



2024 Regional Transportation Improvement Program (RTIP)

December 15, 2023

Prepared by: El Dorado County Transportation Commission
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December 15, 2023

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

RE: El Dorado County Transportation Commission
2024 Regional Transportation Improvement Program (RTIP)

Dear Director Taylor:

I am pleased to submit the 2024 Regional Transportation Improvement Program for the El Dorado County Transportation Commission (EDCTC). Based on the Regional Transportation Plan goals and policies, the Fund Estimate provided by the California Transportation Commission, discussions with EDCTC transportation partners, discussions with the EDCTC Technical Advisory Committee, and comments received at the public hearing dated December 7, 2023, the El Dorado County Transportation Commission adopted the following as the El Dorado County 2024 RTIP:

EDCTC STIP Programming – \$31,427,500

- Program \$14,930,000 in FY 2025/26 for construction of the US 50 El Dorado Hills Boulevard Interchange Operational Improvements – Phase 2B project.
- Program \$12,497,500 in FY 2027/28 for construction of the US 50/Ponderosa Interchange Operational Improvements Phase 1A.
- Program a total of \$4,000,000 for the Western Placerville Interchanges Operational Improvements Phase 2.3 for pre-construction phases (PA&ED, PS&E, and ROW) in the following Fiscal Years: \$1,250,000 in FY 2025/26 and \$2,750,000 in FY 2028/29.


EDCTC Planning, Programming and Monitoring – \$530,000

- Program \$108,000 for FY 2024/25, \$108,000 for FY 2025/26, \$108,000 for FY 2026/27, \$107,000 for FY 2027/28 and \$99,000 for FY 2028/29 for EDCTC Planning, Programming, and Monitoring activities.

The EDCTC RTIP 2024 submittal includes EDCTC Resolution 23/24.10 supporting the recommended projects, four Project Programming Request forms and Project Performance Indicators and Measures, both quantitative and qualitative, consistent with the adopted 2024 STIP Guidelines.

Please feel welcome to call me at 530.642.5260 should you have any questions or need further information.

Sincerely,


Woodrow Deloria
Executive Director

Distribution:

Tanisha Taylor, Executive Director, California Transportation Commission – one hard copy
Kacey Ruggiero, Associate Deputy Director, California Transportation Commission – one electronic copy
Amarjeet Benipal, District Director, Caltrans District 3 – one hard copy
Chief, Division of Financial Programming – one hard copy
Rambabu Bavirisetty, Chief, Office of Capital Improvement Programming, Caltrans – one electronic copy
James Corless, Director, SACOG – one hard copy
Rafael Martinez, Director, Department of Transportation, El Dorado County – one hard copy
Cleve Morris, City Manager, City of Placerville – one hard copy

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

Insert executive summary narrative in the text field below.

The 2024 Regional Transportation Improvement Program (RTIP) for El Dorado County covering FY 2024/2025 through FY 2031/32 was prepared by the El Dorado County Transportation Commission (EDCTC). On August 16, 2023, the California Transportation Commission (CTC) approved the 2024 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 2024 STIP in FY 2028/29 is \$11,135,000 and EDCTC's PPM Limitation of 5% is \$530,000 from FY 2024/25 through FY 2028/29. However, in accordance with Streets and Highways Code Section 188.8(j), the 2024 STIP Guidelines authorize a region for a county with a population with less than one million to ask the CTC to advance an amount beyond its county share with the caveat that any amount proposed beyond the region's STIP share target depends on the availability of the STIP's program capacity. Following consultation with the City of Placerville, El Dorado County, and El Dorado Transit Authority to identify regionally significant, high priority projects, EDCTC proposes advancing EDCTC's STIP share to FY 2031/32 for a STIP programming capacity of \$31,427,500 to program STIP funding to the following three projects listed in order of 2024 STIP funding priority; **1) Construction of the US 50 / El Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B, 2) Construction of US 50 / Ponderosa Interchange Operational Improvements Phase 1A, and 3) Pre-construction funding for Western Placerville Interchanges Operational Improvements Project Phase 2.3.** As stated previously, any amount of STIP funding proposed beyond EDCTC's 2024 STIP target of \$11,135,000 depends on the availability of the STIP's program capacity. Therefore, in case the CTC is unable to accommodate EDCTC's request to advance its STIP share by the requested amount, the three projects proposed above are listed in order of programming priority. 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 2024 RTIP includes programming of \$530,000 of Planning, Programming, and Monitoring (PPM) funds over the five years of the 2024 STIP cycle.

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
El Dorado County Transportation Commission

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

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

RTIP document link:

https://edctc.org/files/c926de561/EDCTC+2024+RTIP_Final.pdf

RTP link:

<https://www.edctc.org/files/2589e4e3f/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 Dan Bolster Title Senior Transportation Planner
Address 2828 Easy Street, Suite 1
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Zip Code 95667
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Telephone 530-642-5262

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

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

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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 2024 RTIP presentation to the EDCTC Board and the Public Hearing held during the adoption of the Final 2024 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 to complete environmental documentation and PS&E to position the project to be ready for construction funding in the 2024 RTIP. Environmental documentation is scheduled to be completed in January 2024 as an addendum to the existing EIR already cleared for NEPA and CEQA. PS&E (100% design) will be completed by February 2025 and the project is scheduled to be Ready to List (RTL) in spring 2025.

Project Name and Location	Description	Summary of Improvements/Benefits
US 50/El Dorado Hills Boulevard Interchange Improvements Phase 2B	The project improves the eastbound US Highway 50 on and off-ramps and widens Latrobe Road and El Dorado Hill Boulevard.	On US Route 50 in El Dorado Hills from PM 0.7 to PM 1.1. Construct the remaining ultimate improvements to the eastbound on and off-ramps at the El 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
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
EDCTC Technical Advisory Committee Review Draft 2024 RTIP	October 23, 2024
CTC ITIP Hearing, South	November 1, 2023
EDCTC Approves Draft 2024 RTIP	November 2, 2023
CTC ITIP Hearing, North	November 8, 2023
EDCTC Technical Advisory Committee Review Final 2024 RTIP	November 27, 2023
EDCTC Adopts 2024 RTIP	December 7, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

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 2024 RTIP.

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 2020-2024 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 2024 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 November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP, during the noticed Public Hearing at the December 7, 2023, EDCTC Board meeting to approve the 2024 RTIP, and at the December 13, 2023, El Dorado Hills Area Planning Advisory Committee (APAC) meeting 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 comment in the near future, first at the November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP and then during the noticed Public Hearing at the December 7, 2023, EDCTC Board meeting to approve the 2024 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 park, 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 November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP and then during the noticed Public Hearing at the December 7, 2023, EDCTC Board meeting to approve the 2024 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.

2024 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 2024 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 2024 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 2020 RTP for consideration in the 2024 RTIP. Outreach efforts include numerous public hearings held during each RTP update as well as a public forum convened during the Draft 2024 RTIP presentation to the EDCTC Board. EDCTC staff worked closely with Caltrans, the City of Placerville, El Dorado County DOT, El Dorado Transit, and SACOG to prioritize and select the three projects in the 2024 RTIP that were presented to the EDCTC Technical Advisory Committee on October 23, 2023, and November 27, 2023, and to the public for their consideration at the November 2, 2023, EDCTC Board meeting to review the Draft 2024 RTIP and during the Public Hearing

conducted on December 7, 2023, by the EDCTC Board prior to their approval of the Final 2024 RTIP. Once implemented, the collective operational benefits of the three projects in EDCTC's 2024 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.

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 2024 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 2024 RTIP. That work included EDCTC, the City of Placerville, and El Dorado County meeting with Caltrans District 3 planning and project management staff on November 7, 2023, to discuss the three interchange operational improvement projects selected for EDCTC's 2024 RTIP. Caltrans staff were supportive of all three projects and EDCTC's RTIP strategy to facilitate early delivery of the three projects on the US 50 corridor in El Dorado County. Caltrans staff also noted that, if necessary, a project may need to provide a Supplemental Project Report to confirm what is being built when and where.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Insert your agency’s target share per the STIP Fund Estimate in the text field below.

EDCTC’s target share per the STIP Fund Estimate at the end of the five-year 2024 STIP in FY 2028/29 is \$11,135,000 and EDCTC’s PPM Limitation of 5% is \$530,000 from FY 2024/25 through FY 2028/29. However, in accordance with Streets and Highways Code Section 188.8(j), the 2024 STIP Guidelines authorize a region for a county with a population with less than one million to ask the CTC to advance an amount beyond its county share with the caveat that any amount proposed beyond the region’s STIP share target depends on the availability of the STIP’s program capacity. Following consultation with the City of Placerville, El Dorado County, and El Dorado Transit Authority to identify regionally significant, high priority projects, EDCTC proposes advancing EDCTC’s STIP share to FY 2031/32 for a STIP programming capacity of \$31,427,500 to program STIP funding to the three regionally significant, high priority projects listed in the table below in order of funding priority in the 2024 STIP.

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/El Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B	The project improves the eastbound US Highway 50 on- and off-ramps, widens El 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).	\$530,000 (5% PPM Limitation of \$530,000 from FY 2024-25 through FY 2028-29)

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 2024 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)	\$530,000						\$530,000
Totals	\$31,957,500		\$250,000	\$8,408,668	\$4,576,132		\$45,192,300

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 El Dorado County Board of Supervisors approved TIF funds for project delivery costs for the US 50/El 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 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 highways to boulevards conversion pilot program (see section 24G).

Currently, there are no state routes within the region that might be potential candidates for a highways 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 2024 RTIP's three projects include the following complete streets considerations:

The 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.

The 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 will complete the final improvements to the Ray Lawyer Drive interchange which will include construction of the westbound US 50/Ray Lawyer Drive 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 2024 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.

[Click here to enter text.](#)

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 2024 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 CAPTAI 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 upgrade 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 upgrade 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

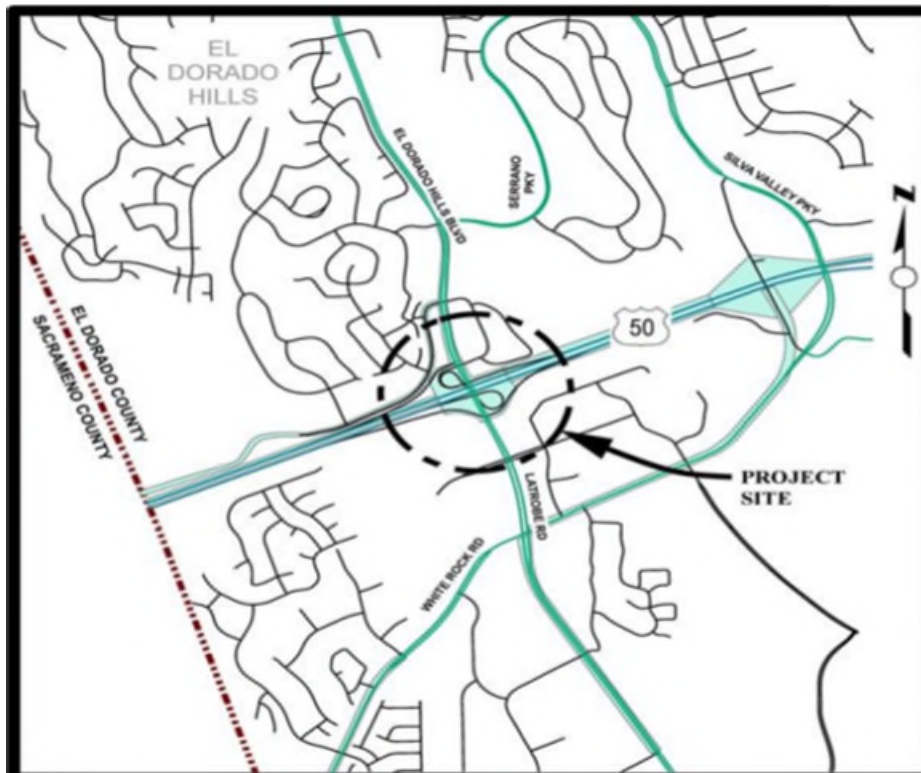
Section 16. Overview of Projects Programmed with RIP Funding

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.

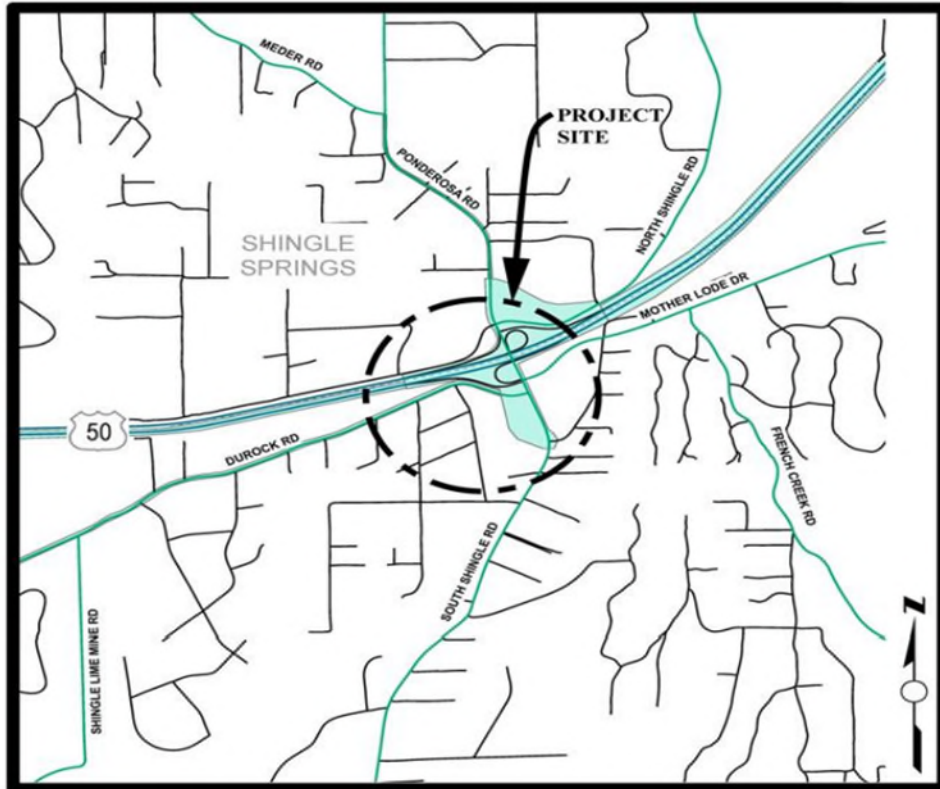
Project Map



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.

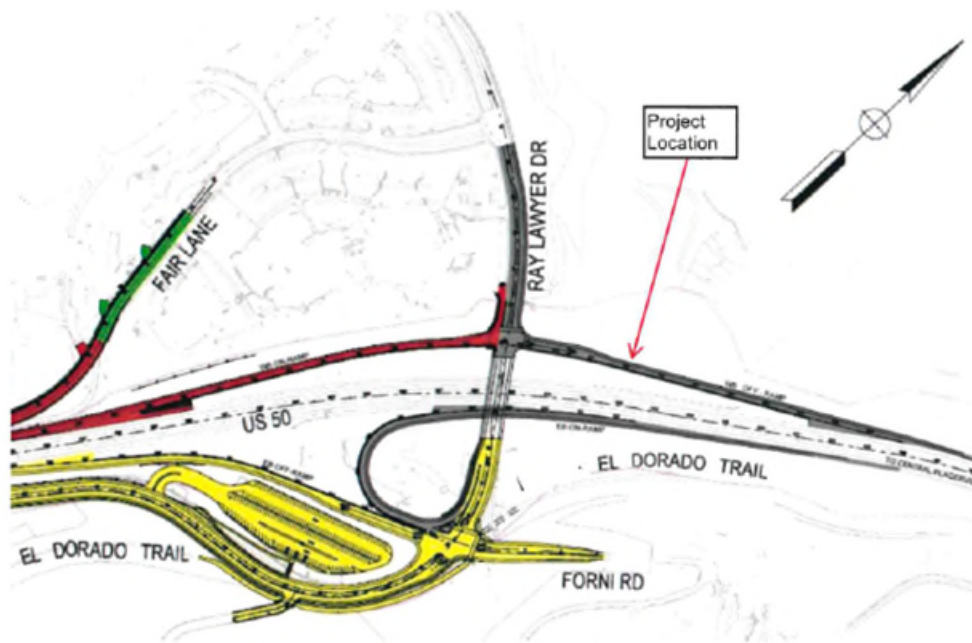
Project Map



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.

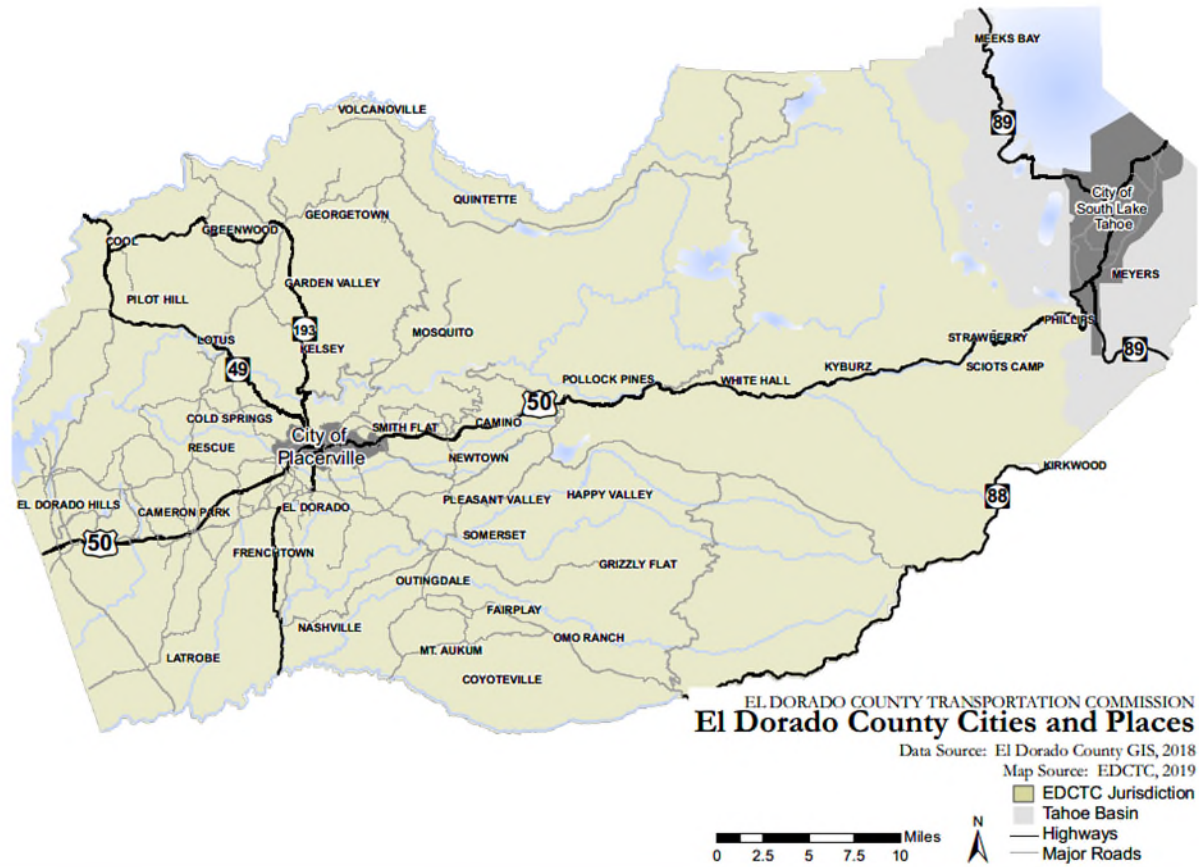
Project Map



EDCTC Planning, Programming, and Monitoring - \$530,000

Program \$108,000 for FY 2024-25, \$108,000 for FY 2025-26, \$108,000 for FY 2026-27, \$107,000 for FY 2027-28, and \$99,000 for FY 2028-29 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 2022 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2024 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

2024 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**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/11/2023 16:05:17
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03	2J430	0322000029	5606	EI Dorado County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
EI Dorado County	50	0.700	1.100		
			MPO	Element	
			SACOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Matt Smeltzer			530-621-5912	matt.smeltzer@edcgov.us	

Project Title

US 50/ Latrobe Road/ EI Dorado Hills Blvd Interchange Improvements Phase 2B

Location (Project Limits), Description (Scope of Work)

On U.S. Route 50 in EI Dorado Hills, from PM 0.7 to PM 1.1. Construct remaining ultimate improvements to the eastbound on- and off-ramps at the EI Dorado Hills Blvd / Latrobe Road Interchange. Improvements include reconstruction of the EB diagonal on-ramp, EB on-ramp auxiliary lane, and the EB loop off-ramp.

Component	Implementing Agency
PA&ED	EI Dorado County
PS&E	EI Dorado County
Right of Way	EI Dorado County
Construction	EI Dorado County

Legislative Districts

Assembly:	6	Senate:	1	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/1995	07/01/1995
Circulate Draft Environmental Document Document Type EIR	11/15/1999	11/15/1999
Draft Project Report	06/01/2000	06/01/2000
End Environmental Phase (PA&ED Milestone)	05/23/2000	05/23/2000
Begin Design (PS&E) Phase	01/15/2022	01/15/2022
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2024	10/01/2024
Begin Right of Way Phase	02/01/2023	02/01/2023
End Right of Way Phase (Right of Way Certification Milestone)	08/01/2024	08/01/2024
Begin Construction Phase (Contract Award Milestone)	02/01/2025	02/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2026	12/01/2026
Begin Closeout Phase	10/01/2026	10/01/2026
End Closeout Phase (Closeout Report)	04/01/2027	04/01/2027

Date 12/11/2023 16:05:17

Purpose and Need

Construct the final sub-phase of the US 50/ Latrobe Road/ El Dorado Hills Blvd interchange with Highway 50.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1

Date 12/11/2023 16:05:17

Additional Information

As shown in the Project Milestones, the Environmental Phase (PA&ED Milestone) was completed on 5/23/2000. For Phase 2B, completion of a CEQA/NEPA revalidation including an addendum to the original EIR, is anticipated for spring 2024.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
03	El Dorado County	50	2J430	0322000029	5606

Project Title
 US 50/ Latrobe Road/ El Dorado Hills Blvd Interchange Improvements Phase 2B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	103							103	El Dorado County
PS&E	1,311							1,311	El Dorado County
R/W SUP (CT)									El Dorado County
CON SUP (CT)									El Dorado County
R/W	416	1,137						1,553	El Dorado County
CON		5,759	3,004					8,763	El Dorado County
TOTAL	1,830	6,896	3,004					11,730	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	103							103	
PS&E	2,138	261						2,399	
R/W SUP (CT)									
CON SUP (CT)									
R/W	279		300					579	
CON		49	17,250					17,299	
TOTAL	2,520	310	17,550					20,380	

Fund #1:	Local Funds - Traffic Impact Fees (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	103							103	El Dorado County
PS&E	437							437	Zone C Traffic Impact Fee funds
R/W SUP (CT)									
CON SUP (CT)									
R/W	416	1,137						1,553	
CON		443	3,004					3,447	
TOTAL	956	1,580	3,004					5,540	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	103							103	
PS&E	1,264	261						1,525	
R/W SUP (CT)									
CON SUP (CT)									
R/W	279		300					579	
CON		49	2,320					2,369	
TOTAL	1,646	310	2,620					4,576	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio Potential to program RIP dollars for construction in FY 24/25 Future Need
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,316						5,316	
TOTAL		5,316						5,316	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm \$874 PSE voted 12/07/22
PS&E	874							874	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	874							874	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	874							874	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	874							874	

Fund #4:	IIP - STIP Advance Construction (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									El Dorado County Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									STIP Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,930					14,930	
TOTAL			14,930					14,930	

Complete this page for amendments only

Date 12/11/2023 16:05:17

District	County	Route	EA	Project ID	PPNO
03	El Dorado County	50	2J430	0322000029	5606

SECTION 1 - All Projects

Project Background

In May 2000, El Dorado County (County) adopted the Environmental Impact Report for the interchange improvements at US 50/ Latrobe Road/ El Dorado Hills Blvd. Since then, the County has constructed various components of the project over three phases. This proposed project, Phase 2B, is the final component which includes eastbound on-and-off ramp interchange improvements.

Programming Change Requested

This amendment proposes to add \$14,930,000 of STIP funds to the project as proposed in the El Dorado Transportation Commission's 2024 Regional Transportation Improvement Program.

Reason for Proposed Change

Prior to this amendment, the CON phase of the project was partially unfunded. This amendment action utilizes available STIP funds in order to construct this project under an accelerated delivery schedule.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

This proposed change will not delay any project components, but rather allow for accelerated project delivery.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/11/2023 16:02:51	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
03				EI Dorado County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
EI Dorado County	50	8.300	8.700				
				MPO	Element		
				SACOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Matt Smeltzer			530-621-5912	matt.smeltzer@edcgov.us			

Project Title

US 50/ Ponderosa Road Interchange Phase 1A - North Shingle Road Realignment

Location (Project Limits), Description (Scope of Work)

On North Shingle Road in Shingle Springs, from PM 0.00 to PM 0.38. Realignment of approximately 1/4 mile of North Shingle Road to about 600 feet north of Ponderosa Road, and the realignment of the westbound off-ramp and westbound on-ramp loop to align with Wild Chaparral Drive, including bicycle and pedestrian facilities.

Component	Implementing Agency
PA&ED	EI Dorado County
PS&E	EI Dorado County
Right of Way	EI Dorado County
Construction	EI Dorado County

Legislative Districts			
Assembly:	6	Senate:	1
		Congressional:	4

Project Milestone	Existing	Proposed
Project Study Report Approved	11/04/2022	
Begin Environmental (PA&ED) Phase		08/01/2007
Circulate Draft Environmental Document Document Type (ND/MND)/FONSI		01/26/2018
Draft Project Report		10/20/2017
End Environmental Phase (PA&ED Milestone)		03/08/2025
Begin Design (PS&E) Phase		11/06/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/30/2026
Begin Right of Way Phase		03/08/2025
End Right of Way Phase (Right of Way Certification Milestone)		12/30/2026
Begin Construction Phase (Contract Award Milestone)		04/15/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		06/30/2029
End Closeout Phase (Closeout Report)		06/30/2030

Date 12/11/2023 16:02:51

Purpose and Need

Construct one of the first phases of the US 50/ Ponderosa Road Interchange projects.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1

Date 12/11/2023 16:02:51

Additional Information

Project CEQA approved on 03/10/2020. Project PSR approved on 11/04/2022. Project NEPA and CEQA addendum approval estimated on 03/08/2025.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	0	0	0
			VMT per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
03	El Dorado County	50			

Project Title
 US 50/ Ponderosa Road Interchange Phase 1A - North Shingle Road Realignment

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									El Dorado County
PS&E									El Dorado County
R/W SUP (CT)									El Dorado County
CON SUP (CT)									El Dorado County
R/W									El Dorado County
CON									El Dorado County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	126	25						151	
PS&E	561	550	525	575	150			2,361	
R/W SUP (CT)									
CON SUP (CT)									
R/W		45	1,450	750				2,245	
CON					13,148	2,377		15,525	
TOTAL	687	620	1,975	1,325	13,298	2,377		20,282	

Fund #1: Local Funds - Traffic Impact Fees (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									El Dorado County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	126	25						151	Traffic Impact Fees
PS&E	561	550	525	575	150			2,361	
R/W SUP (CT)									
CON SUP (CT)									
R/W		45	1,450	750				2,245	
CON					650	2,377		3,027	
TOTAL	687	620	1,975	1,325	800	2,377		7,784	

Fund #2:	IIP - STIP Advance Construction (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									El Dorado County Transportation Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									STIP funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					12,498			12,498	
TOTAL					12,498			12,498	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/08/2023 10:21:04	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
03				El Dorado County Transportation Commission			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
El Dorado County	50	16.500	16.700				
				MPO	Element		
				SACOG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Melissa McConnell			530-642-5250	mmccconnell@cityofplacerville.org			

Project Title

Western Placerville Interchanges Phase 2.3 - Westbound Off-Ramp

Location (Project Limits), Description (Scope of Work)

Phase 2.3: In the City of Placerville, on US Highway 50 at Ray Lawyer Drive: Construct westbound off-ramp

Component	Implementing Agency
PA&ED	City of Placerville
PS&E	City of Placerville
Right of Way	City of Placerville
Construction	City of Placerville

Legislative Districts

Assembly:	4	Senate:	1	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		09/01/2025
Circulate Draft Environmental Document Document Type		
Draft Project Report		03/01/2028
End Environmental Phase (PA&ED Milestone)		03/01/2028
Begin Design (PS&E) Phase		07/01/2028
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2031
Begin Right of Way Phase		07/01/2028
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2031
Begin Construction Phase (Contract Award Milestone)		12/16/2031
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2033
Begin Closeout Phase		01/01/2034
End Closeout Phase (Closeout Report)		01/01/2035

Date 12/08/2023 10:21:04

Purpose and Need

This project is part of the Western Placerville Interchanges Project (WPIP), which will construct the new US 50/Ray Lawyer Drive Interchange and reconstruct the existing US 50/Fairgrounds Interchange. These improvements are needed to respond to current and projected regional and local traffic demand in the area. The new US 50/Ray Lawyer Drive interchange has been constructed over multiple phases as funding has become available. The Western Placerville Interchanges Phase 2.3 - Westbound Off-Ramp project will construct the final quadrant of the interchange. The adjacent US 50/Fairgrounds Interchange is heavily congested and this project will divert traffic to the Ray Lawyer Drive Interchange. Complete reconstruction of the US 50/Fairgrounds Interchange is included in Phase 3, the final phase of WPIP.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 3	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	0.25
Operational Improvement	Intersection / Signal improvements	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	2,750	5,650	-2,900

District	County	Route	EA	Project ID	PPNO
03	El Dorado County	50			

Project Title

Western Placerville Interchanges Phase 2.3 - Westbound Off-Ramp

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Placerville
PS&E									City of Placerville
R/W SUP (CT)									City of Placerville
CON SUP (CT)									City of Placerville
R/W									City of Placerville
CON									City of Placerville
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			1,250					1,250	
PS&E						1,750		1,750	
R/W SUP (CT)									
CON SUP (CT)									
R/W						1,000		1,000	
CON									
TOTAL			1,250			2,750		4,000	

Fund #1: RIP - STIP Augmentation (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Placerville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,250					1,250	
PS&E						1,750		1,750	
R/W SUP (CT)									
CON SUP (CT)									
R/W						1,000		1,000	
CON									
TOTAL			1,250			2,750		4,000	

Amendment (Existing Project) YES NO Date 12/08/2023 12:28:07

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
03		0322000206	0L14	El Dorado County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
El Dorado County				MPO	Element
				SACOG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Woodrow Deloria			530-642-5260	wdeloria@edctc.org	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, programming and monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	El Dorado County Transportation Commission

Legislative Districts

Assembly: 1,5 Senate: 4 Congressional: 3,5

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/08/2023 12:28:07

Purpose and Need

Funding for eligible Planning, Programming, and Monitoring (PPM) activities.

NHS Improvements YES NO Roadway Class Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
03	El Dorado County			0322000206	0L14

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									El Dorado County Transportation Co
R/W									
CON	2,638	78	77	77				2,870	El Dorado County Transportation Co
TOTAL	2,638	78	77	77				2,870	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,638	186	185	185	107	99		3,400	
TOTAL	2,638	186	185	185	107	99		3,400	

Fund #1:	RIP - National Hwy System (Committed)	Program Code 20.30.600.670
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Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Tahoe Regional Planning Agency
PS&E									\$60 CON voted 01/21/99
R/W SUP (CT)									\$97 CON voted 08/26/99
CON SUP (CT)									\$59 CON voted 07/01/00
R/W									\$59 CON voted 07/01/01
CON	2,638	78	77	77				2,870	\$120 CON voted 10/03/02
TOTAL	2,638	78	77	77				2,870	\$100 CON voted 02/26/04
									\$100 CON voted 03/03/05
									\$110 CON voted 08/18/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,638	78	77	77				2,870	
TOTAL	2,638	78	77	77				2,870	

Fund #2:		RIP - State Cash (Committed)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									2024STIP PPM
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		108	108	108	107	99		530	
TOTAL		108	108	108	107	99		530	

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Date 12/08/2023 12:28:07

District	County	Route	EA	Project ID	PPNO
03	El Dorado County			0322000206	0L14

SECTION 1 - All Projects

Project Background

EDCTC 2024 STIP PPM

Programming Change Requested

Program STIP PPM funds in EDCTC's 2024 RTIP.

Reason for Proposed Change

Update PPR from 2022 STIP to 2024 STIP PPM

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delay.

Other Significant Information

None

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Update PPR to reflect 2024 STIP PPM.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Section 18

EDCTC Board Resolution 23/24:10

Documentation of 2024 RTIP Approval



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: John Clerici, Jackie Neau, Michael Saragosa

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 23/24.10

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION ADOPTING THE 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, EDCTC desires to improve the transportation system in El Dorado County; and

WHEREAS, EDCTC has reviewed regional projects, considered comments from member jurisdictions, and considered public comment and correspondence regarding transportation projects; and

WHEREAS, the proposed 2024 Regional Transportation Improvement Program (RTIP) is consistent with the currently approved El Dorado County Regional Transportation Plan; and

WHEREAS, State law requires the adoption of an RTIP by each Regional Transportation Planning Agency every two years for consideration by the California Transportation Commission (CTC) as a component of the State Transportation Improvement Program (STIP).

NOW, THEREFORE, BE IT RESOLVED, that EDCTC hereby certifies that the following project nominations and recommendations constitute the El Dorado County 2024 RTIP and that the Executive Director is authorized to submit the RTIP to the CTC:

Planning, Programming, and Monitoring (PPM)	\$530,000
Fiscal Year 2024/25	\$108,000
Fiscal Year 2025/26	\$108,000
Fiscal Year 2026/27	\$108,000
Fiscal Year 2027/28	\$107,000
Fiscal Year 2028/29	\$99,000

Regional Improvement Program (RIP)	\$31,427,500
El Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B. Improve the eastbound on-and off-ramps, widen Latrobe Road/El Dorado Hills Boulevard, and improve bicycle and pedestrian facilities through the interchange.	\$14,930,000
US 50 Ponderosa Interchange Operational Improvements Phase 1A. Includes realignment approximately ¼ mile of North Shingle Road to about 600 feet north of Ponderosa Road, realignment of the westbound off-ramp and potential realignment of the westbound on-ramp, and bicycle and pedestrian facilities.	\$12,497,500

Regional Improvement Program (RIP) – <i>continued</i>	
Western Placerville Interchange Operational Improvements Phase 2.3. Construct the westbound US 50/Ray Lawyer Drive off-ramp, completing the remaining ultimate improvements to the Ray Lawyer Drive Interchange.	\$4,000,000

PASSED AND APPROVED by the El Dorado County Transportation Commission governing body at the regular meeting held on December 7, 2023, by the following vote:

AYES: Clerici, Hidahl, Neau, Saragosa, Thomas, Turnboo

NOES: None

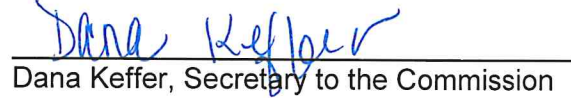
ABSTAIN: None

ABSENT: Parlin



John Clerici, Chairperson

Attest:



Dana Keffer, Secretary to the Commission

Section 19
EDCTC Fact Sheet

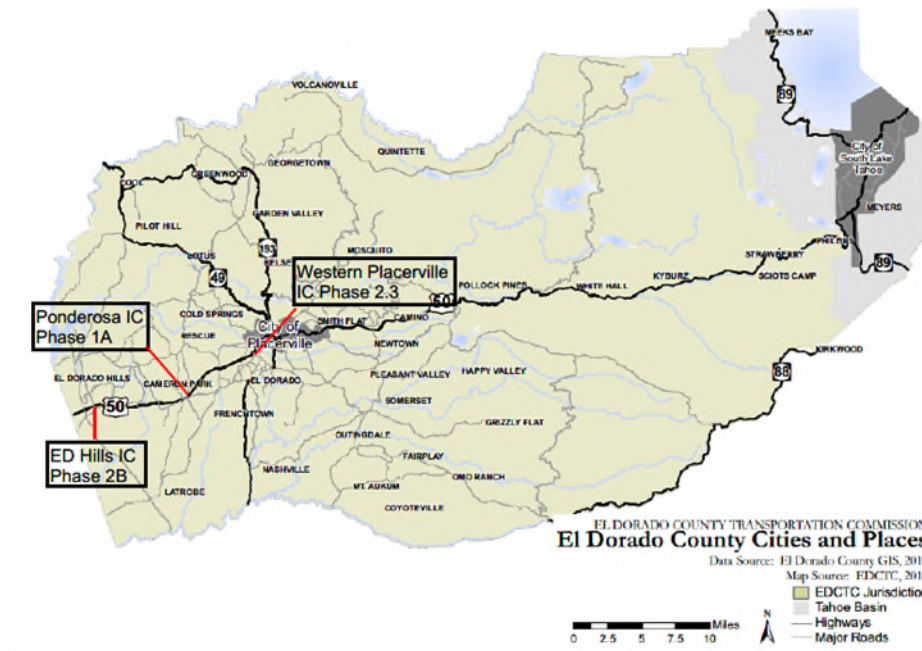
El Dorado County Transportation Commission 2024 State Transportation Improvement Program (STIP) Fact Sheet¹

Executive Summary

The El Dorado County Transportation Commission's (EDCTC) target share per the STIP Fund Estimate at the end of the five-year 2024 STIP in FY 2028/29 is \$11,135,000 with a 5% PPM Limitation of \$530,000. However, in accordance with Streets and Highways Code Section 188.8(j), the 2024 STIP Guidelines authorize a region for a county with a population with less than one million to ask the CTC to advance an amount beyond its county share with the caveat that any amount proposed beyond the region's STIP share target depends on the availability of the STIP's program capacity. EDCTC requests to advance its 2024 STIP share for a STIP programming target of \$31,427,500 to allow early deliver of the following regionally significant, high priority projects listed in order of 2024 STIP funding priority:

1. US 50/El Dorado Hills Boulevard Interchange Operational Improvements Project Phase 2B (Construction complete: FY 2027-28)
2. US 50/Ponderosa Interchange Operational Improvements Phase 1A (Construction complete FY 2029-30)
3. Western Placerville Interchanges Operational Improvements 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 2024 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.

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