

AGENDA ITEM 2 B
Action Item

TIMED ITEM

1:00 PM

PUBLIC HEARING

MEMORANDUM

DATE: June 5, 2025

TO: El Dorado County Transit Authority

FROM: Kate Hewett, Finance Manager

SUBJECT: Fiscal Year 2025/26 Final Capital Improvement Plan and
Capital Budget

REQUESTED ACTION:

BY MOTION,

- 1. Open Public Hearing**
- 2. Accept Public Comment**
- 3. Close Public Hearing**
- 4. Adopt Resolution No. 25-20 finalizing the Fiscal Year
2025/26 Capital Improvement Plan and Capital Budget**

BACKGROUND

The Bylaws of the El Dorado County Transit Authority (El Dorado Transit) state: *“The Executive Director shall propose... a final capital budget to the Board on or before June 15 of each year. Final...capital budget shall be adopted by the Board on or before July 15 of each year.”*

Board actions to date related to the Fiscal Year (FY) 2025/26 Capital Improvement Plan (CIP) and Capital Budget:

March 6, 2025, Presentation of the preliminary Capital Budget for FY 2025/26

April 3, 2025, Adoption of Resolution No. 25-10 for the Preliminary CIP and
Budget for FY 2025/26 and appointment of an Ad Hoc Budget
Review Committee

The Ad Hoc Budget Review Committee met on May 21, 2025, for a complete review and discussion covering the proposed Capital Improvement Plan and Budget. This included Chair David Yarbrough, Vice-Chair Brian Veerkamp, Executive Director Brian James and Finance Manager Kate Hewett.

The El Dorado Transit, Transit Advisory Committee (TAC) will meet next on August 13, 2025, and will review the presentation of the FY 2025/26 proposed Capital Improvement Plan and Budget at that time.

DISCUSSION

The El Dorado County Transit Authority Capital Improvement Plan, Fiscal Year 2025/26 recommends capital projects and identifies funding for maintenance facility projects, vehicle purchase, software and hardware upgrades, safety and security, and park and ride improvements. Staff recommends adoption of Resolution No. 25-20 finalizing the FY 2025/26 CIP and corresponding Capital Budget as presented.

As noted in the attached CIP five (5) changes have been made, highlighted in bold.

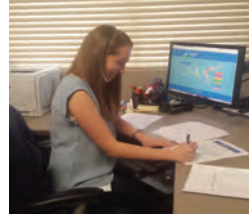
- Project 22-02, El Dorado Hills Park and Ride Improvements; updated to include partial Section 5307 and 5339, no change to amount.
- Project 22-03, Zero Emissions Vehicles, and Infrastructure; updated to revised plan of one (1) electric bus and the infrastructure which significantly lowered the cost of the project, also updated to include corrected LCTOP funds for FY 2022/23 and FY 2023/24, Interest Earned from LCTOP funds, Section 5339 for FY2024, ZETCP FY 2024/25 funds, reduction in TDA fund and elimination of funding pending amount.
- Project 23-02 Bus Parking Lot Rehabilitation; updated to include correct amount of SGR FY 2022/23 and FY 2023/24, addition of FY 2025/26 State of Good Repair (SGR) funds, Interest Earned from SGR funds, and TDA contribution.
- Project 25-06 Vehicle Replacement – Demand Response/Micro-Transit; updated to include decrease in Section 5339 Funds due to miscalculation by SACOG and SacRT.
- No new projects for FY2025/26 at this time.

FISCAL IMPACT

The proposed Final FY 2025/26 Capital Budget as presented today reflects an overall budget of \$11,111,055.



EL DORADO TRANSIT



Fiscal Year 2025/26

Capital Improvement Plan

June 5, 2025

Prepared by:

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EL DORADO COUNTY TRANSIT AUTHORITY

PRELIMINARY

CAPITAL IMPROVEMENT PLAN

FISCAL YEAR 2025/2026

EL DORADO COUNTY TRANSIT AUTHORITY

CAPITAL IMPROVEMENT PLAN

The El Dorado County Transit Authority (El Dorado Transit) maintains a fleet of large, medium, and small buses, minivans, and sedans. Fleet vehicles are utilized in the delivery of public transportation; for administrative support travel; staff development training; on-going public outreach travel and maintenance of transit facilities such as bus stops and park-and-ride lots. The Capital Improvement Plan is designed to address the financial investment required to maintain the fleet and facilities owned or leased by El Dorado Transit. Continuing the current level of service and managing the potential expansion of service will succeed only if adequate consideration is given to capital needs.

The Capital Improvement Plan is a planning document setting goals with realistic revenue projections. Vehicle replacement is a component of the Capital Improvement Plan. This annual planning process maximizes available funding for capital investments necessary to provide public transportation at the current level of service and efficient management of the expansion of public services.

As a fiscal management tool, the Capital Improvement Plan is prepared to take full advantage of capital funding programs, avoid large annual claims against local transportation funds for capital expenditures and to assure capital reserves are available in case annual capital revenue sources diminish or are not consistent. Capital Improvement Plan funding is available for full replacement cost and provides local match funding required for capital grant programs.

California public transit operators have several sources of capital funding available. Each funding source has differing criteria for eligible projects. Bus replacement funding is the most challenging capital funding for public transit operators.

The Capital Improvement Plan and Capital Budget for 2025/26 identify transit capital funded with Transportation Development Act (TDA) funds, State of Good Repair (SGR) funds, Federal Transit Administration (FTA) Section 5307 funds, Federal Transit Administration (FTA) Section 5310 funds, and a proposed Low Carbon Transit Operations Program (LCTOP) grant from the State.

The Capital Improvement Plan includes a summary of projects and funding sources, the budget and project descriptions.

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Maintenance Facility Swamp Cooler and Steam Cleaner Modifications

Project No. 20-04 (3)

In 2001, two (2) industrial swamp coolers were installed on the exterior of the maintenance facility to provide environmental control for maintenance staff performing maintenance in the three (3) bays. Over time, these large units are inefficient and do not provide the necessary cooling needed for personnel and require extensive maintenance.

This project would remove the existing units, patch the metal siding, install new racking and two (2) more efficient swap coolers and proper ducting inside the bays.

In 2013, an engine steam cleaning system was constructed behind the maintenance facility for keeping the bus engines free of excessive oil and grease as required by California Highway Patrol Transit Operator Compliance requirement. The facility included a steel carport area with a contained drain system to prevent leakage into the storm water drain system. When not used for steam cleaning engines, the custodian uses this area to perform bus cleaning. Because the area has no siding it is not a conducive environment during adverse weather. It is not a large enough area to house a 45-foot bus.

This project would install pre-engineered metal siding to close off three (3) sides of the facility, install additional columns to extend the length of the facility by 10 – 15 and a rollup door to fit the larger buses to enable closing off the work area during adverse weather conditions.

COST SUMMARY (ESTIMATE)

	<u>Adopted Budget</u>	
Shop Swamp Cooler Modifications	\$63,500	<i>Please Note: The Shop Swamp Cooler Modifications have been completed and expensed at \$30,948.00</i>
Contingency	<u>\$ 6,825</u>	
	\$70,325	
Steam Cleaner Modifications	\$90,000	
Contingency	<u>\$ 8,850</u>	
	\$98,350	
<i>Total Project Estimate</i>	<i>\$168,675</i>	

FUNDING SOURCES

Transportation Development Act (TDA)	<u>\$168,675</u>
<i>Total Revenue</i>	<i>\$168,675</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2019 / 2020	Active	FY 2025 / 2026

El Dorado Hills Park and Ride Improvements

Project No. 22-02 (3)

The El Dorado County Transit Authority (El Dorado Transit) maintains a park and ride facility in El Dorado Hills at Post Street and White Rock Road. In the El Dorado Transit Park and Ride Master Plan which was adopted by the El Dorado Transit Board on February 1, 2024, improvements to the El Dorado Hills Park and Ride were recommended. Those improvements include repaving the existing lot; reconstructing the transit passenger plaza; renewing landscaping, striping, and signing; adding new EV charging stations; improving bicycle and pedestrian connections; and purchasing and improving the lot to the east of the current facility.

COST SUMMARY (ESTIMATE)

Adopted Budget

Park and Ride Parking Lot Resurfacing	<u>\$2,800,000</u>
<i>Total Project Estimate</i>	<i>\$2,800,000</i>

FUNDING SOURCES

Section 5339 5307 – Capital FY 2021	\$ 300,000
Section 5307 – Capital FY 2022	\$ 400,000
Section 5307 – Capital FY 2023	\$ 438,792
Section 5307 5339 – Capital FY 2024	\$ 271,760
Transportation Development Act (TDA)	<u>\$1,789,448</u>
<i>Total Revenue</i>	<i>\$2,800,000</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2021 / 2022	Active	FY 2027 / 2028

Zero Emission Vehicles and Infrastructure – Phase I

Project No. 22-03 (4)

El Dorado Transit (EDT), like all transit agencies in the state of California, are required to transition to zero-emission buses (ZEBs) by 2040. In 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit ICT regulation that requires this gradual transition to ameliorate the air quality for all communities across California. While public transportation already replaces car trips, by transitioning away from diesel (which currently powers EDT's fleet) and other fossil fuels, transit agencies will further contribute to the sustainability of our natural environment.

EDT is classified under the ICT regulation as a small agency, meaning that beginning in 2026 through 2028, all new heavy-duty bus purchases must consist of at least 25% ZEBs. By 2029, all new purchases are to be 100% ZEB.

EDT undertook a ZEB study to determine the appropriate technologies for its fleet, whether battery-electric buses (BEBs), that 'fuel' or charge in the bus garage and/or on-route, or hydrogen fuel cell electric buses (FCEBs) that are fueled with hydrogen. BEBs and FCEBs are costly vehicles, nearly one-and-a-half to triple the cost of diesel-powered vehicles. EDT will need to replace its fleet of buses according to the ICT schedule.

Furthermore, the ICT regulation also requires that beginning in 2026, if Altoona-test models are available, agencies must also begin replacing articulated, over-the-road, double-decker, or cutaway buses. EDT currently operates diesel-powered motor coaches on its commuter services, so these buses would need to be transitioned; moreover, gasoline-powered cutaways used for demand-response service will also need to be transitioned to ZE.

Finally, EDT will need to invest heavily in infrastructure for ZEBs, whether BEB or FCEB. For BEBs, electric utility upgrades will need to be coordinated with PG&E, and BEB chargers will need to be procured, installed, and hooked-up prior to BEB acceptance. For FCEBs, EDT may need to construct an on-site fueling yard for hydrogen or look for offsite opportunities, although currently, very few hydrogen fueling stations are available.

Update: While the future of zero-emission mandates are uncertain, El Dorado Transit currently has grant funds (LCTOP) specifically designated toward the Zero Emission Vehicles and Infrastructure project that must be used (according to grant guidelines, "upon receipt of the final year's funding, whether 4 years or less, the agency will have six months to begin the project.") El Dorado Transit leadership has participated in multiple discussions between electric and hydrogen. Although battery-electric buses currently have more options available, the infrastructure and support for hydrogen buses is growing, and could match battery-electric in the near future. Leadership believes it is in El Dorado Transit's best interest to explore both options.

The first phase would be to install the infrastructure and electrical charging equipment using the current grant funds then focus future grant funds on exploring hydrogen.

COST SUMMARY (ESTIMATE)

	Adopted Budget	Proposed Budget
Zero Emission Vehicles and Infrastructure	\$8,280,000	\$ 0
Zero Emission Consulting Work	\$—0	\$ 137,500
Zero Emission Infrastructure	\$—0	\$1,462,800
Zero Emission Infrastructure Contingency	\$—0	\$ 146,300
Zero Emission Bus	\$—0	\$1,100,000
Zero Emission Bus Contingency	\$—0	\$ 110,000
<i>Total Project Estimate</i>	\$8,280,000	\$2,956,600

FUNDING SOURCES

Low Carbon Transit Operations Program FY20/21	\$ 140,523	\$ 140,523
Low Carbon Transit Operations Program FY21/22	\$ 378,215	\$ 378,215
Low Carbon Transit Operations Program FY22/23	\$ 305,959	\$ 380,959
Low Carbon Transit Operations Program FY23/24	\$ 491,460	\$ 491,690
Interest from LCTOP FY20/21*	\$—0	\$ 5,111
Interest from LCTOP FY21/22*	\$—0	\$ 16,176
Interest from LCTOP FY22/23*	\$—0	\$ 9,348
Section 5339 – Capital FY 2024	\$—0	\$ 935,000
Zero-Emission Transit Capital Program FY 24/25	\$—0	\$ 402,943
Transportation Development Act (TDA/STA) Funds	\$3,800,000	\$ 196,635
Funding Pending	<u>\$2,228,843</u>	<u>\$ 0</u>
<i>Total Revenue</i>	\$8,280,000	\$2,956,600

Adopted into CIP	Status	Estimated Completion Date
FY 2021 / 2022	Active	FY 2027 / 2028

Bass Lake Hills Park and Ride – Phase I

Project No. 22-04 (5)

All work related to the completion of the Bass Lake Hills Park and Ride, during or after preliminary construction of the facility.

The El Dorado County Transit Authority Park-and-Ride Facilities Master Plan (2017) identified the Bass Lake Hills Park and Ride location as the #3 Priority Site for development. The assumption was that the land for the facility would come from development activity within the Bass Lake Hill Specific Plan. In 2018, through Irrevocable Offers of Dedication provided by a developer, El Dorado Transit took title to portions of two parcels on the southwest side of Bass Lake Road at the future Country Club Drive, totaling 2.4 acres. Rough grading of the site, as part of the reconstruction of Bass Lake Road at the Country Club Drive intersection, was completed in 2020. The Condition of Approval for the Bass Lake North subdivision requires the developer to construct the first half (100 spaces) of the park and ride facility. That construction will create the basic park and ride facility, which includes drainage, finish grading and paving. Construction is now scheduled to begin in May 2023.

Additional improvements that will be needed to complete the first phase of the facility construction include signage, landscape design and installation, water supply, electric utilities, and lighting. Due to recently added design requirements and an accelerated construction schedule, staff expects to incur costs associated with the completion of Phase 1 construction within FY 2023/24. This shorter timeframe necessitates the use of local Transportation Development Act (TDA) funds for this project.

As of March 2025, delays to the project were encountered due to the landscaping plan approval process. The remaining items include actual landscaping, installation and materials for a water tank and electrical building. Delays in additional work needed require an adjustment to the overall budget.

Proposal opening was conducted on April 21, 2025. Estimates requiring additional funding for successful completion of Phase I for the Bass Lake Park & Ride.

COST SUMMARY (ESTIMATE)

	<u>Adopted Budget</u>
Bass Lake Park & Ride	\$ 720,000
Contingency	<u>\$ 80,000</u>
<i>Total Project Estimate</i>	<i>\$ 800,000</i>

FUNDING SOURCE

Transportation Development Act (TDA)	<u>\$ 800,000</u>
<i>Total Revenue</i>	<i>\$ 800,000</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2021 / 2022	Active	FY 2026 / 2027

Scheduling and Dispatching Software Replacement

Project No. 22-05 (3)

This project will replace the current software that is used for Demand Response scheduling and dispatching that was purchased in 2012. New software technologies can offer a more robust system that will be more customer responsive.

COST SUMMARY (ESTIMATE)

	<u>Adopted Budget</u>
Dispatching Software	\$215,000
Contingency	<u>\$ 15,000</u>
<i>Total Project Estimate</i>	<i>\$230,000</i>

FUNDING SOURCES

Federal Transit Administration (FTA) Rural 5310 Grant	\$120,000
Federal Transit Administration (FTA) Urban 5310 Grant	\$ 60,000
Transportation Development Act	<u>\$ 50,000</u>
<i>Total Revenue</i>	<i>\$230,000</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2021 / 2022	Active	FY 2025 / 2026

Bus Parking Lot Rehabilitation

Project No. 23-02 (4)

The El Dorado County Transit Authority (El Dorado Transit) parks all vehicle assets on site at our facility located on the northeastern portion of the property. The parking area has interior and perimeter lighting, chain link fencing, a paved surface and mechanical entry gate.

The pavement condition is degraded significantly and needs repair. In addition, bus charging infrastructure and parking lot layout improvements were recommended in the Zero Emission Vehicle Rollout and Implementation Plan. Including “Area A” in the ZEB study.

This project will include the removal and replacement of asphalt, moving concrete curbs, installation of underground conduit, new striping, and other improvements.

COST SUMMARY (ESTIMATE)

	<u>Adopted Budget</u>	<u>Proposed Budget</u>
Bus Parking Lot Rehabilitation Consulting Work	\$ 0	\$ 112,500
Bus Parking Lot Rehabilitation	\$810,000	\$1,180,700
Contingency 10%	<u>\$ 81,436</u>	<u>\$ 118,100</u>
<i>Total Project Estimate</i>	<i>\$891,436</i>	<i>\$1,411,300</i>

FUNDING SOURCES

SB1 State of Good Repair Grant FY 22/23	\$285,297	\$ 288,775
SB1 State of Good Repair Grant FY 23/24	\$297,741	\$ 315,003
SB1 State of Good Repair Grant FY 24/25	\$308,398	\$ 308,398
SB1 State of Good Repair Grant FY 25/26	\$ 0	\$ 328,416
Interest from SGR Grant FY22/23	\$ 0	\$ 1,327
Interest from SGR Grant FY23/24	\$ 0	\$ 1,445
Transportation Development Act (TDA) Funds	<u>\$ 0</u>	<u>\$ 167,936</u>
<i>Total Revenue</i>	<i>\$891,436</i>	<i>\$1,411,300</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2022 / 2023	Active	FY 2026 / 2027

Security Surveillance & Lighting

Project No. 24-02 (2)

The current surveillance equipment at the El Dorado Transit Main Office, including the Maintenance Building and bus yard, primary bus stops, transfer points, and park & ride facilities occurred between 2011 and 2016. This project will replace current hardware and software to significantly enhance safety and security for transit passengers and property. The project proposes a reinstallation of security cameras and/or lighting including the following locations, Main Office, Central Park and Ride, Placerville Station, Cambridge Road Park and Ride, El Dorado Hills Park and Ride, Ponderosa Road, Bass Lake Road Park and Ride, and Ray Lawyer Drive Park and Ride. Additional locations may be included depending on funding availability.

COST SUMMARY (ESTIMATE)

Adopted Budget

Passenger Security Surveillance & Lighting - Bus Stops	\$410,000
Contingency	<u>\$ 41,000</u>
<i>Total Project Cost</i>	<i>\$451,000</i>

FUNDING SOURCES

Transportation Development Act (TDA) funds	<u>\$451,000</u>
<i>Total Revenue</i>	<i>\$451,000</i>

Adopted into CIP	Status	Estimated Completion Date
FY 2023 / 2024	Active	FY 2025 / 2026

Collision Avoidance System Upgrade

Project No. 24-04

Operators engage in numerous hours of training throughout their employment on proper mirror usage and blind spot awareness to minimize the likelihood of being involved in collisions with vehicles, bicyclists, and pedestrians. To further reduce the likelihood of collisions in the operator's blind spot, in 2018, Collision Avoidance Systems were installed in the passenger vehicles to assist operators by alerting them of potential collisions.

Since the original installation, Collision Avoidance System technology has vastly improved. Upgrading the systems with the updated technology will decrease visual obstructions used by the current components, provide additional detection by increasing sensor technology during low light, and provide an exterior audible announcement warning pedestrians and bicyclists who enter the danger zone of a vehicle when turning.

COST SUMMARY (ESTIMATE)

Adopted Budget

Collison Avoidance System	\$325,500
Contingency 10%	<u>\$ 32,550</u>
<i>Total Project Estimate</i>	\$358,050

FUNDING SOURCE

Transportation Development Act (TDA) (STA)	<u>\$ 358,050</u>
<i>Total Revenue</i>	<u>\$ 358,050</u>

Adopted into CIP	Status	Estimated Completion Date
FY 2023 / 2024	Active	FY 2025 / 2026

Cambridge Road Park and Ride Improvements

Project No. 25-03

The El Dorado County Transit Authority (El Dorado Transit) maintains a park and ride facility at Cambridge Road and Highway 50 in Cameron Park. In the El Dorado Transit Park and Ride Master Plan which was adopted by the El Dorado Transit Board on February 1, 2024, improvements to the park and ride were recommended. Those improvements will make the facility a fully adequate transit center and would include adding a bus loop with two additional bus loading bays; parking lot resurfacing and striping; and landscaping improvements.

COST SUMMARY (ESTIMATE)

Adopted Budget

Park and Ride Parking Lot Resurfacing
Total Project Estimate

\$950,000
\$950,000

FUNDING SOURCES

Transportation Development Act (TDA)
Total Revenue

\$950,000
\$950,000

Proposed into CIP	Status	Estimated Completion Date
FY 2024 / 2025	Pending	FY 2026 / 2027

Placerville Station Upgrades

Project No. 25-04

The Placerville Station Transfer Center is a key hub for El Dorado Transit routes. Three local routes (20, 50X & 60) utilize Placerville Station as well as the Sacramento/South Lake Tahoe Connecting Bus. For passengers traveling to Tahoe with Capitol Corridor and Amtrak, Placerville Station might be their only impression of the city of Placerville.

The restrooms at Placerville Station experience heavy usage from not only Transit riders, but also from locals, including transients and users of the nearby El Dorado Trail. This, in conjunction with a worn and older building, has left Placerville Station in poor shape.

The city of Placerville is planning maintenance improvements which consist of:

- Replacing roof
- Power washing facility
- Drywall repair
- Exterior painting
- New restroom amenities

El Dorado Transit is a constant user of the Placerville Station and partners with the city of Placerville in the utilization of the facility. As such, the city has asked El Dorado Transit to share 50% of the maintenance improvement costs estimated at \$100,000.

COST SUMMARY (ESTIMATE)

Adopted Budget

Placerville Station Improvements	\$50,000
Contingency 10%	<u>\$ 5,000</u>
<i>Total Project Cost</i>	\$55,000

FUNDING SOURCE

Transportation Development Act (TDA)	<u>\$ 55,000</u>
<i>Total Revenue</i>	<u>\$ 55,000</u>

Proposed into CIP	Status	Estimated Completion Date
FY 2024 / 2025	Pending	FY 2025 / 2026

Payment Acceptance Device Hardware and Processor Services

Project No. 25-05

This project will purchase and install the Kuba Pay equipment which will be mounted in each of the transit revenue vehicles for contactless payment, along with related processor service fees to operate the equipment. This will allow El Dorado Transit to accept contactless enabled credit cards, Google Wallet, Apple Pay, the next generation of Connect Card, or other digital payment, will simplify the fare payment process, speed up boardings, and therefore improve on-time performance.

COST SUMMARY (ESTIMATE)

Adopted Budget

Payment Acceptance Hardware and Processor Services	\$170,153
Contingency 10%	<u>\$ 17,015</u>
<i>Total Project Cost</i>	<i>\$187,168</i>

FUNDING SOURCES

Transit and Intercity Rail Capital Program (TIRCP)	\$123,000
Transportation Development Act	<u>\$ 64,168</u>
<i>Total Revenue</i>	<i>\$187,168</i>

Proposed into CIP	Status	Estimated Completion Date
FY 2024 / 2025	Pending	FY 2025 / 2026

Vehicle Replacement – Demand Response/Micro-Transit

Project No. 25-06

This project will replace four (4) current demand response minivans and two (2) current cutaways with six (6) ford transit vans. These vehicles will be used for demand response and micro-transit services. The replacement vehicles will be purchased off the CalACT/Basin Transit purchasing cooperative agreement which El Dorado Transit is named as a participant.

<i>COST SUMMARY (ESTIMATE)</i>	<u>Adopted Budget</u>	<u>Proposed Budget</u>
Vehicle Replacement - Demand Response/Micro-Transit	\$602,965	\$602,965
Contingency 10%	<u>\$ 60,297</u>	<u>\$ 60,297</u>
<i>Total Project Cost</i>	<u>\$663,262</u>	<u>\$663,262</u>

FUNDING SOURCES

Section 5339 – Capital FY2022	<u>\$400,000</u>	<u>\$395,469</u>
Transportation Development Act	<u>\$263,262</u>	<u>\$267,793</u>
<i>Total Revenue</i>	<u>\$663,262</u>	<u>\$663,262</u>

Proposed into CIP	Status	Estimated Completion Date
FY 2025 / 2026	Pending	FY 2026 / 2027

Administration / Maintenance Facility Equipment

Project No. 26-01

El Dorado Transit may have the need during the Fiscal Year 2025/26 to procure items considered incidental in nature but are above the \$1,000 threshold that designates an asset posted to the depreciation schedule. Examples of this would include the replacement of small office equipment/furniture and/or replacement of Maintenance equipment.

Adoption of the project and budget allows transit staff to procure small items in a timely manner with the least amount of inconvenience to the public and staff. Individual purchase orders for this project will be presented to the Board for approval if they exceed the \$25,000 per purchase limit or if a budget increase is requested.

COST SUMMARY (ESTIMATE)

Adopted Budget

Admin./Maintenance Facility Equipment
Total Project Estimate

\$40,000
\$40,000

FUNDING SOURCES

Transportation Development Act (TDA)
Total Revenue

\$40,000
\$40,000

Proposed into CIP	Status	Estimated Completion Date
FY 2025 / 2026	Pending	FY 2025 / 2026

Bus Stop Improvements, Maintenance and Repairs

Project No. 26-02

El Dorado Transit may have the need during the Fiscal Year 2025/26 to procure items considered incidental in nature but are above the \$1,000 threshold that designates an asset posted to the depreciation schedule. Examples of this would include the replacement of trash receptacles, benches, landscaping, shelter repairs and other items of this nature.

Adoption of the project and budget allows transit staff to procure items and conduct needs/repairs in a timely manner with the least amount of inconvenience to the public and staff. Individual purchase orders for this project will be presented to the Board for approval if they exceed the \$25,000 per purchase limit or if a budget increase is requested.

COST SUMMARY (ESTIMATE)

Adopted Budget

Admin./Maintenance Facility Equipment
Total Project Estimate

\$40,000
\$40,000

FUNDING SOURCES

Transportation Development Act (TDA)
Total Revenue

\$40,000
\$40,000

Proposed into CIP	Status	Estimated Completion Date
FY 2025 / 2026	Pending	FY 2025 / 2026

El Dorado County Transit Authority

Preliminary Capital Improvement Plan Budget FY 2025/26

StatusCIP Project NumberProject Description			Completion Estimate (FY)	Project Budget	Previous Years Expenditures	STA* \$10,986,108	FTA Section 5307 \$738,792	FTA Section 5339 \$1,602,229	LCTOP \$1,422,022	ZETCP \$9,245,564	TIRCP \$123,000	SB1 / SGR \$1,243,364	Unfunded
ACTIVE	20-04	Maintenance Facility Swamp Cooler and Steam Cleaner Modifications	2025/26	\$168,675	\$30,948	\$137,727							\$0
ACTIVE	22-02	El Dorado Hills Park and Ride Improvements	2027/28	\$2,800,000	\$0	\$1,789,448	\$738,792	\$271,760					\$0
ACTIVE	22-03	Zero Emission Vehicles and Infrastructure	2027/28	\$2,956,600	\$137,500	\$59,135		\$935,000	\$1,422,022	\$402,943			\$0
ACTIVE	22-04	Bass Lake Park & Ride - Phase I	2026/27	\$800,000	\$309,376	\$490,624							\$0
ACTIVE	22-05	Scheduling and Dispatching Software Replacement	2025/26	\$230,000	\$235,752								\$0
ACTIVE	23-02	Bus Parking Lot Rehabilitation	2026/27	\$1,411,300	\$112,500	\$55,436						\$1,243,364	\$0
ACTIVE	24-02	Passenger Security Surveillance & Lighting	2025/26	\$451,000	\$239,813	\$211,187							\$0
ACTIVE	24-04	Collision Avoidance System Upgrade	2025/26	\$358,050	\$261,142	\$96,908							\$0
ACTIVE	25-03	Cambridge Road Park and Ride Improvements	2026/27	\$950,000	\$0	\$950,000							\$0
ACTIVE	25-04	Placerville Station Upgrades	2025/26	\$55,000	\$0	\$55,000							\$0
ACTIVE	25-05	Payment Acceptance Device Hardware and Processor Services	2025/26	\$187,168	\$0	\$64,168					\$123,000		\$0
ACTIVE	25-06	Vehicle Replacement - Demand Response/Micro-Transit	2026/27	\$663,262	\$0	\$267,793		\$395,469					\$0
ACTIVE	26-01	Administration / Maintenance Facility Equipment	2025/26	\$40,000	\$0	\$40,000							\$0
ACTIVE	26-02	Bus Stop Improvements, Maintenance and Repairs	2025/26	\$40,000	\$0	\$40,000							\$0
Project Totals				\$11,111,055	\$1,327,031	\$4,257,426	\$738,792	\$1,602,229	\$1,422,022	\$402,943	\$123,000	\$1,243,364	\$0
Remaining Funds Available						\$6,728,682	\$0	\$0	\$0	\$8,842,621	\$0	\$0	

*Balance Per FY 2023/24 Audited Financials

Project Status: In ProgressFundedUnfunded