



2026 Regional Transportation Improvement Program (RTIP)

November 6, 2025

Prepared by: El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667
(530) 642-5260
www.edctc.org

INSERT COVER LETTER

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The 2026 Regional Transportation Improvement Program (RTIP) for El Dorado County covering FY 2026/27 through FY 2030/31 was prepared by the El Dorado County Transportation Commission (EDCTC). On August 14, 2025, the California Transportation Commission (CTC) approved the 2026 STIP Fund Estimate, which included an estimate of county and interregional shares across the state. Based on the fund estimate, EDCTC's estimated STIP share at the end of the five-year 2026 STIP in FY 2030/31 EDCTC's includes the \$31,427,500 advance from the 2024 STIP.

For the 2024 STIP, in accordance with Streets and Highways Code Section 188.8(j), an advance was requested. EDCTC was fortunate to have the CTC's approval to advance more than its formula share of RTIP funds. Therefore, EDCTC's STIP share was advanced to FY 2031/32 for a STIP programming capacity of \$31,427,500 to program STIP funding to several projects in the region. In 2024, EDCTC programmed the following projects with RTIP funds:

- Program \$14,930,000 of 2024 STIP funds to the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- Program \$12,497,500 of 2024 STIP funds to the US 50 Ponderosa Interchange Phase 1A, North Shingle
- Program \$4,000,000 of 2024 STIP funds to the Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

For the 2026 STIP, EDCTC supports maintaining the existing programming levels for the following projects:

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

No additional funding is being requested, only funding previously programmed to ensure the projects remain on schedule for completion.

Programming of "Planning, Programming, and Monitoring" funds is vital to EDCTC as the funds are utilized to implement and update the Regional Transportation Plan, monitor project delivery in the region, and execute the Overall Work Program. EDCTC's 2026 RTIP includes programming of \$446,000 of Planning, Programming, and Monitoring (PPM) funds over the five years of the 2026 STIP cycle.

Section 2. General Information

- **Regional Agency Name**
El Dorado County Transportation Commission
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP):**

Regional Agency Website Link: <https://www.edctc.org>

RTIP document link: <https://www.edctc.org/draft-2026-regional-transportation-improvement-program-rtip>

RTP link: <https://www.edctc.org/files/2859e4e3f/RTP+2040.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Woodrow Deloria
Title Executive Director
Email wdeloria@edctc.org
Telephone 530-642-5260

- **RTIP Manager Staff Contact Information**

Name Shannon Thaggard
Title Associate Transportation Planner
Address 2828 Easy Street, Suite 1
City/State Placerville, CA
Zip Code 95667
Email sthaggard@edctc.org
Telephone 530-642-5260

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali
Title Chief, Division of Financial Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov
Telephone 916-216-2630

- **California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero
Title Assistant Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-707-1388

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of multi-modal transportation investments that a region plans to deliver with State and Federal funding programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP

is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-year period. The RTP is fiscally constrained based on all reasonably anticipated funding, including federal, state and local sources. Updated every 5 years, EDCTC develops each RTP through an extensive public participation process in the region that reflects the unique mobility, sustainability, and air quality needs of El Dorado County.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The primary planning document guiding transportation investment priorities, and ultimately delivery, is the RTP, updated by EDCTC every five years in collaboration with partners and stakeholders. The RTP illustrates the regional transportation goals, objectives, policies, and performance measures within a fiscally constrained framework of short- term and long-term transportation investments. EDCTC staff works closely with the City of Placerville, El Dorado County, El Dorado Transit Authority, Shingle Springs Band of Miwok Indians, Caltrans, the El Dorado County Air District, Public Health, and the Sacramento Area Council of Governments (SACOG) in the development of the RTP. EDCTC also utilizes an RTP Advisory Committee that includes representatives from the agritourism industry, transit advisory group, local police and fire, building industry, youth, Chambers of Commerce, Cameron Park and El Dorado Hills CSD's, El Dorado County Taxpayers Association, Department of Education, Tahoe Transportation District, Tahoe Regional Planning Agency, airports, pedestrian and bicycle advocates, elderly and disadvantaged, El Dorado Community Foundation, County Parks and Trails, and the trucking industry. In preparation for each RTIP cycle, EDCTC collaborates with these partner agencies and stakeholder groups to do the outreach necessary to prioritize and select projects included within the RTP for consideration in the RTIP. The effort includes numerous public hearings held during RTP updates, public meetings held during the development of a project selected for the RTIP, as well as the public forum held during the Draft 2026 RTIP presentation to the EDCTC Board and the Public Hearing held during the adoption of the Final 2026 RTIP by the EDCTC Board. It often takes many years to develop a project from the conceptual planning phase to delivery. Therefore, many projects included in EDCTC's previous and current RTIP have been part of an ongoing planning process as outlined above, sometimes dating back over multiple RTP cycles.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

In its 2022 RTIP, EDCTC requested \$874,084 of state-only COVID Relief STIP funding for the US 50 / El Dorado Hills Boulevard Interchange Improvements Phase 2B. The requested funding was subsequently programmed to the project by the CTC in the 2022 STIP. The funding was programmed to complete environmental documentation and PS&E to position the project to be ready for construction funding in the 2024 RTIP. CEQA was completed in May of 2025. NEPA is scheduled to be approved by November 2025, which is being completed as a revalidation of the previous EIR for the project area. PS&E (100% design) will be completed by April 2026 and the project is scheduled to be Ready to List (RTL) in fall 2026.

Project Name and Location	Description	Summary of Improvements/Benefits
US 50/EI Dorado Hills Boulevard Interchange Improvements Phase 2B	The project improves the eastbound US Highway 50 on and off-ramps and widens Latrobe Road and EI Dorado Hills Boulevard.	On US Route 50 in EI Dorado Hills from PM 0.7 to PM 1.1. Construct the remaining ultimate improvements to the eastbound on and off-ramps at the EI Dorado Hills Blvd./ Latrobe Road Interchange.

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
Caltrans Presents draft Fund Estimate	June 26-27, 2025
CTC presents draft STIP Guidelines	June 26-27, 2025
STIP Guidelines and Fund Estimate workshop	July 22, 2025
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State highway needs	September 15, 2025
EDCTC Technical Advisory Committee Review Draft 2026 RTIP	September 22, 2025
EDCTC Provides Overview of Draft 2026 RTIP	October 2, 2025
Caltrans submits draft ITIP	October 15, 2025
EDCTC Technical Advisory Committee Review Final 2026 RTIP	October 27, 2025
CTC ITIP hearing, North	October 30, 2025
EDCTC Adopts 2026 RTIP	November 6, 2025
CTC ITIP hearing, South	November 7, 2025
Regions submit RTIPs	December 15, 2025
Caltrans submits final ITIP	December 15, 2025
CTC STIP hearing, North	January 28, 2026
CTC STIP hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC adopts STIP	March 19-20, 2026

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

The following sections describe community engagement conducted during the Regional Transportation Plan, the development of all three projects included in EDCTC's 2024 RTIP, and community engagement conducted for the 2026 RTIP.

2026 RTIP Community Engagement: EDCTC followed the same process outlined in the historical RTIP process discussed in Section 3.B of this template. The three projects included in the 2026 RTIP were vetted through a public and stakeholder process. The projects were prioritized and selected through the EDCTC Technical Advisory Committee, public and stakeholder input, and agency consultation, including with Caltrans. The 2010, 2015, and 2020 RTP's contain all three projects and involved the City of Placerville, El Dorado County, El Dorado Transit, Shingle Springs Band of Miwok Indians, Caltrans, the Air District, El Dorado County Public Health, and SACOG in outreach efforts that informed the development of the 2026 RTIP. EDCTC also utilizes an RTP Advisory Committee that includes representatives from the agritourism industry, transit advisory group, police and fire, building, youth, education, airports, Chamber of Commerce, Cameron Park CSD, El Dorado Hills CSD, County Taxpayers Association, Tahoe Transportation District, Tahoe Metropolitan Planning Organization, pedestrian and bicycle advocates, S.A.G.E., El Dorado County Senior Services, El Dorado Community Foundation, County Parks and Trails, and the trucking industry.

In preparation for each RTIP cycle, EDCTC staff reaches out to partner agencies and groups involved in the RTP Advisory Committee to prioritize projects included in the current 2024 RTIP for consideration in the 2026 RTIP. This effort has included numerous public hearings held during RTP update as well as public forum during Draft 2026 RTIP presentation to the EDCTC Board. EDCTC staff worked very closely with Caltrans, the City of Placerville, and El Dorado County staff to prioritize and select the 2026 RTIP projects for consideration by the public and approval of the EDCTC Board.

Once implemented, the collective operational benefits of the three projects in EDCTC's 2026 RTIP include improved freeway access and enhanced goods movement along the US 50 corridor in El Dorado County, reduced freeway and interchange congestion, enhanced safety and traffic operations at all three interchanges, improved local business access in proximity to all three projects, improved bicycle and pedestrian access through all three interchanges, improved transit access to and from US 50, improved travel time reliability, reduced GHG emissions due to reduced congestion at all three interchanges and the provision of new and improved bicycle and pedestrian facilities and access to transit, and enhanced climate adaptation, resiliency, and evacuation preparedness.

Potential negative impacts of the three projects include: construction activities resulting in short-term construction vehicle, reactive organic gas and fugitive dust emissions that could affect local air quality. To mitigate that impact contractors will implement dust control measures and construction vehicle emission reduction strategies during construction; visual quality in the project areas could be impacted through increased pavement and the removal of trees, including oak woodlands, which could be mitigated through traffic control measures and payment into Oak Woodland Mitigation funds and avoidance of visual impacts or other measures. The mitigation measures listed above were developed during community engagement during environmental documentation for each of the three projects.

RTP 2020-2040 Community Engagement: The El Dorado County Transportation Commission is the RTPA for El Dorado County, except for that portion of the County within the Tahoe Basin, which is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). One of the fundamental responsibilities which results from this designation is the preparation of the County's Regional Transportation Plan (RTP). Development of the 2020-2040 RTP involved a wide range of interested parties, including the business community, community groups including disadvantaged communities, walking and bicycling representatives, public health departments and public health non-governmental organizations, environmental organizations, the Native American community, neighboring RTPAs, and the general public through a proactive public participation process. It also included public participation and input from the following EDCTC advisory committees: RTP Advisory Committee that included representatives from local jurisdictions, communities, transit operators, tribal governments, bicycle groups, pedestrian advocates, environmental groups, and social service agencies; Policy Advisory Team provided input to the EDCTC Executive Director and Board on policy-level issues related to financing, land use, and intergovernmental cooperation; Technical Advisory Committee made up of EDCTC's regional agency planning partners to provide technical assistance on identification of projects; Social Services Transportation Advisory Council provided input from a diverse group of persons representing senior, disabled, and limited means populations, as well as commuters; Active Transportation Stakeholder Advisory Committee provided input on bicycle and pedestrian issues with a focus on improving Active Transportation throughout El Dorado County as well as improving access and safety for bicyclists; and consultation with the Shingle Springs Rancheria, located in El Dorado County and home to the Shingle Springs Band of Miwok Indians. The 2020-2040 RTP also actively encouraged public comment at publicly noticed RTP workshops and at the noticed public hearing that took place prior to the adoption of the RTP by the EDCTC Board. During outreach for the 2020-2040 RTP, the following comments and concerns about transportation in El Dorado County were almost unanimously raised: Congestion on US 50, congestion at US 50 interchanges, including the El Dorado Hills Boulevard Interchange and Ponderosa Road Interchange, the fact that the El Dorado Hills Interchange is a barrier to pedestrians and bicyclists, weekend congestion due to fall agritourism traffic, the need to increase safety and mobility for all users of the transportation system, and the need to reduce emissions due to congestion.

US 50/ El Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B Community Engagement: Community engagement for the El Dorado Hills Boulevard Interchange extends back almost thirty years, beginning with the development of the overall Project Report that started in 1995 and was approved in June 2000. Community engagement efforts for the Project Report included public meetings on October 24, 1995, December 12, 1995, and January 1, 1997. Community engagement continued during the development of the 1999 Draft EIR and the 2000 Final EIR with most of the community comments coming from residents and businesses located along Saratoga Way in the northwest quadrant of the overall project, which is on the opposite side of the interchange from the Phase 2B project proposed for 2026 STIP funding. The community expressed concerns about visual and noise impacts in the northwest quadrant, and those impacts were mitigated by construction of a sound barrier along the southern and eastern property lines of the residences located in the northwest quadrant of

the interchange. In a subsequent addendum to the EIR, the overall interchange project was phased, with replacement of the overcrossing bridge and ramp and intersection improvements of the northwest, northeast, and southwest quadrants completed in the first phases of the project, leaving the current Phase 2B project as the final phase to construct the remaining eastbound on- and off-ramp improvements to complete the ultimate interchange project defined in the Final EIR. Potential negative impacts of Phase 2B identified in the EIR and their mitigation measures include: Impact 4.1: Exposure of residents to noise from project construction with the mitigation measure of employing noise-reduction construction measures; Impact 11.2: Loss of perennial drainages and wildlife habitat with the mitigation measure avoiding disturbance of drainages and wetland and riparian vegetation and minimizing impacts to perennial drainages; and the impact of the temporary generation of emissions from construction of the project with the mitigation measure to reduce to less than significant after compliance with El Dorado County's construction measures. The mitigation measures were developed in cooperation with the community and in response to comments during development of the Draft and Final EIR. Project benefits include improved freeway access and enhanced goods movement along the US 50 corridor and the Sacramento region, reduced freeway and interchange congestion, enhanced safety and traffic operations, improved local business access along El Dorado Hills Boulevard and Latrobe Road, improved bicycle and pedestrian access through the US 50/El Dorado Hills-Latrobe Road Interchange, and improved transit access to and from US 50. The community most recently had opportunities to provide comment on Phase 2B at the October 2, 2025, EDCTC Board meeting to review the Draft 2026 RTIP, during the noticed Public Hearing at the November 6, 2025, EDCTC Board meeting to approve the 2026 RTIP, and at the December 13, 2023 and March 12, 2025, El Dorado Hills Area Planning Advisory Committee (APAC) meetings where El Dorado County Department of Transportation presented the project to the APAC committee and public for their review.

US 50 / Ponderosa Interchange Operational Improvements Project Phase 1A Community

Engagement: The US 50 / Ponderosa Road/South Shingle Springs Interchange Improvements Project is planned to be broken into three phases, with the US 50 / Ponderosa Interchange Phase 1A project being one of the first two phases (the US 50/Ponderosa Interchange Phase 1B project will be delivered at the same time using El Dorado County Traffic Impact Fee funds). The final phase involves widening the bridge over U.S. 50, and all three phases include improving bicycle and pedestrian facilities and access to transit on the north and south sides of the interchange. To date, the principal community engagement has taken place during environmental documentation, which included opportunities for public comment at several project presentations at the El Dorado County Board of Supervisors, at two public workshops on Wednesday, June 18, 2008, from 3:00 pm to 4:30 pm and a second from 5:00 pm to 7:00 pm, and at another public workshop on February 15, 2018, from 6:30 pm to 7:30 pm. Based on the master list of responses compiled from those meetings, many community comments expressed concern regarding access to the businesses in the project footprint. To address those concerns, El Dorado County Department of Transportation is working to revise the project to provide any necessary turning movements for both access and egress to businesses in the project footprint. Several other comments expressed concern regarding traffic congestion, circulation, and safe access and egress to businesses, residences, and other facilities within the overall project

footprint. Phase 1A will address those concerns by reducing congestion and improving safety and operations on North Shingle Road, Ponderosa Road, and on the westbound US 50 on-ramp. Individual comments about specific businesses and residences have been noted by county staff and further detailed analysis of access at those locations will be included in the final design process. Potential negative impacts include construction could temporarily impact traffic, could reduce visual quality in the project area through increased pavement and the removal of trees, could have short-term construction impacts to air quality, and impacts to oak woodlands in the project area. The loss of oak woodlands would be mitigated by payment into the County's Oak Woodland Mitigation fund, traffic control and mitigation measures would ensure that construction would not significantly impact traffic, and visual impacts could be mitigated by avoidance, minimization, and/or other mitigation measures. Project benefits include substantial present and future improvement in traffic operations and safety, reduced existing and future congestion resulting in a reduction of GHG emissions, significantly improved bicycle and pedestrian facilities, upgraded transit facilities providing improved transit access to and from US 50, and the project would not cause an adverse effect on any disadvantaged or low-income populations, improves travel time reliability and access to businesses, residences, and major destinations, including Ponderosa High School. The community will have at least two more opportunities to provide comments in the near future, first at the October 2, 2025, EDCTC Board meeting to review the Draft 2026 RTIP and then during the noticed Public Hearing at the November 6, 2025, EDCTC Board meeting to approve the 2026 RTIP. Additional opportunities for community engagement will follow as the Phase 1A project moves forward through PA&ED and PS&E.

Western Placerville Interchanges Operational Improvements Project Phase 2.3

Community Engagement: Community engagement for the Western Placerville Interchanges (WPI) Phase 2.3 project began in the early 2000's as part of overall WPI Project Report (PR) and the three public meetings that were held during development of the PR on January 7, 2004, June 29, 2005, and October 21, 2005. Comments included locating WPI Phase 2.3 approximately 300 feet further west, but potential community impacts including roadway and driveway closures as well as geometric difficulties made that option infeasible. Additional community engagement accompanied the WPI Final EIR, with comments showing strong support for bicycle and pedestrian facilities through the entire Ray Lawyer Drive Interchange, including WPI Phases 2, 2.2, and 2.3 projects. The WPI Phase 2 project completed the eastbound US 50/Ray Lawyer Drive off-ramp and a new 150 space park-and-ride lot in 2019 and responded to the community's comments by replacing the existing Class III facility on Forni Road on the south side of the interchange with a barrier separated Class I bike path along Forni Road that closed the gap and connected two segments of the Class I El Dorado Trail, providing a direct bicycle and pedestrian connection to Main Street Placerville to the east and the town of El Dorado to the southwest. WPI Phase 2.2 constructed the eastbound US 50/Ray Lawyer Drive on-ramp and continued the improvements to the bicycle and pedestrian facilities at the interchange. Phase 2.3 will construct the westbound US 50/Ray Lawyer Drive off-ramp, including completing improvements to the bicycle and pedestrian facilities on the north side of the interchange, as it is expected that consideration of bicycle and pedestrian facilities will be a key community comment given the positive community response to the Class I trail constructed

as part of WPI Phase 2. WPI Phase 2.3 project benefits will include improved operations and safety on US 50 and at the Ray Lawyer Drive Interchange under long-term cumulative conditions, improved access to local business access along Ray Lawyer Drive and Placerville Drive, new multimodal improvements with the development of bicycle and pedestrian facilities and improved transit access to the new 150 space park-and-ride lot, and enhanced emergency response times, particularly when the City's new Public Safety Building that will co-house City Police and County Fire is constructed off of Ray Lawyer Drive within a quarter of a mile of the WPI Phase 2.3 project. And instead of disrupting community cohesion, the project will enhance community connectivity by providing multimodal access to desired destinations including the county government center, public library, local skate part, shopping, and affordable housing developments on Ray Lawyer Drive. Potential negative impacts and their mitigation measures include construction activities resulting in short-term construction vehicle, reactive organic gas and fugitive dust emissions that could affect local air quality. To mitigate that impact the City's contractors will implement dust control measures and construction vehicle emission reduction strategies during construction. Construction activities would require the removal of interior live oak habitat protected by the City of Placerville. To mitigate that the City shall avoid construction activities in the vicinity of interior live oak habitat, where feasible; however, where infeasible, the City shall replace oak trees at a 3:1 replacement-to-loss ratio. In the near term, the community will have at least two more opportunities to provide comment, first at the October 2, 2025, EDCTC Board meeting to review the Draft 2026 RTIP and then during the noticed Public Hearing at the November 6, 2025, EDCTC Board meeting to approve the 2026 RTIP. Once the WPI Phase 2.3 project begins environmental documentation, formal community engagement will begin with public meetings and noticed opportunities for public comment.

C. Consultation with Caltrans District (Required per Section 20)

Insert the Caltrans District Number in the text field below.

Caltrans District: 3

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

Caltrans serves as a partner member of the EDCTC Technical Advisory Committee which was involved in the selection of the three projects included in the EDCTC's 2026 RTIP. In addition to consultation that occurs during EDCTC's Technical Advisory Committee meetings, EDCTC has worked directly with Caltrans District 3 staff during the development of every RTIP, including the 2026 RTIP.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

EDCTC's county share per the STIP Fund Estimate at the end of the five-year 2026 STIP in FY 2030/31 includes the \$31,428,000 advance from the 2024 STIP and EDCTC's PPM Limitation of 5% is \$446,000 from FY 2026/27 through FY 2030/31.

For the 2024 STIP, in accordance with Streets and Highways Code Section 188.8(j), an advance was requested. EDCTC was fortunate to have the CTC's approval to advance more than its formula share of RTIP funds. Therefore, EDCTC's STIP share was advanced to FY 2031/32 for a STIP programming capacity of \$31,427,500 to program STIP funding to several projects in the region. The following projects were programmed in 2024 with RTIP funds:

- Program \$14,930,000 of 2024 STIP funds to the El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- Program \$12,497,500 of 2024 STIP funds to the US 50 Ponderosa Interchange Phase 1A, North Shingle
- Program \$4,000,000 of 2024 STIP funds to the Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

For the 2026 STIP, EDCTC supports maintaining the existing programming levels for the following projects:

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

Project Name and Location	Project Description	Requested RIP Amount
1. US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B	The project improves the eastbound US Highway 50 on- and off-ramps, widens EI Dorado Hills Boulevard/Latrobe Road, and improves bicycle and pedestrian access.	\$14,930,000
2. US 50 Ponderosa Interchange Operational Improvements Project Phase 1A	Includes realignment of about ¼ mile of North Shingle Road, realignment of the westbound off-ramp, the potential realignment of the westbound on-ramp loop and improves bicycle and pedestrian access.	\$12,497,500
3. Western Placerville Interchanges Operational Improvements Project Phase 2.3	Constructs the westbound US Highway 50 off-ramp to Ray Lawyer Drive and improves bicycle and pedestrian access.	\$4,000,000
Planning, Programming, and Monitoring (PPM)	EDCTC utilizes Planning, Programming, and Monitoring (PPM) funds for work elements that support EDCTC's Overall Work Program (OWP).	5% PPM Limitation of \$446,000 from FY 2026-27 through FY 2030-31)

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

US 50/EI Dorado Hill Boulevard Interchange Operational Improvements – Phase 2B: Fund Source 1 is \$874,084 of state-only 2022 Covid Relief STIP funds programmed for PS&E. Fund Source 2 is \$4,576,132 of Traffic Impact Fee (TIF) - Zone C funds. **US 50/Ponderosa Rd. Interchange Operational Improvements Phase 1A:** \$250,000 in STBG programmed by EDCTC. Fund Source 1 is \$7,534,584 of TIF Zone - Hwy 50 funds. The EI Dorado County Board of Supervisors updated the TIF Program by Ordinance No. 5144 adopted on August 31, 2021. **Western Placerville Interchanges Operational Improvements Phase 2.3 Westbound Off-Ramp:** The RTIP proposes to fully fund pre-construction phases - PA&ED, PS&E, and ROW with STIP funds. Construction is currently unfunded, but the City of Placerville intends to fund construction of the project with future STIP funds combined with local funds and potential grant funds including STBG, CMAQ, and other available state and federal grants. None of the RTIP projects will require Commission approval for non-proportional spending.

Proposed 2026 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Phase 2B	\$14,930,000			\$874,084	\$4,576,132		\$20,380,216
US 50/Ponderosa Road Interchange Operational Improvements Phase 1A North Shingle Realignment	\$12,497,500		\$250,000	\$7,534,584			\$20,282,084
Western Placerville Interchanges Operational Improvements Phase 2.3 Westbound Off-Ramp	\$4,000,000						\$4,000,000
Planning, Programming, and Monitoring (PPM)	\$446,000						\$446,000
Totals	\$31,873,500		\$250,000	\$8,408,668	\$4,576,132		\$44,662,746

Notes: The \$4,000,000 in STIP funds for Western Placerville Interchanges Operational Improvements Phase 2.3 will fully fund PA/ED, R/W, and PS&E phases of the project while construction is currently unfunded. The Western Placerville Interchanges Operational Improvements Phase 2.3 draft environmental document (CEQA) is scheduled to be circulated in FY 2027-28. On November 14, 2023, the EI Dorado County Board of Supervisors approved TIF funds for project delivery costs for the US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Phase 2B and US 50 / Ponderosa Interchange Operational Improvements Phase 1A projects, as well as TIF to be combined with STIP funds for construction costs on both projects.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

No ITIP funding was requested.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

In addition to the US 50/EI Dorado Hills Boulevard Interchange Improvement Project Phase 2B project, US 50 Ponderosa Interchange Phase 1A, and Western Placerville Interchanges Phase 2.3, EDCTC and its regional partners agree that the following projects are the most significant interregional highway needs within the region: US 50 through Placerville, including elevated and/or managed facilities, US 50 Ponderosa Interchange Phase 1B, and the US 50/Cameron Park Drive Interchange Improvements.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

The US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Project – Phase 2B (PM 0.85) is in relatively close proximity to the US 50/Silva Valley Parkway Interchange – Phase 2 project (PM 1.82) and the US 50/Bass Lake Road Interchange Improvements – Phase 1 project (PM 3.2). Since construction is not scheduled to begin on either of those projects until 2031 at the earliest, the US 50/EI Dorado Hills Boulevard Interchange Operational Improvements Project – Phase 2B's impact on those two projects will be better understood using data and analysis available in the future.

The US 50/Ponderosa Interchange Operational Improvements Phase 1A is relatively close to the US 50/Cameron Park Drive Interchange Improvements Project (PM 6.58). Since construction is not scheduled to begin on that project until between FY 33-34 and FY 42-43, the US 50/Ponderosa Interchange Operational Improvements Phase 1A project's impacts on that project will be better understood using data and analysis available in the future.

The Western Placerville Interchange Operational Improvements Phase 2.3 project (PM 16.52) is close to the US 50/Placerville Drive Interchange (PM 15.82) that is the Western Placerville Interchanges Phase 3 project that will construct the remainder of the Western Placerville Interchanges project that includes the US 50/Placerville Drive Interchange. While design, right-of-way, and construction of Western Placerville Interchanges Phase 3 are currently unfunded, the Western Placerville Interchanges Operational Improvements Phase 2.3 project will provide benefits to the existing US 50/Placerville Drive Interchange by reducing congestion and improve operations and safety at the interchange by allowing westbound US 50 traffic to exit the westbound US 50 off-ramp at Ray Lawyer Drive to access the El Dorado County Government Center, Main County Library, the City of Placerville's new joint Police and Fire Public Safety Building, and other goods and services along Ray Lawyer Drive, Fair Lane, and Placerville Drive. The Western Placerville Interchange Operational Improvements Phase 2.3 project will also complete the bicycle and pedestrian facilities planned at the Ray Lawyer Drive Interchange, thus removing the barrier to multi-modal access presented by the US 50/Placerville Drive Interchanges' lack of dedicated bicycle facilities and modern pedestrian facilities by providing bicyclists and pedestrians with safer and more efficient access to a nearby transit park and ride lot, the nine-mile length of the El Dorado Trail, and the new Class 4 bikeway and pedestrian facilities slated for construction along Placerville Drive.

The PPM project will utilize STIP PPM to implement EDCTC's OWP which includes Work Elements for the development of plans and studies for multi-modal transportation projects and supporting similar efforts conducted by EDCTC's local agency partners.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highway to boulevards conversion pilot program (see section 24G).

Currently, there are no state routes within the region that might be potential candidates for a highway to boulevards conversion pilot program.

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

EDCTC's 2026 RTIP's three projects include the following complete streets considerations:

US 50 / El Dorado Hills Boulevard Interchange Operational Improvements Phase 2B:
Project is completing final design of the bicycle and pedestrian improvements to be included with the project. The project plans to construct a Class I facility that would travel beneath the US 50 undercrossing and along the east side of Latrobe Road and El Dorado Hills Boulevard

between Town Center Boulevard and Saratoga Way/Park Drive. Due to vehicle speeds above 35 miles per hour, the project intends to include barrier separation between the roadway and the Class I facility. The County is currently coordinating with Caltrans on a stress level analysis to inform the ultimate design, logical termini, necessary way finding signage, and to confirm the proposal's consistency with the El Dorado County Active Transportation Plan. The project's improvements to the eastbound on- and offramps will also improve access to El Dorado Transit's park-and-ride lot in El Dorado Hills.

US 50 / Ponderosa Interchange Operational Improvements Phase 1A: Project is planned to include complete streets elements that will improve bicycle and pedestrian access through the interchange as well as improving El Dorado Transit's access to its park-and-ride lot on the north side of the interchange.

Western Placerville Interchanges Operational Improvements Phase 2.3: Project will complete the final improvements to the Ray Lawyer Drive interchange which will include construction of the westbound US 50/Ray Lawyer Driver off-ramp and the completion of bicycle and pedestrian facilities that connect to the existing Class I bike path of the El Dorado Trail on the south side of the interchange and the Class 2 facility on Ray Lawyer Drive on the north side of the interchange. The new westbound off-ramp will also improve El Dorado Transit's access to the new 150 space park-and-ride lot that was constructed as part of the Western Placerville Interchanges Phase 2 project completed in 2019.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

Regions outside an MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside an MPO (or a small MPO) may request, and Caltrans shall provide data on these measures relative to the state transportation system in that region.

As an alternative, a region outside an MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans

ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

EDCTC's 2026 RTIP is effective in addressing and achieving the goals of the region's 2020-2040 RTP. The first goal of the 2020-2040 RTP is integrating land use and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, and preserves the environment. EDCTC's RTIP includes three interchange operational improvement projects on US 50 that advance that goal by responding to current and projected regional and local traffic operations on US 50 and the local roadway system to provide the transportation system needed to meet the needs of current and future users, enhance the economy by improving operations, travel time reliability, and the accessibility of commercial corridors and businesses, and protects the environment by reducing congestion and GHG emissions by providing mobility advancements that combat climate change and enhance climate resiliency and adaptation. The RTIP also advances the RTP goal of optimizing the regionally significant roadway system by supporting increased throughput on US 50 and the local roadway network to facilitate evacuation preparedness, improve safety and operations at each of the three interchanges, and improve multi-modal mobility by improving the existing bicycle and pedestrian facilities. The RTIP addresses the RTP goal of promoting public transit by enhancing access for transit buses and transit users park-and-ride lots located near each interchange, and by increasing travel time reliability which leads to better on-time transit performance. As a member agency within the SACOG region, EDCTC is not subject to the requirements for the development of an SCS. Consequently, EDCTC relies on the SACOG MTP/SCS to perform regional air quality conformity analysis and determination as required by SB 375.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use the following Table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside an MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

**Table B1
Evaluation – Regional Level Performance Indicators and Measures**

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (2040)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	24.6	23.3
	Percent of congested VMT (at or below 35 mph)	Total CVMT per Capita 1.56	Total CVMT per Capita 1.53
	Commute mode share (travel to work or school)	73.5% Single Vehicle 16.5% Carpool 1.4% Transit 2.2% Bike 6.4% Walk 5.4% Work at Home	69.9% Single Vehicle 16.5% Carpool 2.9% Transit 2.9% Bike 7.8% Walk 7.6% Work at Home
Infrastructure Condition	Percent of distressed state highway lane-miles	27% (US Highway 50)	TBD
	Pavement Condition Index (local streets and roads)	68	>70
	Percent of highway bridges by deck area classified in Poor condition	71%	N/A
	Percent of transit assets that have surpassed the FTA useful life period	18%	<10%
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	Unknown	Unknown
	Accessibility and on-time performance for rail and transit	Transit Demand Response 93.2%; Rural Routes 84.9%; Urban Routes 89.7%	
Safety	Fatalities and serious injuries per capita	Fatalities per 100,000 population: 12 Serious injuries per 100,000 population 39	No Specific Forecast
	Fatalities and serious injuries per VMT	Fatalities per 100 million VMT: 1.3 Serious injuries per 100 million VMT: 4.1	No Specific Forecast
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	No Change	No Change
	Mean commute travel time (to work or school)	29.1	28.1
	Farebox recovery ratio	7.6%	TBD
Environmental Sustainability	Change in acres of agricultural land	No Change	TBD
	CO ₂ emissions reduction per capita	23.2	18.9

Table B1(a)			
Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

Section 13. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The investments included in EDCTC's RTIP share many of the same Regional and Statewide benefits, including:

- Reducing congestion and improving traffic operations and system reliability by providing operational improvements that respond to current and projected regional and local traffic operations on US 50 and local roads adjacent to each project;
- Improving the region's economic vitality by enhancing mobility and goods movement on the US 50 corridor through El Dorado County and improving access to local shops, businesses, and commercial corridors associated with each interchange;
- Improved transit access on and off US 50 at each of the three interchanges;
- Improved bicycle and pedestrian access through each of the three interchanges;
- And improved air quality through mode shift, reduced congestion, and a reduction in GHG emissions.

EDCTC will utilize the PPM programmed in the 2026 RTIP to fund Work Elements in EDCTC's Overall Work Program (OWP). The OWP implements the 2020-2040 RTP which contains projects that have Regional and Statewide benefits including congestion reduction, system reliability, improved economic vitality, enhanced mobility, and improved health and safety.

EDCTC's RTIP also benefits attainment of the State's climate change and equity goals, including CAPTI and REAP, by providing operational improvements at three interchanges that will help combat and adapt to climate change and support equity in transportation. The COVID-19 pandemic had a devastating impact on transit, including El Dorado Transit, who experienced a 70% drop in ridership, mostly due to the severe drop in commuter ridership to state jobs in downtown Sacramento. While transit ridership has slowly rebounded post-pandemic, EDCTC's RTIP and its three interchange operational improvement projects on the US 50 corridor will aid transit's recovery by providing more direct access to park-and-ride facilities located near the three interchanges and by improving the on-time performance of local and commuter buses, making transit a more attractive transportation alternative. By completing the operational improvements at the three interchanges on the US 50 corridor, the RTIP will provide Regional and Statewide benefits by preparing the regional transportation system for managed lanes, tolling, bus-rapid-transit, and other VMT reducing strategies to help reduce GHG emissions and meet the State's climate change goals while adding to the region's climate adaptation, resiliency, and evacuation preparedness. The RTIP will also benefit Regional and Statewide equity goals by providing equity in transportation: providing fair access to mobility for all users of the transportation system, whether in cars, on transit, or as a bicyclist or pedestrian.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level. Table B2 is included on the next page

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	24.6	Less than 1%
	Reduce Percent of congested VMT (at or below 35 mph)	Total CVMT per Capita 1.56	Less than 1%
	Change in commute mode share (travel to work or school)	73.5% Single Vehicle 16.5% Carpool 1.4% Transit 2.2% Bike 6.4% Walk 5.4% Work at Home	Less than 1%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	27% (US Highway 50)	TBD
	Improve Pavement Condition Index (local streets and roads)	68	No change
	Reduce percent of highway bridge deck area in Poor Condition	Unknown	Unknown
	Reduce percent of transit assets that have surpassed the FTA useful life period	18%	N/A (No transit projects in RTIP)
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Unknown	Unknown
	Improve accessibility and on-time performance for rail and transit	Transit Demand Response 93.2%; Rural Routes 84.9%; Urban Routes 89.7%	TBD
Safety	Reduce fatalities and serious injuries per capita	Fatalities per 100,000 population: 12 Serious injuries per 100,000 population: 39	
	Reduce fatalities and serious injuries per VMT	Fatalities per 100 million VMT: 1.3 Serious injuries per 100 million VMT: 4.1	
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	No change	No change
	Reduce mean commute travel time (to work or school)	29.1	28.1
	Increase farebox recovery ratio	7.6%	Pending continued recovery of transit ridership post-pandemic

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures (cont.)			
Environmental Sustainability	Change in acres of agricultural land	No change	TBD
	CO ₂ emissions reduction per capita	23.2	18.9

Table B2(a)			
Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)	N/A	
Transit	Change in Total operating cost per revenue mile	N/A	
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	N/A	
	Change in Pavement Condition Index (local streets and roads)	N/A	
Safety	Change in Total accident cost per capita and VMT	N/A	
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	N/A	

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3			
Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles	N/A	
	Lane-miles rehabilitated	N/A	
	New or upgraded bicycle lane/sidewalk miles	N/A	
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges	N/A	
Transit or Intercity Rail	Additional transit service miles	N/A	
	Additional transit vehicles	N/A	
	New rail track miles	N/A	
	Rail crossing improvements	N/A	
	Station improvements	N/A	
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgraded bicycle lane/sidewalk miles	N/A	
	Operational improvements		
	New or reconstructed bridges	N/A	

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state’s most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

E. Detailed Project Information

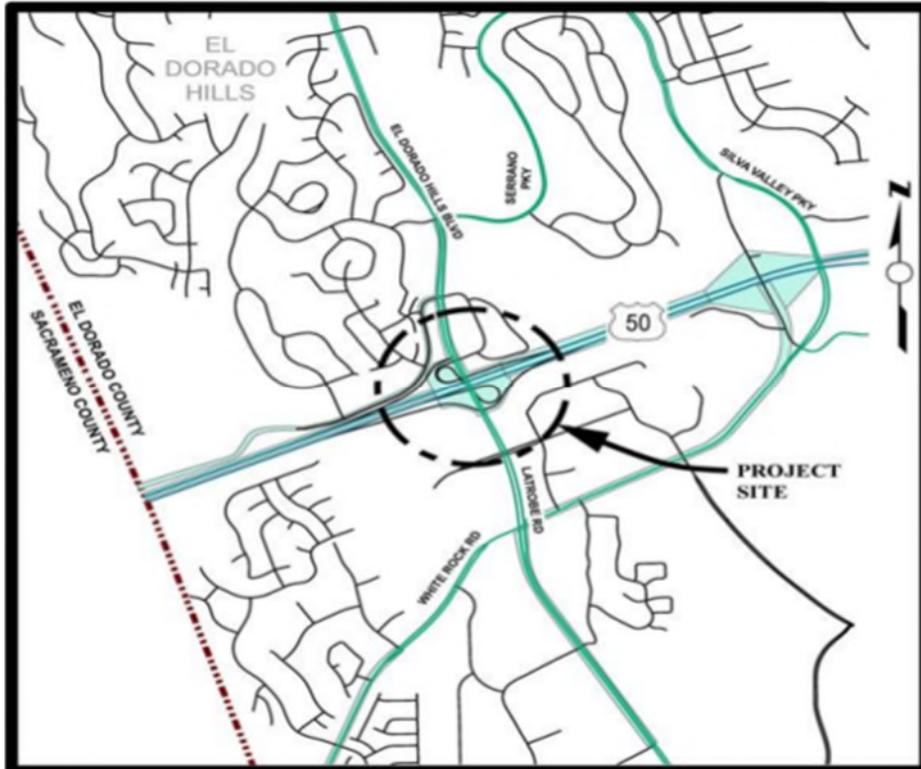
Section 16. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

US 50 / El Dorado Hills Boulevard Interchange Operational Improvements Phase 2B

On U.S. Route 50 in El Dorado Hills, from PM 0.7 to PM 1.1. Construct remaining ultimate operational improvements to the eastbound on- and off-ramps at the El Dorado Hills Boulevard / Latrobe Road Interchange. Improvements include reconstruction of the eastbound diagonal on-ramp, eastbound on-ramp auxiliary lane, the eastbound loop off-ramp, and improved bicycle and pedestrian facilities through the interchange.

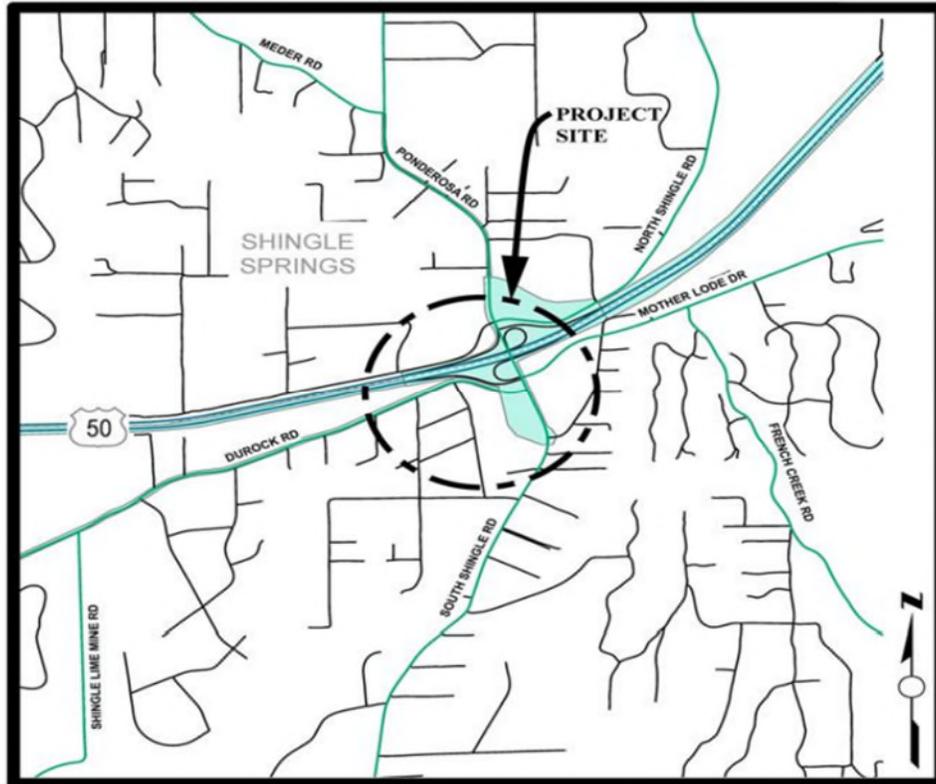
Project Map



US 50 / Ponderosa Interchange Operational Improvements Phase 1A

On U.S. Route 50 in Shingle Springs. The project includes realignment of about 1/4 mile of North Shingle Road to about 600 feet north on Ponderosa Road; realignment of the westbound off-ramp to align with Wild Chaparral Drive; potential realignment of the westbound on-ramp loop, and improved bicycle and pedestrian facilities. It is part of a larger project for the reconstruction of the US 50/Ponderosa Road/South Shingle Road interchange.

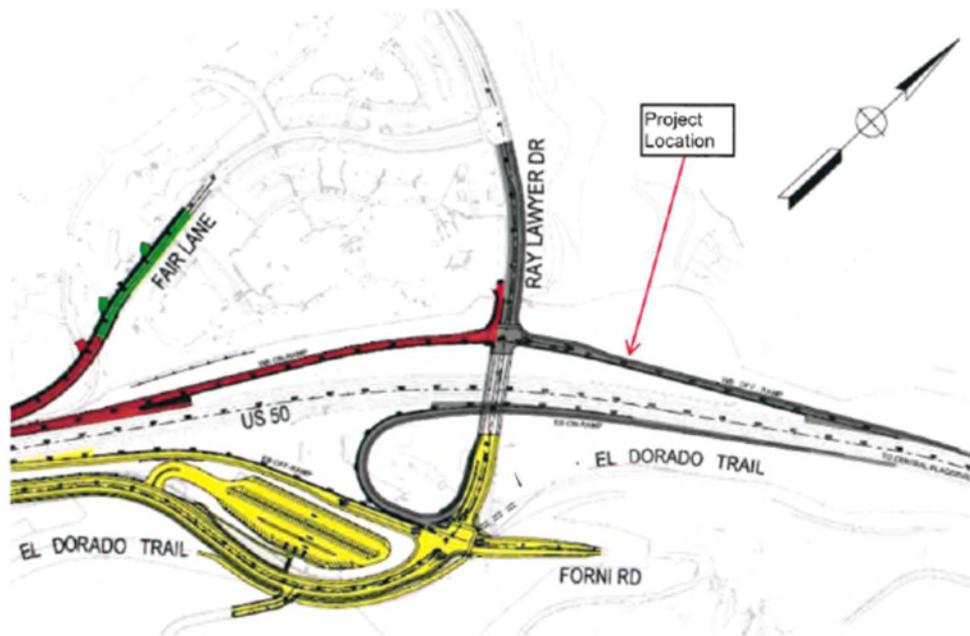
Project Map



Western Placerville Interchanges Operational Improvements Phase 2.3

On U.S. Route 50 in the City of Placerville. The project will construct the westbound US 50/Ray Lawyer Drive off-ramp, completing the remaining operational improvements to the US 50/Ray Lawyer Drive Interchange, and will improve bicycle and pedestrian facilities along Ray Lawyer Drive adjacent to the project and improve transit access to the new 150 space park-and-ride lot on Forni Road.

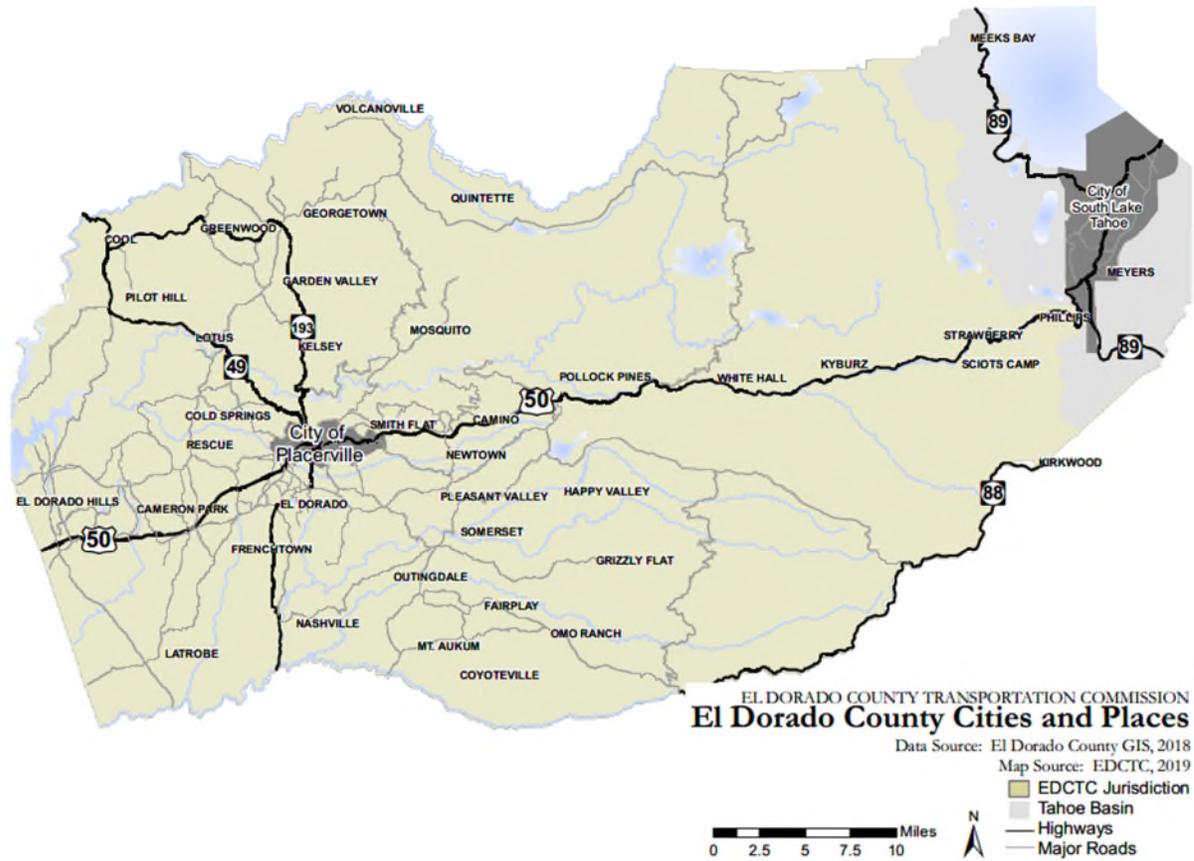
Project Map



EDCTC Planning, Programming, and Monitoring - \$446,000

Program \$108,000 for FY 2026-27, \$107,000 for FY 2027-28, \$99,000 for FY 2028-29, \$66,000 for FY 2029-30, and \$66,000 for FY 2030-31 for EDCTC Planning, Programming, and Monitoring activities.

RIP PPM Project Map



F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2026 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 19. Fact Sheet (1-2 pages). (See Section 50). The fact sheet will be posted on the Commission’s website and must comply with state and federal web accessibility laws and standards.

Section 20. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 21. Detailed Project Programming Summary Table (Optional)

Section 22. Alternative Delivery Methods (Optional)

Section 23. Additional Appendices (Optional)

Section 17

2026 EDCTC RTIP Project Programming Request Forms

- 1) El Dorado Hills Boulevard Interchange Operational Improvements Project – Phase 2B**
- 2) US 50 / Ponderosa Interchange Operational Improvements Phase 1A**
- 3) Western Placerville Interchanges Operational Improvements Phase 2.3**
- 4) El Dorado County Transportation Commission; Planning, Programming, and Monitoring**

Section 18

EDCTC Board Resolution 25/26.08

Documentation of 2026 RTIP Approval

Section 19
EDCTC Fact Sheet

Section 20

Documentation on Coordination with Caltrans District (Optional)

N/A

Section 21

Detailed Project Programming Summary Table (Optional)

N/A

Section 22

Alternative Delivery Methods (Optional)

N/A

Section 23

Additional Appendices (Optional)

N/A