs & Planning	Mobility Zones Implementation Strategy	Identification and analysis of Mobility Hub locations for US 50 to include or not limited to a rest stop on US 50 and Mobility Hub in El Dorado Hills and Camino	2025-2035		
NA	C- Maintenance & Rehabilitation	County Roadway Maintenance and Rehabilitation - Lump Sum - Long Term	Streets and Roads Maintenance Lump Sum	2035-2045		
NA	C- Maintenance & Rehabilitation	City of Placerville Maintenance and Rehabilitation - Short Term	City of Placerville Maintenance and Rehabilitation	2025-2035		
NA	C- Maintenance & Rehabilitation	City of Placerville Maintenance and Rehabilitation - Long Term	City of Placerville Maintenance and Rehabilitation	2035-2045		
NA	C- Maintenance & Rehabilitation	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	2035-2045		

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Class	Title	Description	Plan Year	Tier	Funded
101	3	Canal Street Bicycle and Pedestrian Improvement Project Phase 1	ENV clearance for bicycle and pedestrian improvements on Canal Street from US 50 to Combellack Road.	2025-2035	Tier 3	Partial
102		Combellack Road Sidewalk Project (Canal St. Phase 1A)	Along Combellack Road, from the east end of David Circle to Canal Street: Construct approximately 1,080 feet of new sidewalk.	2025-2035	Tier 2	Yes
103	2	Mallard Lane/Green Valley Road Bike Lanes	Install bicycle lanes on Mallard Lane at the intersection of Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive.	2025-2035	Tier 1	
104	2	Middletown Road Bike Lanes	Install bike lanes on Middletown Road from Canal Street to Cold Springs Road.	2035-2045	Tier 1	
105	2	Placerville Drive Pedestrian Connectivity Project	Along Placerville Drive between Fair Lane and Armory Road: Construct sidewalks and improvements for pedestrian crossing	2025-2035	Tier 1	Yes
106	2	Placerville Drive Bicycle and Pedestrian Facilities	In the City of Placerville along Placerville Drive from west of the US 50 undercrossing to Armory Road: Construct bicycle facilities and sidewalks; on the west side of Green Valley Road from Placerville Drive to Mallard Lane: construct sidewalk. (Both Class II bike lanes and Class IV bikeways will be evaluated during the preliminary engineering phase.) (Phase 1 programmed as ELD19545). Toll Credits for ENG	2025-2035	Tier 1	Yes
107	2	Cameron Park Drive Bike Lanes	Install bike lanes from US 50 north to Meder Road along entire length of Cameron Park Drive. (CIP72307)	2025-2035	Tier 3	
108	2	Carson Road Bike Lanes	Install Bike Lanes on Carson Road from Jacquier Road to Larsen Drive (On climbing Shoulder between Jacquier Rd. and Union Ridge)	2035-2045	Tier 1	
109	2	Coach Lane Bike Lanes	Install bike lanes on entire length of Coach Lane.	2025-2035	Tier 3	
110		Diamond Springs Pedestrian Facility Improvements	Pleasant Valley Rd between Pearl Place and SR 49, Pearl Place, Racquet Way, Wimbledon Drive, and Black Rice Road. Install various bicycle and pedestrian facilities.	2025-2035	Tier 2	Partial
111	1	El Dorado Trail Extension East - Halcon to US 50	Extend Existing Class 1 El Dorado Trail east from Halcon Road to Pondorado Road	2025-2035	Tier 2	Partial
112	3	Enterprise Drive Bike Route	Install bicycle route signs and markings on entire length of Enterprise Drive.	2035-2045	Tier 2	
113	3	Gold Hill Road Bike Route	Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road.	2025-2035	Tier 2	
114	1	Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	Along Lotus Rd between Henningsen Lotus Park and the intersection of Lotus Rd and SR 49: Construct new Class I bike path connecting to bicycle and pedestrian facilities on SR 49, construct elevated boardwalk, and install guardrail.	2025-2035	Tier 3	Partial
115	3	Jacquier Road Bike Lanes	Placerville City limit to Carson Road	2025-2035	Tier 1	
116	2	La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	Along segments of Parkdale Ln, Gateway Dr, Cambridge Rd, La Canada Dr, and Cameron Park Dr: Construct new sidewalk, bike lanes, two crosswalks, install four solar flashing beacons, and replace or upgrade curbs, ramps, and gutters.	2025-2035	Tier 2	Partial
117	2	Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	2035-2045	Tier 1	
118	2	Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	2025-2035	Tier 2	
119	2	Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	2025-2035	Tier 3	
120	3	Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	2025-2035	Tier 3	
121	2	Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	2025-2035	Tier 3	
122	2	Missouri Flat Road Bike Lanes Phase 1	Phase 1: Campus Drive to existing Class II on the south side of US 50	2025-2035	Tier 2	
123	2	Missouri Flat Road Bike Lanes Phase 2	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	2025-2035	Tier 1	
124	2	Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	2025-2035	Tier 3	
125	3	Old Bass Lake Rd - EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake Road.	2025-2035	Tier 3	
126	2	Palmer Drive Bike Lanes	Add bike lanes along full length of Palmer Drive	2035-2045	Tier 3	
127	1	US 50 Corridor Bike Route: Wild Chaparral Drive to Palmer Drive Bike Path Connection	From Wild Caparral Drive to Palmer Drive - Construct Class I bike path in rare plan preserve in coordination with BLM	2025-2035	Tier 3	
128	2	Ponderosa Road Bicycle and Pedestrian Improvements	Ponderosa Road, between Foxwood Lane and Ponderosa High School (at Meder Road): Install 0.72 miles of Class II bike lanes, 0.36 miles sidewalk, ADA upgrades, and other improvements.	2025-2035	Tier 3	Partial
129	3	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	2035-2045	Tier 3	
130	1	El Dorado Trail - Central Shingle Springs	On the Sacramento-Placerville Transportation Corridor from Shingle Springs Dr to South Shingle Rd: Construct El Dorado Trail Class I multi-use bicycle and pedestrian path	2025-2035	Tier 2	Partial

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Class	Title	Description	Plan Year	Tier	Funded
131	1	US 50/El Dorado Hills Blvd Pedestrian Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 1 mixed-use path; Construction and ROW acquisition for 10-ft wide sidewalk and adjacent retaining walls, barriers, railings	2035-2045	Tier 3	
132	1	US 50 Corridor Bike Route: Bike Path Parallel to US 50 on the north side - Silva Valley to EDH Village Center	Class I Bike Path From Silva Valley Road to El Dorado Hills Village Center Shopping Center	2035-2045	Tier 3	
133	2	El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	2035-2045	Tier 3	
134	3	El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley?s Center	2035-2045	Tier 3	
135	3	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road.	2035-2045	Tier 3	
136	4	Silva Valley Parkway Bike Facilities	Class 4 bike facilities on Silva Valley Pkwy from Clarksville Road to Valley View Parkway	2025-2035	Tier 2	
137	1	El Dorado Trail - County Line East to Latrobe	On the Sacramento-Placerville Transportation Corridor from from Latrobe Road west to County Line: Construct El Dorado Trail Class I multi-use bicycle and pedestrian path	2025-2035	Tier 3	
138	2	Green Valley Road Bike Lanes	Class II bike lanes from Loch Way to Francisco Dr	2025-2035	Tier 3	
139	2	Bass Lake Road Bike Lanes	Class II bike lanes on Bass lake Rd from Serrano Parkway to Green Valley Road	2035-2045	Tier 2	
140	1	Bass Lake Park Class I Bike Path	Class I bike path near the proposed Bass Lake park along Bass Lake Rd from Serrano Pkwy to Silver Springs Pkwy	2025-2035	Tier 3	
141	2	Bass Lake Bike Facilities	Class II bike path near the Bass Lake on Bass Lake Rd from Serrano Pkwy to Silver Springs Pkwy	2035-2045	Tier 3	
142		Canal Street Bicycle and Pedestrian Improvement Project Phase 1B	In Placerville, along Canal Street from Cougar Lane to Combellack Rd, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and access.	2025-2035	Tier 3	Partial
143	2	Bike lanes on Mother Lode Drive	Class II bike lanes on Mother Lode Dr from French Creek Rd to Pleasant Valley Rd	2035-2045	Tier 2	
144	3	Bike lanes on S Shingle Rd	Class III bike lanes on S Shingle Rd to connect Monarch Lane to the interchange	2035-2045	Tier 3	
145	1	Community bike path connection to White Rock Rd	Class I bike path on Suncast Lane connecting to White Rock Rd	2035-2045	Tier 3	
146		Canal Street Bicycle and Pedestrian Improvement Project Phase 2	In Placerville, along Canal Street from Cougar Lane to US Highway 50, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and access.	2025-2035	Tier 3	Partial
147	2	Durock Road bike lanes	Class II bike lanes on Durock Rd from S Shingle Rd to west	2035-2045	Tier 1	
149	2	Country Club Drive bike lanes	Class II bike lanes on Country Club Dr from Knollwood Dr to Cameron Park Dr	2025-2035	Tier 3	
150	2	Meder Road Bike Lanes	Class II bike lanes on Meder Road from Ponderosa Rd to Paloran Court	2035-2045	Tier 3	
151	2	Cambridge Road Bike Lanes	Class II bike lanes on Cambridge Rd from Oxford Rd to Green Valley Rd	2025-2035	Tier 2	
152	3	Oxford Road Bike Routes	Class III bike route on Oxford Rd from Cambridge Rd to Cameron Park Dr	2025-2035	Tier 3	
153	3	Cambridge Road Bike Lanes	Class II bike lanes on Cambridge Rd from Oxford Rd to Country Club Dr	2025-2035	Tier 3	
154	3	Castana Drive Bike Route	Class III bike route on Castana Dr from Country Club Dr to Aventine Rd	2025-2035	Tier 3	
155	3	Green Valley Road Bike Route	Class III bike route on Green Valley Rd from N Shingle Rd to Gold Hill Rd	2035-2045	Tier 1	
156	2	Marshall Road bike lanes	Class II bike lanes on Marshall Rd from Prospoctors Rd to Coloma Rd	2025-2035	Tier 3	
157	3	Armory Drive bike route	Class III bike route on Armory Dr connecting Placerville Dr to Ray Lawyer Dr	2035-2045	Tier 3	
158	2	Fair Lane bike lanes	Class II bike lanes on Fair Ln east of Placerville Dr	2025-2035	Tier 2	
159	2	Pony Express Trail Bike Lanes	Class II bike lanes on Pony Express Trail from Sanders Dr to Carson Rd	2035-2045	Tier 1	
160	3	Ridgeway Drive bike route	Class III bike route on Ridgeway Dr from Sly Park Rd to US 50 Crossing	2035-2045	Tier 2	
161	2	Sly Park Road bike lanes	Class II bike lanes on Sly Park Rd from Gold Ridge Trail to Pony Express Trail	2025-2035	Tier 1	
162	3	Gold Ridge Trail Bike Route	Class III bike route on Gold Ridge Trail from Sly Park Rd to Onyx Trail	2035-2045	Tier 3	
163	3	Onyx Trail Bike Route	Class III bike route on Onyx Trail from Gold Ridge Trail to Sly Park Rd	2035-2045	Tier 2	
164	2	Sly Park Road bike lanes	Class II bike lanes on Sly Park Rd from Onyx Trail to Mormon Emigrant Trail	2035-2045	Tier 2	
165	2	Snows Road bike lanes	Class II bike lanes on Snows Rd from Valley Vista Dr to Carson Rd	2025-2035	Tier 2	
166	2	Diamond Springs Pkwy bike lanes	Class II bike lanes on Diamond Springs Pkwy connecting Missiouri Flat Rd and SR 49	2025-2035	Tier 2	
167	3	Suffolk Way bike route	Class III bike route on Suffolk Way from Sophia Pkwy to El Dorado Hills Blvd	2035-2045	Tier 3	
168	2	Golden Foothill Pkwy bike lanes	Class II bike lanes on Golden Foothill Okwy connecting to Latrobe Rd	2025-2035	Tier 3	
169	2	Windfield Way bike lanes	Class II bike lanes on Windfield Way from Golden Foothill Pkwy to White Rock Rd	2025-2035	Tier 3	
170	2	Suncast Lane bike lanes	Class II bike lanes on Suncast Ln from Monte Mar Dr to Latrobe Rd	2025-2035	Tier 3	
171	3	Ponderosa Road bike route	Class III bike route on Ponderosa Rd from Meder Rd to Green Valley Rd	2035-2045	Tier 3	

El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

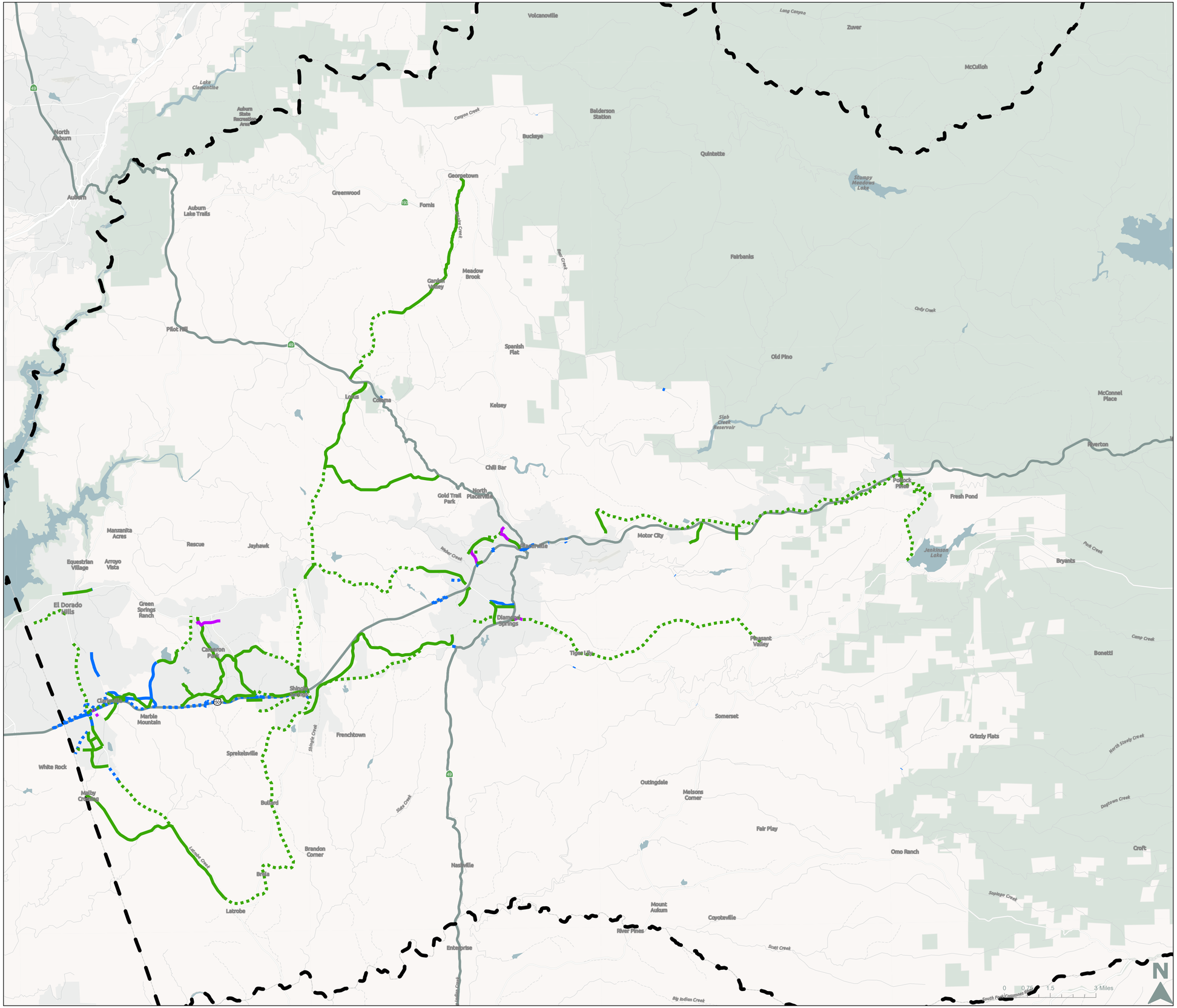
MapID	Class	Title	Description	Plan Year	Tier	Funded
172	2	Green Valley Road bike lanes	Class II bike lanes on Green Valley Rd east of Lotus Rd	2035-2045	Tier 3	
173	1	US 50 Corridor Bike Route: Old Lincoln Highway Bike Path	Old Bass Lake Road to Tong Road: Use Old Lincoln Hwy as Class I Bike Path	2025-2035	Tier 3	
174	2	Green Valley Road Bike Route	Class II bike lanes on Green Valley Rd from N Shingle Rd to Lotus Rd	2025-2035	Tier 3	
175	3	Tong Road Bike Route	Class III Bike Route ON Tong Road connecting to Silva Valley Pkwy	2025-2035	Tier 3	
176	1	El Dorado Trail - Shingle Springs to El Dorado	On the Sacramento-Placerville Transportation Corridor from Shingle Springs Dr east to Oriental Street: Construct Class I Multi-Use bicycle and pedestrian path	2025-2035	Tier 3	
177	2	Pleasant Valley Road Bike Lanes East	Big Cut Road to Sly Park Road	2035-2045	Tier 2	
178	2	Placerville Drive Bicycle and Pedestrian Facilities Ph 1	In the City of Placerville, along Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection and Green Valley Road from Placerville Drive to Mallard Lane: construct Class 2 and Class 4 bicycle facilities, sidewalks, crossing improvements, curb ramps, and transit improvements. (PA & ED completed under ELD19509).	2025-2035	Tier 1	Yes
179	1	El Dorado Trail - South Shingle Road southwest to Latrobe	On the Sacramento-Placerville Transportation Corridor from South Shingle Road southwest to Latrobe: Construct Class I Multi-Use bicycle and pedestrian path	2035-2045	Tier 3	
180	1	Latrobe Road Bike Path South	Class I bike path along the east side of Latrobe Road connecting El Dorado Hills Town Center and Suncast Lane	2025-2035	Tier 1	
181	2	Pleasant Valley Road Bike Lanes 2	Big Cut Road to SR 49/Fowler Lane	2035-2045	Tier 2	
NA	N/A	Install bicycle loop detection at all major intersections B	Install bicycle loop detection at all major intersections	2025-2035		
NA	2	SR 49 Bike lanes	Class II bike lanes on SR 49 from SR 193 to Spring St	2035-2045		
NA	2	Pleasant Valley Road Bike Lanes 3	SR 49 in El Dorado to Mother Lode Drive Y	2035-2045		
NA	2	Pleasant Valley Road Bike Lanes 1	1: SR 49/Fowler Lane to SR 49 in El Dorado			
NA	2	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Coloma St to Pleasant Valley Rd	2035-2045		
NA	2	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	2035-2045		
NA	2	SR 49 Bike Lanes	Class II bike lanes on SR 49 from SR 193 to Lotus Rd	2035-2045		
NA	2	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Pleasant Valley Rd south to county boundary	2035-2045		
NA	2	SR 193 Bike Lanes	Class II bike lanes on SR 193 from Georgetown Main St to SR 49	2035-2045		
NA	2	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Marshall Rd to Old Foresthill Rd	2035-2045		
NA	2	SR 193 Bike Lanes	Class II bike lanes on SR 193 from SR 49 to Georgetown Main St	2035-2045		
201	Transit	Revise Route 20 on Weekdays	Revise Route 20 to provide hourly service between the Senior Center and Placerville Station. Provide hourly service on Saturdays between the Senior Center and Placerville Station from 9:00 a.m. to 5:00 p.m.	2025-2035		
202	Transit	Revise Route 30 on Weekdays	Revise Route 30 to provide hourly service on weekdays between Diamond Springs and the Missouri Flat Transfer Center.	2025-2035		
203	Transit	Revise Route 40 on Weekdays	Revise Route 40 to provide hourly service on weekdays between Cameron Park and Ponderosa Park and Ride. Provide hourly service on Saturday between Cameron Park and Cambridge Rd Park and Ride between 9:00 am and 5:00 p.m.	2025-2035		
204	Transit	Revise Route 50 on Weekdays	Revise Route 50 to provide hourly service on weekdays between Historic Folsom Station and Pollock Pines. Revise Route 50 to provide hourly service on Saturdays between Historic Folsom Station and Pollock Pines from 7:30 a.m. to 6:55 p.m.	2025-2035		
205	Transit	El Dorado Hills Park and Ride Improvements	Repave existing lot, construct transit passenger plaza, renew landscaping, striping, and signing, add new EV charging stations, improve bicycle and pedestrian connections, purchase and improve the lot to the east of the existing facility.	2025-2035		
206	Transit	Cambridge Road Park and Ride Improvements	Add a bus loop with two additional bus loading bays, parking lot resurfacing, striping, and landscape improvements.	2025-2035		
NA	Transit	Placerville Station Improvements	Maintenance improvements including replacing the roof, power washing the facility, drywall repair, exterior painting, and new restroom amenities.	2025-2035		
NA	Transit	Microtransit Weekdays	Provide a weekday microtransit demonstration project from 7:30 a.m. to 5:00 p.m. at a service area TBD.	2025-2035		
NA	Transit	Microtransit on Saturdays	Provide a microtransit demonstration project on Saturdays from 8:00 a.m. to 5:00 p.m. at a service area TBD.	2025-2035		
NA	Transit	Microtransit on Sundays	Provide a microtransit demonstration project on Sundays from 8:00 am to 5:00 p.m. at a service area TBD	2025-2035		
NA	Transit	Zero Emission Vehicles and Infrastructure (Phase 1)	Purchase Zero Emission Buses (ZEB) and construct supporting infrastructure.	2025-2035		
NA	Transit	Bus Parking Lot Rehabilitation	Remove and replace asphalt, move concrete curbs, install underground conduit for ZEB infrastructure, new striping, and other improvements.	2025-2035		

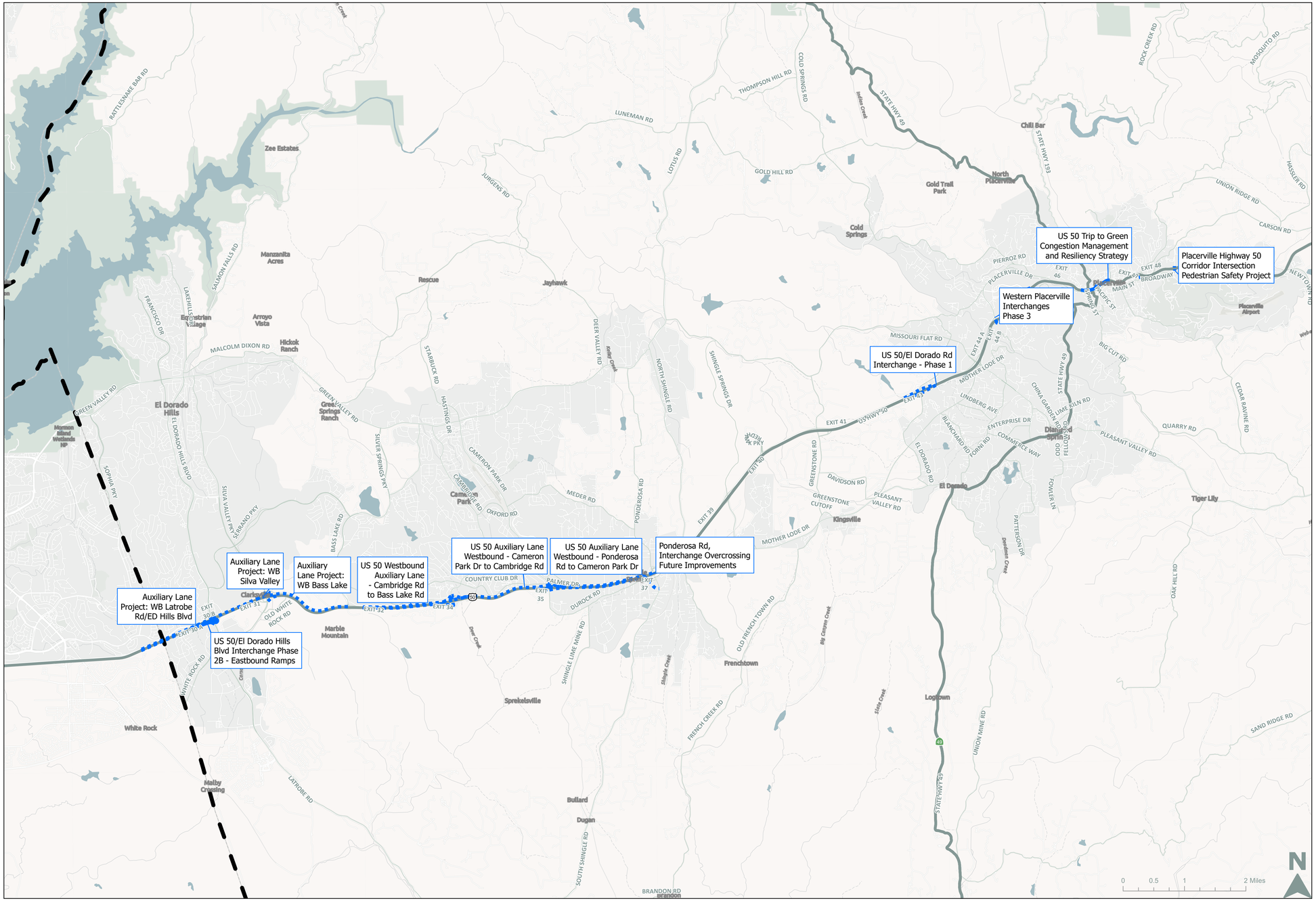
El Dorado County Transportation Commission (EDCTC) Transportation Investments Study

MapID	Class	Title	Description	Plan Year	Tier	Funded
NA	Transit	Passenger Security Surveillance and Lighting (Bus Stops)	Replace current hardware and software to enhance safety and security for transit passengers and property.	2025-2035		
NA	Transit	Collision Avoidance System Upgrade	Upgrade systems with new technology.	2025-2035		
NA	Transit	Coordination with schools and transit service	Include design review to provide children with transportation alternatives	2035-2045		
NA	Transit	Coordination with neighboring transit agencies	Ensure connections to neighboring transit agencies are as efficient and convenient as possible.	2035-2045		
NA	Transit	Other Potential Future Service Improvements	Skier service to Sierra-At-Tahoe Ski Area or service to South Lake Tahoe. Implementation of these additional improvements will be dependent upon obtaining additional financial resources.	2035-2045		
NA	Transit	Regional Feuling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	2025-2035		
NA	Transit	Vehicle Replacement	Replace two existing fleet vehicles with zero emission electric buses.	2025-2035		
NA	Transit	Operating Assistance for Intercity service from Sacramento to South Lake Tahoe	Intercity bus service between Sacramento and South Lake Tahoe	2025-2035		
NA	Transit	Operating Assistance for Rural Transit Services	Operating Assistance for rural transit services on the western slope of El Dorado County. Outside the Sacramento Urbanized area.	2025-2035		
NA	Transit	El Dorado County Transit Authority- Bus Replacement	Replace up to 5 minivans that have reached the end of their useful life.	2025-2035		
NA	Transit	Transit Annual Operations - Short Range	Projected twenty-year average annual operating costs to maintain transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service. (Short Range)	2025-2035		
NA	Transit	Transit Annual Operations - Long Range	Projected twenty-year average annual operating costs to maintain transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service. (Long Range)	2035-2045		

RTP Projects
(Regional Mapped Projects)

- Short Term Roadway Projects
- Long Term Roadway Projects
- Short Term Bikeway Projects
- Long Term Bikeway Projects
- Short Term Sidewalk Projects
- Long Term Sidewalk Projects
- County Boundary
- Highways
- Roadways





RTP Projects - Projects on US Highway 50

Short Term Roadway Projects

Long Term Roadway Projects

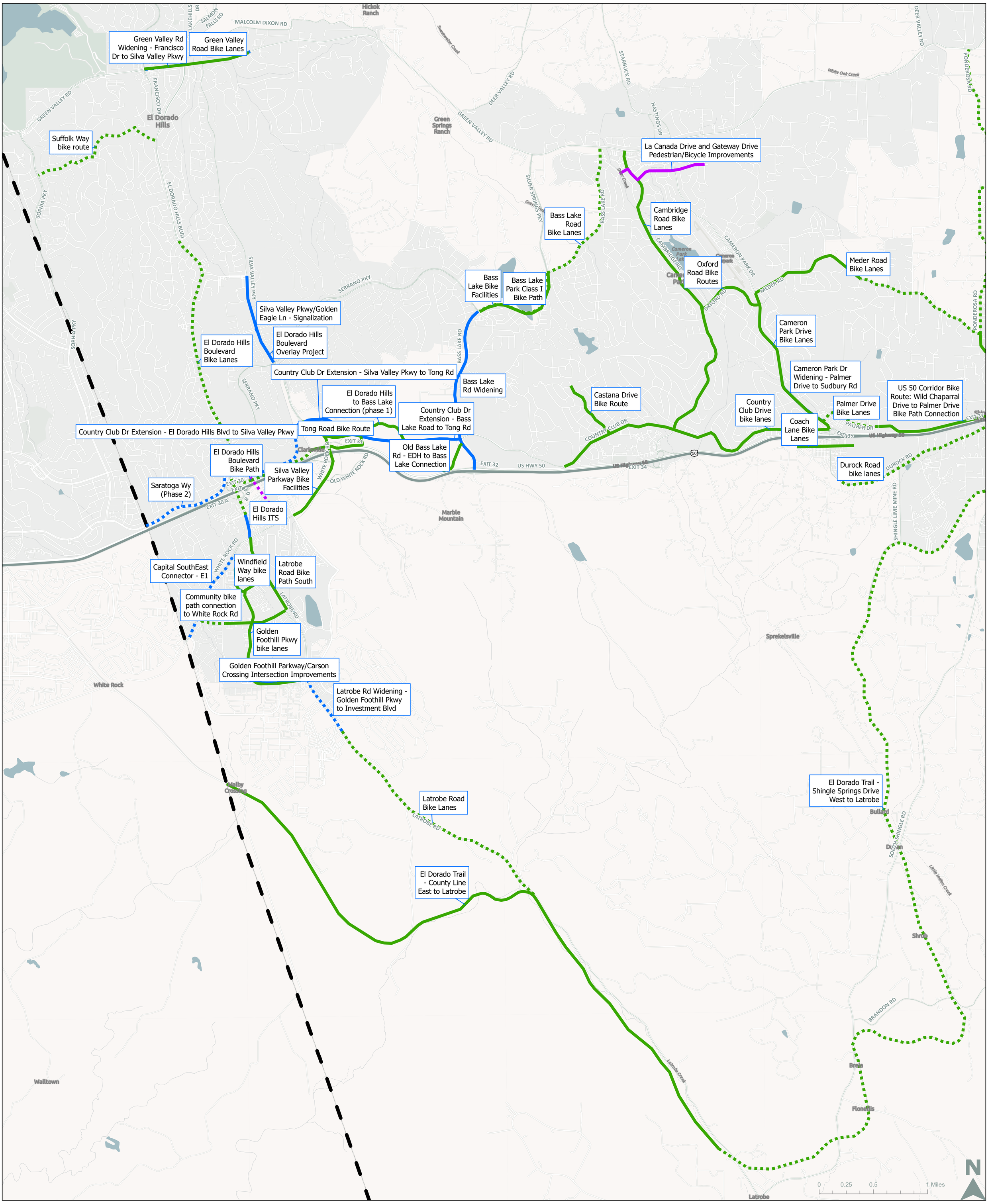
County Boundary

Highways

Roadways

Table: Projects Not Mapped:

Project Type	Project Title	Description	Project Term
Roadway	US 50 HOV Lane Extension: Cameron Park	HOV lane extension between Cameron Park Drive and Ponderosa Road	Long Term
Roadway	US 50 HOV Lane Extension: Ponderosa Rd	HOV lane extension between Ponderosa Road and Greenstone Road	Long Term
Roadway	SR 49/193 Intersection Control	In Cool, at intersection of SR49 and SR193, Construct Roundabout (PM 34.4)	Long Term
Roadway	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	Short Term
Roadway	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges	Long Term
Roadway	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-0063)	Short Term
Roadway	ED 50 CAPM	On US 50, Near Pollock Pines, Kyburz, and Strawberry, from west of Icehouse Road to 0.5 mile east of Cedar Street (PM 39.7/58.9). Rehabilitate pavement and drainage	Short Term
Roadway	ED 50 Census Station	On Route 50, in El Dorado County, at the Nevada border (PM 80.439/80.439):	Short Term
Roadway	ED 50 Echo Summit pavement rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers.	Short Term
Roadway	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert	Long Term
Roadway	ED 50 Riverton Drainage rehab	In El Dorado County 0.2 mile east of Sly Park Rd UC to 0.1 mile west of Sand Flat	Short Term
Roadway	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to on-ramp from	Short Term
Roadway	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	Short Term
Roadway	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	Long Term
Roadway	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960). US 50'	Long Term
Roadway	In El Dorado County on Route 50 from approx. 1.0 mile west of Snows Rd UC	In El Dorado County on Route 50 from approx. 1.0 mile west of Snows Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	Long Term
Roadway	Install wash facility	SLT Maintenance Station	Long Term
Roadway	Placerville CAPM	On US 50 in and near Placerville, from west of Carson Road Overcrossing to west of Still Meadows Road; also at S Mile Road in westbound direction (PM 22.6/22.9); also near Camino, from 1.1 miles west of Snow Road Undercrossing to east of Ridgeway Drive Undercrossing (PM 24.2/R29.1). Rehabilitate pavement, construct acceleration lane, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate	Short Term
Roadway	Placerville MTCE Mechanic shop	Placerville Resident Mechanic	Short Term
Roadway	Route 49 El Dorado County	On SR 49 in and near Placerville, from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street (PM 14.2 /16.5): Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, Traffic Management System (TMS)	Short Term
Roadway	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd.	Short Term
Roadway	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx. 0.2 miles west of the Route 49 Jct to approx. 0.4 miles west of the Route 49 Jct	Long Term
Roadway	SR 193 Georgetown Pavement	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County.	Short Term
Roadway	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	Long Term
Roadway	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330	Short Term
Roadway	SR 49 Pavement Rehabilitation B	In El Dorado and Placer County from approximately 0.1 mile north of Rattlesnake Bar Road to Elm Avenue.CAPM. SHOPP ID 20486	Short Term
Roadway	SR-49 CAPM from Skyline Dr to Diana St	In El Dorado County on Route 49 from 0.1 mile north of Skyline Drive to 0.1 mile north	Short Term
Roadway	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to	Long Term
Roadway	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	Long Term
Roadway	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El	Long Term
Roadway	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab.	Short Term
Roadway	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	Long Term
Roadway	US-50 CAPM Sawmill UC to Ice House Rd	In El Dorado County on Route 50 from Sawmill UC (Br#25-41) to Ice House Road.	Short Term
Roadway	US-50 CAPM Snows Rd to Sawmill UC	In El Dorado County on Route 50 from approx. 1.0 mile west of Snows Rd UC (Br#25-56)	Short Term
Roadway	US-50 REHAB Cambridge Rd to El Dorado	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Rd	Short Term
Roadway	CCTV at Emerald Bay	On Route 89, in El Dorado County at postmile 17.0: Install Closed Circuit Television	Short Term
Roadway	El Dorado 50 TMS	On Route 50, in El Dorado County at various locations: Install TMS Elements.	Short Term
Roadway	El Dorado and Placer County Traffic Signal Operational Improvements	In El Dorado and Placer Counties, on Routes 50 and 80 at various locations. Install Audible Pedestrian System (APS) and Video Detection System.	Short Term
Roadway	SR 49/193 Intersection Control	In Cool, at intersection of SR49 and SR193, Construct Roundabout (PM 34.4)	Short Term
Roadway	SR 50 Deer Crossing Flashing Beacon	On SR 50 In El Dorado County install deer crossing flashing beacons at various locations	Short Term
Roadway	US-50 Snows Rd Undercrossing Improvements	In El Dorado County about 7 miles east of Placerville at the Snows Road Undercrossing, Replace Snow Road Undercrossing #25 0056, replace approach slabs, replace approach	Short Term
Roadway	Build pre-wash facilities	SLT & Truckee MS	Long Term
Roadway	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	Long Term
Roadway	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	Long Term
Roadway	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	Long Term
Bike & Ped	Install bicycle loop detection at all major	Install bicycle loop detection at all major intersections	Short Term
Bike & Ped	SR 49 Bike lanes	Class II bike lanes on SR 49 from SR 193 to Spring St	Long Term
Bike & Ped	Pleasant Valley Road Bike Lanes 3	SR 49 in El Dorado to Mother Lode Drive Y	Long Term
Bike & Ped	Pleasant Valley Road Bike Lanes 1	1: SR 49/Fowler Lane to SR 49 in El Dorado	Long Term
Bike & Ped	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Coloma St to Pleasant Valley Rd	Long Term
Bike & Ped	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	Long Term
Bike & Ped	SR 49 Bike Lanes	Class II bike lanes on SR 49 from SR 193 to Lotus Rd	Long Term
Bike & Ped	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Pleasant Valley Rd south to county boundary	Long Term
Bike & Ped	SR 193 Bike Lanes	Class II bike lanes on SR 193 from Georgetown Main St to SR 49	Long Term
Bike & Ped	SR 49 Bike Lanes	Class II bike lanes on SR 49 from Marshall Rd to Old Foresthill Rd	Long Term
Bike & Ped	SR 193 Bike Lanes	Class II bike lanes on SR 193 from SR 49 to Georgetown Main St	Long Term



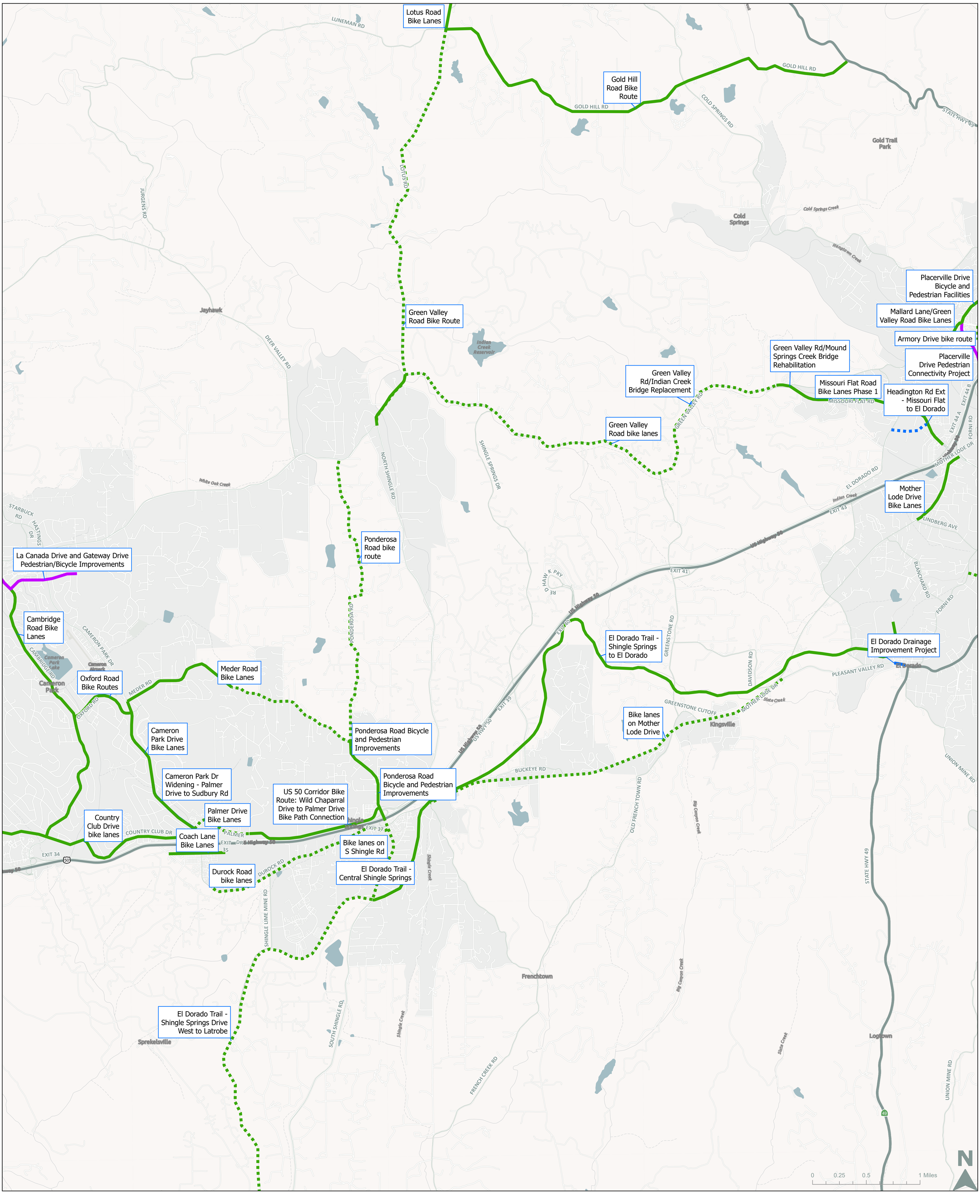
RTP Projects - El Dorado Hills and Cameron Park

- **Short Term Roadway Projects**
- **Long Term Roadway Projects**
- **Short Term Bikeway Projects**
- **Long Term Bikeway Projects**
- **Short Term Sidewalk Projects**
- **Long Term Sidewalk Projects**
- **City/CDP Boundary**
- **County Boundary**
- **Highways**
- **Roadways**

Table: Projects Not Mapped:

Project Type	Project Title	Description	Project Term
Roadway	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	Short Term
Roadway	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	Short Term
Roadway	Critical Intersection Improvements	Critical Intersection Improvements	Short Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 1)	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals.	Long Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County	Long Term
Roadway	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	Long Term
Roadway	Medium-Term Regional ITS Plan Update	Medium-Term and Long-Term Regional ITS Plan Update	Long Term
Roadway	Remote Traffic Control Workstation	Remote Traffic Control Workstation	Long Term
Roadway	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	Long Term
Roadway	Portable Traffic Management Devices	Portable Traffic Management Devices	Long Term
Roadway	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Long Term
Roadway	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations (TBD) throughout the County that are most in need and for which FHWA HSIP grant funds are anticipated to be available.	Long Term
Roadway	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments.	Long Term
Roadway	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Short Term
Roadway	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	Short Term
Roadway	Mobility Zones Implementation Strategy	Identification and analysis of Mobility Hub locations for US 50 to include or not limited to a rest stop on US 50 and Mobility Hub in El Dorado Hills and Camino	Short Term
Roadway	County Roadway Maintenance and Rehabilitation - Lump Sum - Long Term	Streets and Roads Maintenance Lump Sum	Long Term

Note:
1. Caltrans State Highway projects are not included on this map. Please see *'RTP Proposed Projects – Projects on US Highway 50'* for details.
2. The proposed transit projects are not included on this map. Please see *'RTP Proposed Projects – Transit Project List'* for details.



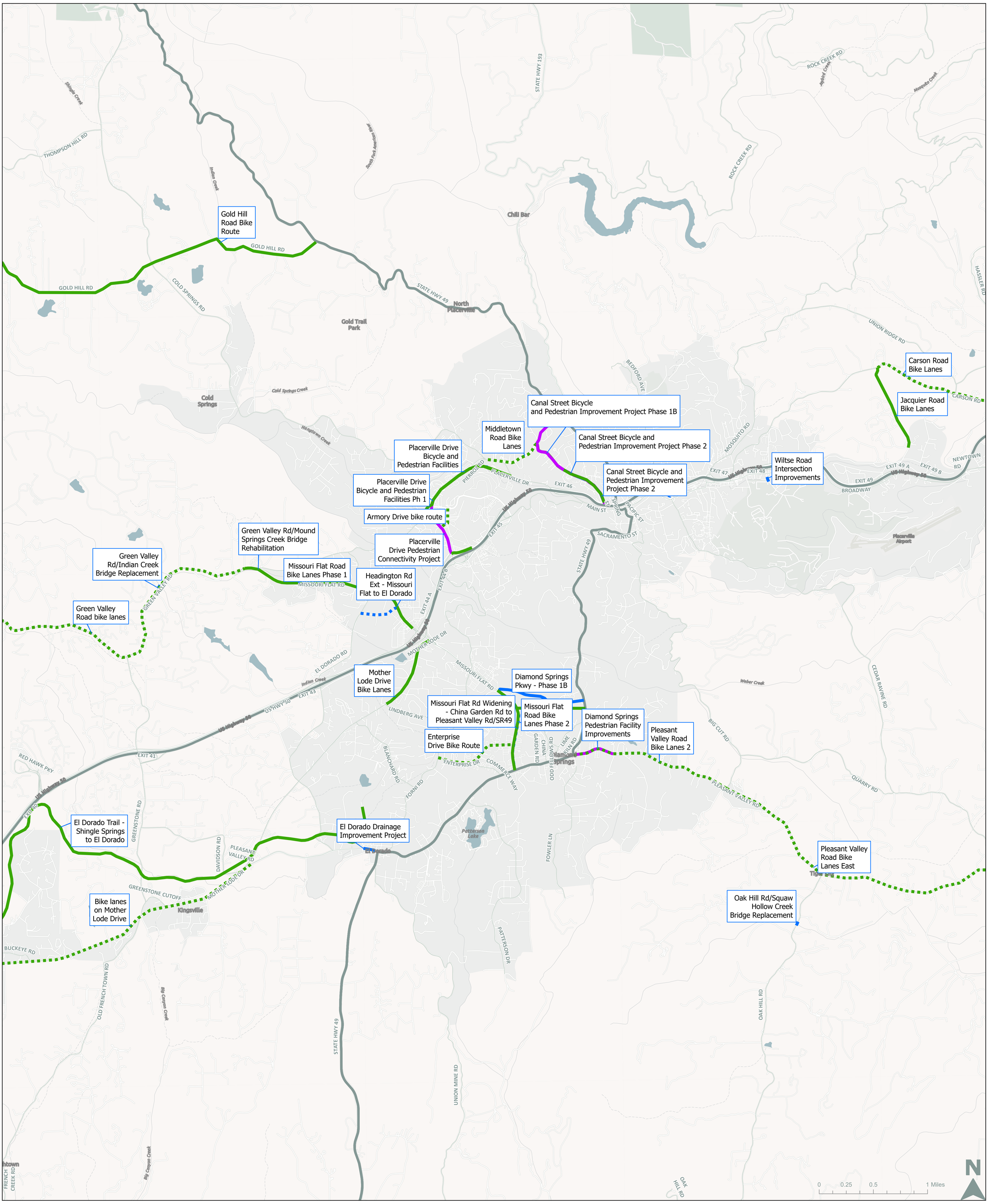
RTP Projects - Shingle Springs

- Short Term Roadway Projects
- Long Term Roadway Projects
- Short Term Bikeway Projects
- Long Term Bikeway Projects
- Short Term Sidewalk Projects
- Long Term Sidewalk Projects
- City/CDP Boundary
- County Boundary
- Highways
- Roadways

Table: Projects Not Mapped:

Project Type	Project Title	Description	Project Term
Roadway	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	Short Term
Roadway	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	Short Term
Roadway	Critical Intersection Improvements	Critical Intersection Improvements	Short Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 1)	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals.	Long Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County	Long Term
Roadway	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	Long Term
Roadway	Medium-Term Regional ITS Plan Update	Medium-Term and Long-Term Regional ITS Plan Update	Long Term
Roadway	Remote Traffic Control Workstation	Remote Traffic Control Workstation	Long Term
Roadway	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	Long Term
Roadway	Portable Traffic Management Devices	Portable Traffic Management Devices	Long Term
Roadway	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Long Term
Roadway	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations (TBD) throughout the County that are most in need and for which FHWA HSIP grant funds are anticipated to be available.	Long Term
Roadway	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments.	Long Term
Roadway	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Short Term
Roadway	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	Short Term
Roadway	Mobility Zones Implementation Strategy	Identification and analysis of Mobility Hub locations for US 50 to include or not limited to a rest stop on US 50 and Mobility Hub in El Dorado Hills and Camino	Short Term
Roadway	County Roadway Maintenance and Rehabilitation - Lump Sum - Long Term	Streets and Roads Maintenance Lump Sum	Long Term

Note:
1. Caltrans State Highway projects are not included on this map. Please see *'RTP Proposed Projects – Projects on US Highway 50'* for details.
2. The proposed transit projects are not included on this map. Please see *'RTP Proposed Projects – Transit Project List'* for details.



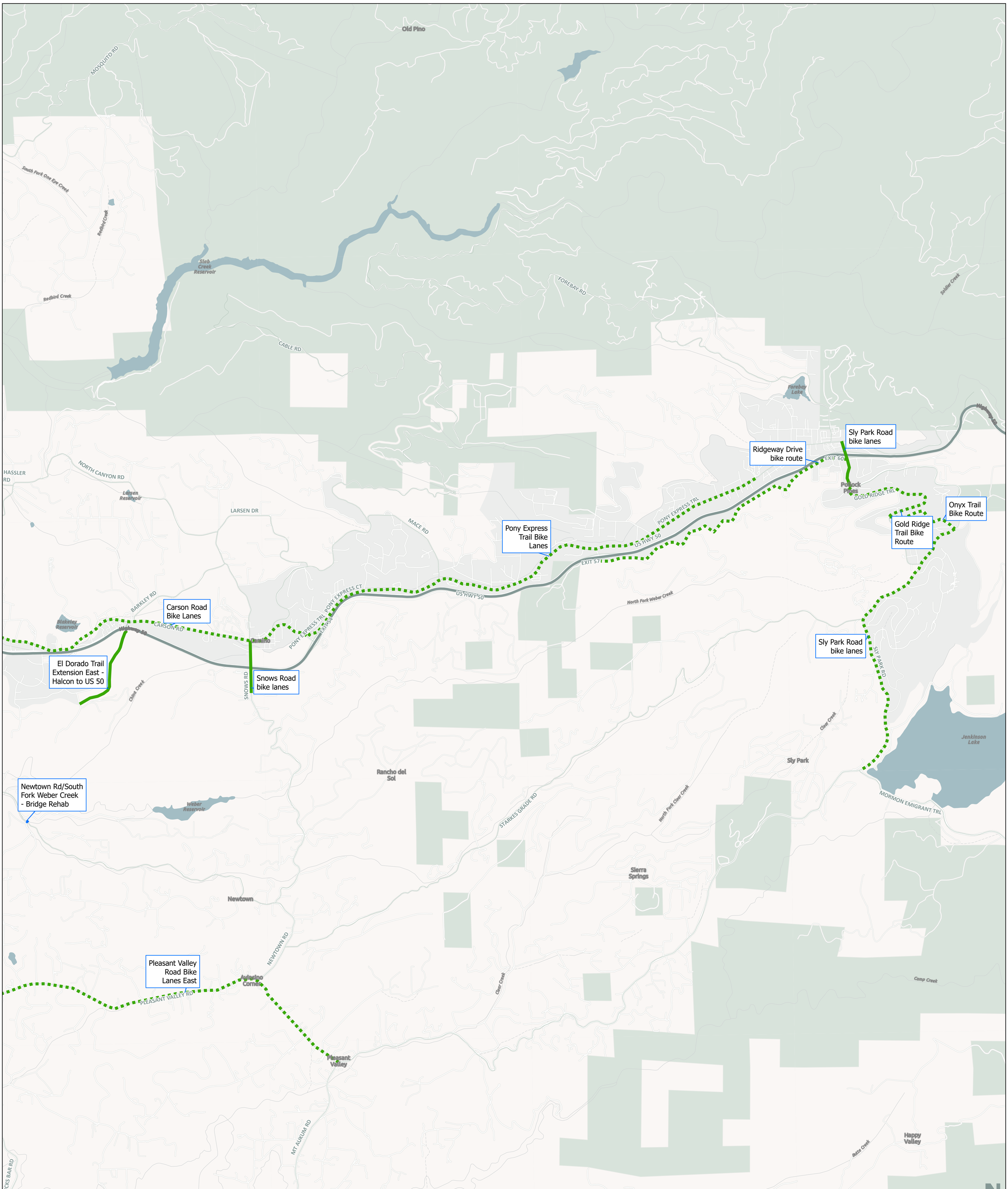
RTP Projects - Diamond Springs and Placerville

- Short Term Roadway Projects
- Long Term Roadway Projects
- Short Term Bikeway Projects
- Long Term Bikeway Projects
- Short Term Sidewalk Projects
- Long Term Sidewalk Projects
- City/CDP Boundary
- County Boundary
- Highways
- Roadways

Table: Projects Not Mapped:

Project Type	Project Title	Description	Project Term
Roadway	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	Short Term
Roadway	STARNET Integration B	STARNET Integration. El Dorado County, Caltrans District 3, SACOG	Short Term
Roadway	Critical Intersection Improvements	Critical Intersection Improvements	Short Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 1)	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals.	Long Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County	Long Term
Roadway	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	Long Term
Roadway	Medium-Term Regional ITS Plan Update	Medium-Term and Long-Term Regional ITS Plan Update	Long Term
Roadway	Remote Traffic Control Workstation	Remote Traffic Control Workstation	Long Term
Roadway	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	Long Term
Roadway	Portable Traffic Management Devices	Portable Traffic Management Devices	Long Term
Roadway	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Long Term
Roadway	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations (TBD) throughout the County that are most in need and for which FHWA HSIP grant funds are anticipated to be available.	Long Term
Roadway	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments.	Long Term
Roadway	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Short Term
Roadway	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	Short Term
Roadway	Mobility Zones Implementation Strategy	Identification and analysis of Mobility Hub locations for US 50 to include or not limited to a rest stop on US 50 and Mobility Hub in El Dorado Hills and Camino	Short Term
Roadway	County Roadway Maintenance and Rehabilitation - Lump Sum - Long Term	Streets and Roads Maintenance Lump Sum	Long Term
Roadway	City of Placerville Maintenance and Rehabilitation - Short Term	City of Placerville Maintenance and Rehabilitation	Short Term
Roadway	City of Placerville Maintenance and Rehabilitation - Long Term	City of Placerville Maintenance and Rehabilitation	Long Term

Note:
1. Caltrans State Highway projects are not included on this map. Please see *'RTP Proposed Projects – Projects on US Highway 50'* for details.
2. The proposed transit projects are not included on this map. Please see *'RTP Proposed Projects – Transit Project List'* for details.



RTP Projects - Pollock Pines and Camino

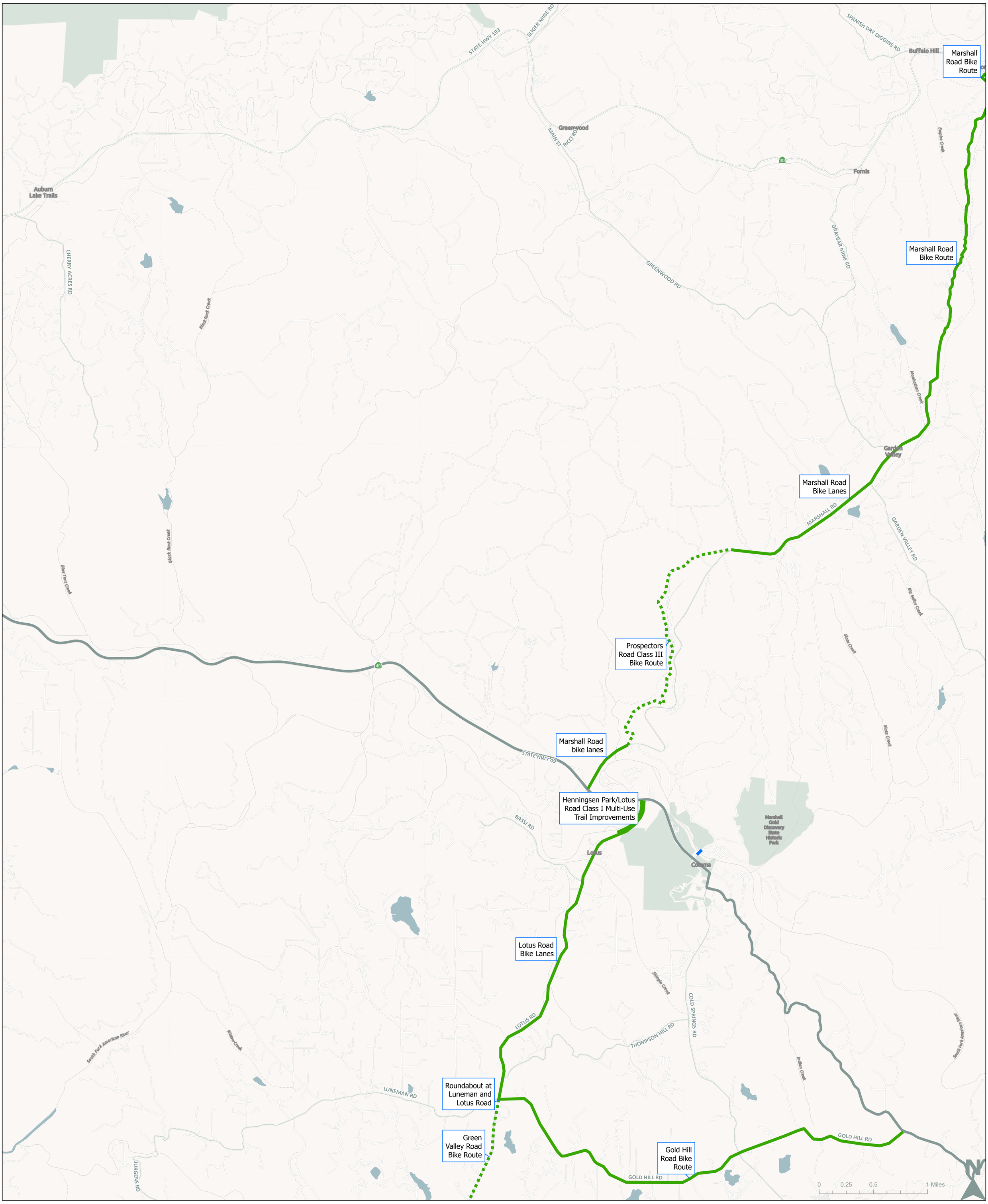
- **Short Term Roadway Projects**
- **Long Term Roadway Projects**
- **Short Term Bikeway Projects**
- **Long Term Bikeway Projects**
- **Short Term Sidewalk Projects**
- **Long Term Sidewalk Projects**
- **City/CDP Boundary**
- **County Boundary**
- **Highways**
- **Roadways**

Table: Projects Not Mapped:

Project Type	Project Title	Description	Project Term
Roadway	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	Short Term
Roadway	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	Short Term
Roadway	Critical Intersection Improvements	Critical Intersection Improvements	Short Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 1)	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals.	Long Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County	Long Term
Roadway	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	Long Term
Roadway	Medium-Term Regional ITS Plan Update	Medium-Term and Long-Term Regional ITS Plan Update	Long Term
Roadway	Remote Traffic Control Workstation	Remote Traffic Control Workstation	Long Term
Roadway	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	Long Term
Roadway	Portable Traffic Management Devices	Portable Traffic Management Devices	Long Term
Roadway	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Long Term
Roadway	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations (TBD) throughout the County that are most in need and for which FHWA HSIP grant funds are anticipated to be available.	Long Term
Roadway	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments.	Long Term
Roadway	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Short Term
Roadway	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	Short Term
Roadway	Mobility Zones Implementation Strategy	Identification and analysis of Mobility Hub locations for US 50 to include or not limited to a rest stop on US 50 and Mobility Hub in El Dorado Hills and Camino	Short Term
Roadway	County Roadway Maintenance and Rehabilitation - Lump Sum - Long Term	Streets and Roads Maintenance Lump Sum	Long Term

Note:
1. Caltrans State Highway projects are not included on this map. Please see '*RTP Proposed Projects – Projects on US Highway 50*' for details.
2. The proposed transit projects are not included on this map. Please see '*RTP Proposed Projects – Transit Project List*' for details.

RTP Projects - Coloma



Short Term Roadway Projects

Long Term Roadway Projects

Short Term Bikeway Projects

Long Term Bikeway Projects

Short Term Sidewalk Projects

Long Term Sidewalk Projects

City/CDP Boundary

County Boundary

Highways

Roadways

Table: Projects Not Mapped:

Project Type	Project Title	Description	Project Term
Roadway	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	Short Term
Roadway	STARNET Integration 8	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	Short Term
Roadway	Critical Intersection Improvements	Critical Intersection Improvements	Short Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 1)	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals.	Long Term
Roadway	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County	Long Term
Roadway	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	Long Term
Roadway	Medium-Term Regional ITS Plan Update	Medium-Term and Long-Term Regional ITS Plan Update	Long Term
Roadway	Remote Traffic Control Workstation	Remote Traffic Control Workstation	Long Term
Roadway	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	Long Term
Roadway	Portable Traffic Management Devices	Portable Traffic Management Devices	Long Term
Roadway	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Long Term
Roadway	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations (TBD) throughout the County that are most in need and for which FHWA HSIP grant funds are anticipated to be available.	Long Term
Roadway	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments.	Long Term
Roadway	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Short Term
Roadway	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	Short Term
Roadway	Mobility Zones Implementation Strategy	Identification and analysis of Mobility Hub locations for US 50 to include or not limited to a rest stop on US 50 and Mobility Hub in El Dorado Hills and Camino	Short Term
Roadway	County Roadway Maintenance and Rehabilitation - Lump Sum - Long Term	Streets and Roads Maintenance Lump Sum	Long Term

Note:
1. Caltrans State Highway projects are not included on this map. Please see *'RTP Proposed Projects – Projects on US Highway 50'* for details.
2. The proposed transit projects are not included on this map. Please see *'RTP Proposed Projects – Transit Project List'* for details.

Appendix C
Project Prioritization Evaluation Summary

Roadway Projects - Prioritization Summary

Title	Project Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Roadway Project Priority Tier
Western Placerville Interchanges Phase 2.3	2025-2035	Partial	■	■	■			■		■	Tier 1
Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	2025-2035		■	■						■	Tier 1
Diamond Springs Pkwy - Phase 1B	2025-2035	Funded	■	■				■		■	Tier 1
Placerville Dr at Hangtown Creek Bridge Replacement	2025-2035	Funded	■	■				■		■	Tier 1
Western Placerville Interchanges Phase 3	Beyond 2045		■		■			■		■	Tier 1
US 50 Trip to Green Congestion Management and Resiliency Strategy	2025-2035	Partial	■	■				■	■		Tier 1
Clay Street/Hangtown Creek Bridge and Cedar Ravine Intersection Improvements	2025-2035	Partial	■	■			■	■	■		Tier 1
Roundabout at Luneman and Lotus Road	2025-2035		■	■				■			Tier 1
Canal Street Bicycle and Pedestrian Improvement Project Phase 2	2025-2035		■			■		■		■	Tier 1
El Dorado Drainage Improvement Project	2025-2035		■	■		■		■		■	Tier 1
Headington Rd Ext - Missouri Flat to El Dorado	2035-2045		■	■		■		■		■	Tier 1
Wiltse Road Intersection Improvements	2025-2035		■				■	■	■		Tier 2
Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	2025-2035	Funded	■	■		■		■		■	Tier 2
US 50/El Dorado Rd Interchange - Phase 1	Beyond 2045		■	■		■				■	Tier 2
Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	2025-2035	Funded	■					■			Tier 2
Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	2035-2045		■	■				■			Tier 2
Missouri Flat Rd Widening - China Garden Rd to Pleasant Valley Rd/SR49	2035-2045		■	■				■		■	Tier 2
US 50/Cambridge Rd Interchange	2035-2045		■		■		■	■			Tier 2
US 50/Cameron Park Dr Interchange Improvements	2035-2045		■		■		■	■			Tier 2
Green Valley Rd/Indian Creek Bridge Replacement	2025-2035		■	■				■		■	Tier 2
Silva Valley Pkwy/Golden Eagle Ln - Signalization	2035-2045		■	■				■	■		Tier 2
US 50/ Ponderosa Rd Durock Rd/So. Shingle Rd Interchange Improvements	2035-2045	Partial	■		■			■			Tier 2

Roadway Projects - Prioritization Summary

Title	Project Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Roadway Project Priority Tier
US 50/Silva Valley Pkwy Interchange - Phase 2	2035-2045		■	■	■						Tier 2
Capital SouthEast Connector - E1	2035-2045	Partial	■	■				■			Tier 2
Golden Foothill Parkway/Carson Crossing Intersection Improvements	2025-2035		■	■				■			Tier 2
Roundabout at Robert J. Mathews Drive and Golden Foothill Parkway	2025-2035		■	■				■			Tier 2
Auxiliary Lane Project: WB Bass Lake	2035-2045		■	■							Tier 3
Auxiliary Lane Project: WB Silva Valley	2035-2045		■	■							Tier 3
Bass Lake Rd Widening	2025-2035		■	■				■			Tier 3
Country Club Dr Extension - El Dorado Hills Blvd to Silva Valley Pkwy	2035-2045		■	■				■			Tier 3
El Dorado Hills ITS	2025-2035		■					■	■		Tier 3
Bridlewood/Bass Lake Rd Roundabout	2025-2035	Partial	■					■	■		Tier 3
US 50 Auxiliary Lane Eastbound - Bass Lake Rd to Cambridge Rd	2035-2045		■	■							Tier 3
US 50 Auxiliary Lane Eastbound - Cameron Park Dr to Ponderosa Rd	2035-2045		■				■				Tier 3
US 50 Auxiliary Lane Westbound Sacramento County Line to El Dorado Hills Blvd	2035-2045		■	■							Tier 3
US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	2035-2045		■				■				Tier 3
US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	2035-2045		■				■				Tier 3
US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	2025-2035	Funded	■		■						Tier 3
Ponderosa Rd, Interchange Overcrossing Future Improvements	Beyond 2045		■		■						Tier 3
Breedlove Road Bridge Replacement	2025-2035			■				■		■	Tier 3
Grizzly Flat Rd Over Steely Fork Cosumnes River - Bridge Replacement	2025-2035		■							■	Tier 3
Mosquito Rd/South Fork American River Bridge Replacement	2025-2035	Funded	■							■	Tier 3
Mount Murphy Rd/South Fork American River Bridge Replacement	2025-2035	Partial	■							■	Tier 3
Newtown Rd/South Fork Weber Creek - Bridge Rehab	2025-2035	Funded	■							■	Tier 3

Roadway Projects - Prioritization Summary

Title	Project Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Roadway Project Priority Tier
Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	2025-2035	Funded									Tier 3
El Dorado Hills Boulevard Overlay Project	2025-2035	Partial									Tier 3
Green Valley at Loch Way Intersection Improvements	2025-2035										Tier 3
Auxiliary Lane Project: WB Latrobe Rd/ED Hills Blvd	2035-2045										Tier 3
Cameron Park Dr Widening - Palmer Drive to Sudbury Rd	2025-2035										Tier 3
Country Club Dr Extension - Bass Lake Road to Tong Rd	2025-2035										Tier 3
Country Club Dr Extension - Silva Valley Pkwy to Tong Rd	2025-2035										Tier 3
Green Valley Rd Widening - Francisco Dr to Silva Valley Pkwy	2035-2045										Tier 3
Saratoga Wy (Phase 2)	2035-2045										Tier 3
US 50 Westbound Auxiliary Lane - Cambridge Rd to Bass Lake Rd	2035-2045										Tier 3

Active Transportation Projects - Prioritization Summary

Title	Plan Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Active Transportation Project Priority Tier
Missouri Flat Road Bike Lanes Phase 2	2025-2035		■	■				■		■	Tier 1
Placerville Drive Bicycle and Pedestrian Facilities Ph 1	2025-2035		■	■		■		■		■	Tier 1
Latrobe Road Bike Lanes	2035-2045		■	■				■			Tier 1
Durock Road bike lanes	2035-2045		■	■			■	■			Tier 1
Latrobe Road Bike Path South	2025-2035		■	■				■			Tier 1
Mallard Lane/Green Valley Road Bike Lanes	2025-2035	Partial	■	■				■		■	Tier 1
Middletown Road Bike Lanes	2035-2045		■	■				■		■	Tier 1
Placerville Drive Pedestrian Connectivity Project	2025-2035	Partial	■	■				■		■	Tier 1
Placerville Drive Bicycle and Pedestrian Facilities	2025-2035		■	■				■		■	Tier 1
Carson Road Bike Lanes	2035-2045		■				■	■			Tier 1
Jacquier Road Bike Lanes	2025-2035		■				■	■		■	Tier 1
Green Valley Road Bike Route	2035-2045		■	■				■			Tier 1
Pony Express Trail Bike Lanes	2035-2045		■	■				■		■	Tier 1
Sly Park Road bike lanes	2025-2035		■	■				■		■	Tier 1
Combellack Road Sidewalk Project (Canal St. Phase 1A)	2025-2035		■	■				■		■	Tier 2
Gold Hill Road Bike Route	2025-2035		■	■				■			Tier 2
Lotus Road Bike Lanes	2025-2035		■	■				■			Tier 2
Bike lanes on Mother Lode Drive	2035-2045		■	■				■			Tier 2
Ridgeway Drive bike route	2035-2045		■	■				■		■	Tier 2
Pleasant Valley Road Bike Lanes 2	2035-2045	Partial	■	■				■		■	Tier 2
Diamond Springs Pedestrian Facility Improvements	2025-2035		■	■				■		■	Tier 2
El Dorado Trail Extension East - Halcon to US 50	2025-2035		■				■	■			Tier 2
Enterprise Drive Bike Route	2035-2045		■	■				■			Tier 2
La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	2025-2035	Partial	■				■	■		■	Tier 2
Missouri Flat Road Bike Lanes Phase 1	2025-2035		■					■		■	Tier 2

Active Transportation Projects - Prioritization Summary

Title	Plan Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Active Transportation Project Priority Tier
El Dorado Trail - Central Shingle Springs	2025-2035		■	■				■			Tier 2
Silva Valley Parkway Bike Facilities	2025-2035		■					■		■	Tier 2
Bass Lake Road Bike Lanes	2035-2045		■				■	■		■	Tier 2
Cambridge Road Bike Lanes	2025-2035		■				■	■		■	Tier 2
Fair Lane bike lanes	2025-2035		■	■				■			Tier 2
Onyx Trail Bike Route	2035-2045		■					■			Tier 2
Sly Park Road bike lanes	2035-2045		■					■			Tier 2
Snows Road bike lanes	2025-2035		■					■			Tier 2
Diamond Springs Pkwy bike lanes	2025-2035		■					■			Tier 2
Pleasant Valley Road Bike Lanes East	2035-2045		■	■				■		■	Tier 2
Canal Street Bicycle and Pedestrian Improvement Project Phase 1	2025-2035		■					■		■	Tier 3
Cameron Park Drive Bike Lanes	2025-2035		■				■	■			Tier 3
Marshall Road Bike Route	2025-2035		■				■	■		■	Tier 3
Meder Road Bike Lanes	2025-2035		■				■	■			Tier 3
Mother Lode Drive Bike Lanes	2025-2035		■					■			Tier 3
Old Bass Lake Rd - EDH to Bass Lake Connection	2025-2035		■					■			Tier 3
Palmer Drive Bike Lanes	2035-2045		■				■	■			Tier 3
Ponderosa Road Bicycle and Pedestrian Improvements	2025-2035		■				■	■			Tier 3
US 50 on the north side - Silva Valley to EDH Village Center	2035-2045		■					■			Tier 3
El Dorado Hills Boulevard Bike Lanes	2035-2045		■					■			Tier 3
El Dorado Hills to Bass Lake Connection (phase 1)	2035-2045		■					■			Tier 3
El Dorado Trail - County Line East to Latrobe	2025-2035		■	■				■			Tier 3
Green Valley Road Bike Lanes	2025-2035		■					■			Tier 3
Canal Street Bicycle and Pedestrian Improvement Project Phase 1B	2025-2035		■					■		■	Tier 3
Bike lanes on S Shingle Rd	2035-2045		■	■			■	■			Tier 3

Active Transportation Projects - Prioritization Summary

Title	Plan Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Active Transportation Project Priority Tier
Canal Street Bicycle and Pedestrian Improvement Project Phase 2	2025-2035		■					■		■	Tier 3
Country Club Drive bike lanes	2025-2035		■				■	■			Tier 3
Oxford Road Bike Routes	2025-2035		■				■	■			Tier 3
Marshall Road bike lanes	2025-2035		■	■				■		■	Tier 3
Armory Drive bike route	2035-2045	Yes	■	■				■			Tier 3
Gold Ridge Trail Bike Route	2035-2045		■					■			Tier 3
Green Valley Road bike lanes	2035-2045		■					■		■	Tier 3
Coach Lane Bike Lanes	2025-2035		■				■	■			Tier 3
Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	2025-2035		■	■				■			Tier 3
Marshall Road Bike Lanes	2025-2035		■					■		■	Tier 3
US 50 Corridor Bike Route: Wild Chaparral Drive to Palmer Drive Bike Path Connection	2025-2035		■				■	■			Tier 3
Prospectors Road Class III Bike Route	2035-2045		■					■		■	Tier 3
El Dorado Hills Boulevard Bike Path	2035-2045		■					■			Tier 3
Bass Lake Park Class I Bike Path	2025-2035		■				■	■			Tier 3
Bass Lake Bike Facilities	2035-2045		■				■	■			Tier 3
Community bike path connection to White Rock Rd	2035-2045		■					■			Tier 3
Cambridge Road Bike Lanes	2025-2035		■				■	■			Tier 3
Castana Drive Bike Route	2025-2035		■				■	■			Tier 3
Suffolk Way bike route	2035-2045		■					■			Tier 3
Golden Foothill Pkwy bike lanes	2025-2035		■					■			Tier 3
Windfield Way bike lanes	2025-2035		■					■			Tier 3
Suncast Lane bike lanes	2025-2035		■					■			Tier 3
Ponderosa Road bike route	2035-2045		■					■			Tier 3
El Dorado Trail - South Shingle Road southwest to Latrobe	2035-2045		■					■			Tier 3
US 50/El Dorado Hills Blvd Pedestrian Overcrossing	2035-2045							■			Tier 3

Active Transportation Projects - Prioritization Summary

Title	Plan Year	Funded	GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING	GOAL 2: SUSTAINABLE, ADAPTABLE, RESILIENT	GOAL 3: SURFACE TRANSPORTATION SYSTEM	GOAL 4: PUBLIC TRANSIT	GOAL 5: AVIATION	GOAL 6: ACTIVE TRANSPORTATION	GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT	GOAL 8: REGIONAL EQUITY AND COLLABORATION	Active Transportation Project Priority Tier
Meder Road Bike Lanes	2035-2045										Tier 3
US 50 Corridor Bike Route: Old Lincoln Highway Bike Path	2025-2035										Tier 3
Green Valley Road Bike Route	2025-2035										Tier 3
Tong Road Bike Route	2025-2035										Tier 3
El Dorado Trail - Shingle Springs to El Dorado	2025-2035										Tier 3