



The El Dorado Transit, Transit Advisory Committee (TAC) will meet next on August 12, 2026, and will review the presentation of the FY 2026/27 proposed Capital Improvement Plan and Budget at that time.

### **DISCUSSION**

The El Dorado County Transit Authority Capital Improvement Plan, Fiscal Year 2026/27 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. 26-23 finalizing the FY 2026/27 CIP and corresponding Capital Budget as presented.

No changes were made since the preliminary CIP was presented in the April 2, 2026, board meeting.

### **FISCAL IMPACT**

The proposed Final FY 2026/27 Capital Budget as presented today reflects an overall budget of \$11,191,586.

**EL DORADO COUNTY TRANSIT AUTHORITY  
RESOLUTION NO. 26-23**

RESOLUTION OF THE BOARD OF DIRECTORS OF THE EL DORADO COUNTY  
TRANSIT AUTHORITY ADOPTING THE FINAL CAPITAL  
BUDGET FOR FISCAL YEAR 2026/27

**WHEREAS**, Section 11.1 of the Joint Powers Agreement (JPA) establishing the El Dorado County Transit Authority states, *“For each fiscal year, the Board shall adopt capital and operating budgets which are consistent with the requirements of the Regional Transportation Planning Agency, the California Transportation Development Act, the Federal Highway Act of 1973, and the Federal Transit Administration Act as amended from time to time, and all other funding and regulatory agencies involved in the execution of the purpose of EDCTA.”*; and

**WHEREAS**, Section 7.2 of the Bylaws further require, *“Final capital budget shall be adopted by the Board on or before July 15 of each year.”*; and

**WHEREAS**, the preliminary Fiscal Year 2026/27 capital budget was presented at public meeting on March 5, 2026: and

**WHEREAS**, the preliminary Fiscal Year 2026/27 capital budget was adopted at public meeting on April 2, 2026: and

**WHEREAS**, the proposed capital budget for Fiscal Year 2026/27 ending June 30, 2027, is based upon the current level of service; and

**WHEREAS**, the proposed Fiscal Year 2026/27 capital budget projected revenue is based on known levels of anticipated funding.

**NOW THEREFORE, BE IT RESOLVED**, the El Dorado County Transit Authority hereby adopts the final capital budget for Fiscal Year 2026/27 ending June 30, 2027, considered at the June 4, 2026, Board meeting.

**PASSED AND ADOPTED BY THE GOVERNING BOARD OF THE EL DORADO COUNTY TRANSIT AUTHORITY** at a regular meeting of said Board held on the 4th day of June 2026 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Brian Veerkamp, Chairperson

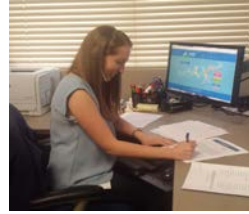
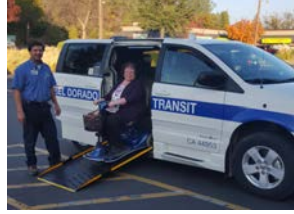
ATTEST:

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Megan Wilcher, Secretary to the Board



**EL DORADO TRANSIT**



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**Fiscal Year 2026/27**

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# **Capital Improvement Plan**

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**June 4, 2026**

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EL DORADO COUNTY TRANSIT AUTHORITY

PROPOSED FINAL

CAPITAL IMPROVEMENT PLAN

FISCAL YEAR 2026/2027

# 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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## **El Dorado Hills Park and Ride Improvements**

Project No. 22-02 (4)

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>	<u>\$2,800,000</u>

### *FUNDING SOURCES*

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

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

## **Zero Emission Vehicles and Infrastructure – Phase I**

Project No. 22-03 (5)

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)*

	<u>Adopted Budget</u>	<u>Proposed Budget</u>
Zero Emission Consulting Work	\$ 137,500	\$ 137,500
Zero Emission Infrastructure	\$1,462,800	\$1,462,800
Zero Emission Infrastructure Contingency	\$ 146,300	\$ 146,300
Zero Emission Bus	<del>\$1,100,000</del>	<b>\$1,299,652</b>
Zero Emission Bus Contingency	<del>\$ 110,000</del>	<b>\$ 259,930</b>
Zero Emission Charging Station	\$ 0	<b>\$ 150,000</b>
Zero Emission Charging Station	<u>\$ 0</u>	<u><b>\$ 30,000</b></u>
<i>Total Project Estimate</i>	<i>\$2,956,600</i>	<i><b>\$3,486,184</b></i>

*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	\$ 380,959	\$ 380,959
Low Carbon Transit Operations Program FY23/24	\$ 491,690	\$ 491,690
Interest from LCTOP FY20/21*	<del>\$ 5,111</del>	<b>\$ 6,835</b>
Interest from LCTOP FY21/22*	<del>\$ 16,176</del>	<b>\$ 20,845</b>
Interest from LCTOP FY22/23*	<del>\$ 9,348</del>	<b>\$ 14,824</b>
Interest from LCTOP FY23/24*	<del>\$ 0</del>	<b>\$ 8,101</b>
Section 5339 – Capital FY 2024	\$ 935,000	\$ 935,000
Zero-Emission Transit Capital Program FY24/25	<del>\$ 402,943</del>	<b>\$ 721,692</b>
Transportation Development Act (TDA/STA) Funds	<u>\$ 196,635</u>	<u><b>\$ 250,000</b></u>
<i>Total Revenue</i>	<i>\$2,956,600</i>	<i><b>\$3,486,184</b></i>

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

## **Bus Parking Lot Rehabilitation**

Project No. 23-02 (5)

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	\$ 112,500	\$ 112,500
Bus Parking Lot Rehabilitation	\$1,180,700	\$1,180,700
Contingency 10%	<u>\$ 118,100</u>	<u>\$ 118,100</u>
<i>Total Project Estimate</i>	<i>\$1,411,300</i>	<i>\$1,411,300</i>

### *FUNDING SOURCES*

SB1 State of Good Repair Grant FY 22/23	\$ 288,775	\$ 288,775
SB1 State of Good Repair Grant FY 23/24	\$ 315,003	\$ 315,003
SB1 State of Good Repair Grant FY 24/25	<del>\$ 308,398</del>	<b>\$ 330,780</b>
SB1 State of Good Repair Grant FY 25/26	\$ 328,416	\$ 328,416
Interest from SGR Grant FY22/23	<del>\$ 1,327</del>	<b>\$ 4,761</b>
Interest from SGR Grant FY23/24	<del>\$ 1,445</del>	<b>\$ 5,191</b>
Interest from SGR Grant FY24/25	<del>\$ 0</del>	<b>\$ 684</b>
Transportation Development Act (TDA) Funds	<u>\$ 167,936</u>	<u><b>\$ 137,690</b></u>
<i>Total Revenue</i>	<i>\$1,411,300</i>	<i><b>\$1,411,300</b></i>

<b>Adopted into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
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>

<b>Adopted into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2023 / 2024	Active	FY 2026 / 2027

## **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	<u>\$950,000</u>
<i>Total Project Estimate</i>	<i>\$950,000</i>

### *FUNDING SOURCES*

Transportation Development Act (TDA)	<u>\$950,000</u>
<i>Total Revenue</i>	<i>\$950,000</i>

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2024 / 2025	Active	FY 2027 / 2028

## 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>

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2024 / 2025	Pending	FY 2027 / 2028

**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.

*COST SUMMARY (ESTIMATE)*

Adopted Budget

Vehicle Replacement - Demand Response/Micro-Transit	\$602,965
Contingency 10%	<u>\$ 60,297</u>
<i>Total Project Cost</i>	<i>\$663,262</i>

*FUNDING SOURCES*

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

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2025 / 2026	Active	FY 2026 / 2027

**Administration / Maintenance Facility Equipment**

Project No. 27-01

El Dorado Transit may have the need during the Fiscal Year 2026/27 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)*

Proposed Budget

Admin./Maintenance Facility Equipment	<b><u>\$50,000</u></b>
<i>Total Project Estimate</i>	<b><u>\$50,000</u></b>

*FUNDING SOURCES*

Transportation Development Act (TDA)	<b><u>\$50,000</u></b>
<i>Total Revenue</i>	<b><u>\$50,000</u></b>

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2026 / 2027	Pending	FY 2026 / 2027

**Bus Stop Improvements, Maintenance and Repairs**

Project No. 27-02

El Dorado Transit may have the need during the Fiscal Year 2026/27 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)*

Proposed Budget

Admin./Maintenance Facility Equipment	<b><u>\$50,000</u></b>
<i>Total Project Estimate</i>	<b><u>\$50,000</u></b>

*FUNDING SOURCES*

Transportation Development Act (TDA)	<b><u>\$50,000</u></b>
<i>Total Revenue</i>	<b><u>\$50,000</u></b>

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2026 / 2027	Pending	FY 2026 / 2027

## Modular for Meeting Spaces

Project No. 27-03

El Dorado Transit is growing each year with FTE. With the current approved FTE for FY 26-27, an additional office is required to accommodate the reclassification of the Safety & Training Supervisor. El Dorado Transit transitioned the small conference room into the new office but by doing so, we now have a need for more meeting spaces to accommodate meetings and training.

Transit staff are looking to add a modular (approximately 12' x 40' long with a wall so there will be two additional meeting spaces available) to the west side of the administration building. The cost summary includes the preparation work (clearing of trees, running electricity, leveling the cement), the price to purchase the modular, and additional work to make sure the modular has ADA compliance modifications (ramp, etc).

This is a short-term solution that we are hoping to utilize for the next 5 years until funding can be secured in order to add more space to the current administration building structure.

### *COST SUMMARY (ESTIMATE)*

### Proposed Budget

Preparation Work	<b>\$200,000</b>
Modular	<b>\$150,000</b>
ADA Compliance Modifications	<b>\$ 50,000</b>
Finishing & Furnishing	<b>\$ 50,000</b>
Contingency	<b><u>\$ 50,000</u></b>
<i>Total Project Estimate</i>	<b><i>\$500,000</i></b>

### *FUNDING SOURCES*

Transportation Development Act (TDA)	<b><u>\$500,000</u></b>
<i>Total Revenue</i>	<b><i>\$500,000</i></b>

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2026 / 2027	Pending	FY 2026 / 2027

## **TripSpark Streets Software and Hardware Purchase**

Project No. 27-04

El Dorado Transit currently utilizes old and outdated software to support its fixed-route transit operations. Updates and improvements are no longer offered, and this is affecting data collection and ridership accuracy, which is critical for agency reporting. As part of ongoing efforts to improve operational efficiency, data accuracy, and rider experience, El Dorado Transit is proposing utilizing TripSpark Streets software for fixed-route service.

Improvements would include upgraded software functionality, optimized route and schedule management tools, enhanced real-time data integration, improved reporting and analytics capabilities, and ensuring compatibility with current and future technological needs. The project is intended to streamline transit operations, improve service reliability, and provide more accurate and accessible information for both staff and passengers.

### *COST SUMMARY (ESTIMATE)*

### Proposed Budget

Core Components	<b>\$336,327</b>
Optional In-Vehicle Add-Ons	<b>\$169,851</b>
Optional Back Office Add-Ons	<b>\$ 67,977</b>
Proprietary Use Software Maintenance (Year 1)	<b>\$ 4,711</b>
Software Maintenance (Year 1)	<b>\$ 62,658</b>
Yearly Hosting Fees ( 3 Years)	<b>\$ 32,250</b>
Contingency	<b><u>\$101,066</u></b>
<i>Total Project Estimate</i>	<b><i>\$774,840</i></b>

### *FUNDING SOURCES*

Section 5339 – Capital FY2024	<b>\$118,929</b>
Section 5339 – Capital FY2025	<b>\$315,788</b>
Transportation Development Act (TDA)	<b><u>\$340,123</u></b>
<i>Total Revenue</i>	<b><i>\$774,840</i></b>

<b>Proposed into CIP</b>	<b>Status</b>	<b>Estimated Completion Date</b>
FY 2026 / 2027	Pending	FY 2026 / 2027

**El Dorado County Transit Authority  
Proposed Final Capital Improvement Plan Budget FY 2026/27**

Status	CIP Project Number	Project Description	Fiscal Year Completion Estimate	Project Budget (Adopted)	Previous Years Expenditures	STA	FTA Section 5307	FTA Section 5339	LCTOP	ZETCP	TIRCP	SB1 / SGR	Unfunded
						\$12,892,692 <i>Based off of FY24/25 Audited Financial Statements</i>	\$300,000	\$2,475,738	\$1,441,992 <i>Grants + Interest</i>	\$797,880 <i>Balance as of 12/31/2025</i>	\$9,485,833 <i>Balance as of 12/31/2025</i>	\$1,273,610 <i>Grants + Interest</i>	
ACTIVE	22-02	El Dorado Hills Park & Ride Improvements	2027/28	\$2,800,000	\$0	\$1,789,448	\$300,000	\$710,552					\$0
ACTIVE	22-03	Zero Emission Vehicles and Infrastructure	2027/28	\$3,486,184	\$137,500	\$250,000		\$935,000	\$1,441,992	\$721,692			\$0
ACTIVE	23-02	Bus Parking Lot Rehabilitation	2026/27	\$1,411,300	\$112,500	\$25,190						\$1,273,610	\$0
ACTIVE	24-02	Passenger Security Surveillance & Lighting	2026/27	\$451,000	\$239,813	\$211,187							\$0
ACTIVE	25-03	Cambridge Road Park and Ride Improvements	2027/28	\$950,000	\$0	\$950,000							\$0
FUNDED	25-04	Placerville Station Upgrades	2027/28	\$55,000	\$0	\$55,000							\$0
ACTIVE	25-06	Vehicle Replacement - Demand Response/Micro-Transit	2026/27	\$663,262	\$0	\$267,793		\$395,469					\$0
FUNDED	27-01	Administration / Maintenance Facility Equipment	2026/27	\$50,000	\$0	\$50,000							\$0
FUNDED	27-02	Bus Stop Improvements, Maintenance and Repairs	2026/27	\$50,000	\$0	\$50,000							\$0
FUNDED	27-03	Modular for Meeting Spaces	2026/27	\$500,000	\$0	\$500,000							\$0
FUNDED	27-04	TripSpark Streets Software and Hardware Purchase	2026/27	\$774,840	\$0	\$340,123		\$434,717					\$0
<b>Project Totals</b>				\$11,191,586	\$489,813	\$4,488,741	\$300,000	\$2,475,738	\$1,441,992	\$721,692	\$0	\$1,273,610	<b>\$0</b>
<b>Remaining Funds Available</b>						\$8,403,951	\$0	\$0	\$0	\$76,188	\$9,485,833	\$0	

**Project Status:** In Progress Funded Unfunded