

El Dorado County Transportation Commission 2026 State Transportation Improvement Program (STIP) Fact Sheet¹

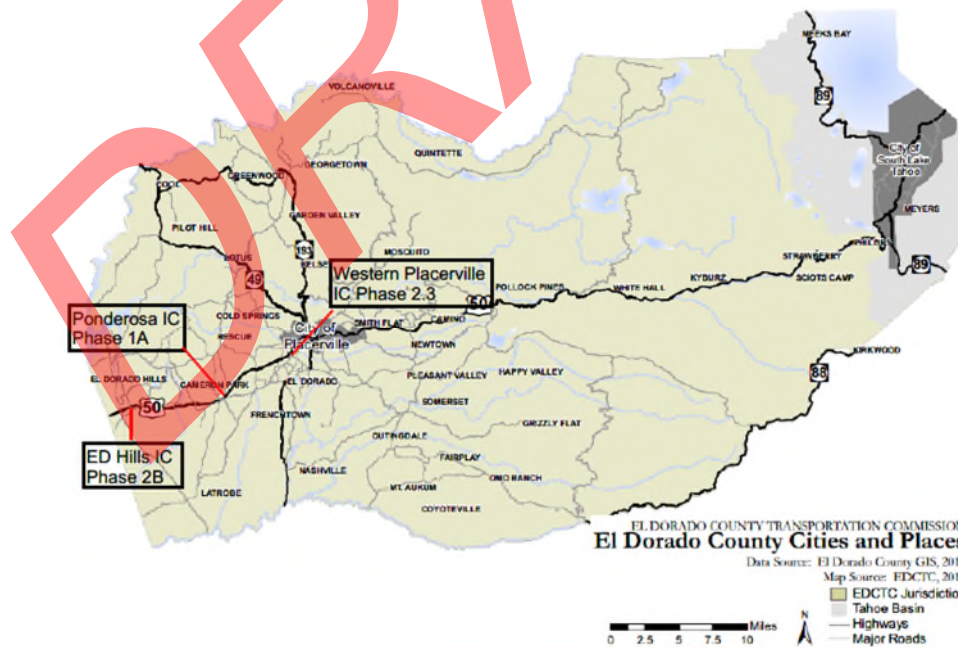
Executive Summary

The El Dorado County Transportation Commission's (EDCTC) target share per the STIP Fund Estimate at the end of the five-year 2026 STIP in FY 2030/31 includes the \$31,427,500 advance from the 2024 STIP and the 5% PPM Limitation of \$446,000.

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 2030/31 for a STIP programming capacity of \$31,427,500 to program STIP funding to several projects in the region. For the 2026 STIP, EDCTC Staff recommends maintaining the existing programming levels for the following projects:

- El Dorado Hills Boulevard Interchange Improvements Project – Phase 2B (Construction complete: FY 2027-28)
- US 50 Ponderosa Interchange Phase 1A, North Shingle Project (Construction complete FY 2029-30)
- Western Placerville Interchanges Phase 2.3, Westbound Off Ramp (Completion Dates: Environmental Clearance/NEPA – March 2028; ROW Certification – August 2031; RTL/100% PS&E – October 2031)

Project Map



¹ The fact sheet (one- or two-page) will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Benefits

A summary of the most significant benefits the proposed RTIP will provide to the region.

EDCTC's proposed 2026 RTIP will provide significant safety, environmental, equity, and economic benefits to the region. Safety benefits include operational improvements on the US 50 corridor between El Dorado Hills and the City of Placerville, including improved bicycle and pedestrian facilities and access to transit at all three interchange projects. Enhancing mobility and goods movement on US 50 provides economic benefits to the region through improved access to businesses and commercial corridors adjacent to each interchange. Improved travel time reliability and better access to transit and alternative modes of transportation address equity by providing all users with fair access to the transportation system. Reducing congestion and encouraging mode shift with improved bicycle and pedestrian facilities and access to transit benefits the environment by reducing GHG emissions.

Goals and Objectives

A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy.

The first goal of the El Dorado County 2020-2040 RTP is integrating land use and transportation planning to create a transportation system that supports the needs of the system user, enhances the economy, and preserves the environment. EDCTC's RTIP advances that goal by providing operational improvements that respond to current and projected traffic operations on US 50 and the local roadway system to provide a transportation system that will meet the needs of current and future users. It enhances the economy by improving operations, travel time reliability, and accessibility to commercial corridors and businesses, and protects the environment by reducing congestion and GHG emissions. The RTIP also advances the RTP goal of optimizing the regionally significant roadway system by providing operational improvements that support increased throughput on US 50 and the local roadway network, improve safety and operations at each interchange, and improve multi-modal mobility by enhancing access to bicycle and pedestrian facilities and transit. The RTIP supports implementation of the El Dorado County Active Transportation Plan by providing bicycle and pedestrian facilities identified in the plan. As the Regional Transportation Planning Agency within the SACOG region, EDCTC is not subject to the requirements for the development of a Sustainable Communities Strategy. Consequently, EDCTC relies on the SACOG MTP/SCS to perform regional air quality conformity analysis and determination as required by SB 375.

EDCTC's RTIP aligns with the State's climate change and equity goals, including the Climate Action Plan for Transportation Infrastructure, by investing in the state highway system and completing long planned for improvements that will help combat and adapt to climate change and support equity in transportation by providing equal access to all modes of transportation. The RTIP's operational improvements on US 50 will aid transit's post-Covid recovery by providing more direct access to park-and-ride facilities along the corridor and by improving the on-time performance of local and commuter buses, making transit a more attractive transportation alternative. The RTIP's operational improvements to three interchanges on the US 50 corridor will position US 50 in El Dorado County to be a part of the greater Sacramento region's plans to utilize VMT reduction strategies including managed lanes, bus-rapid-transit, and other emerging technologies to combat climate change while enhancing adaptation, resiliency, and evacuation preparedness through equitable operational improvements.