



Project Monitoring Report



**Upper Broadway Bike Lanes and Pedestrian
Connection Project**

MARCH 2021

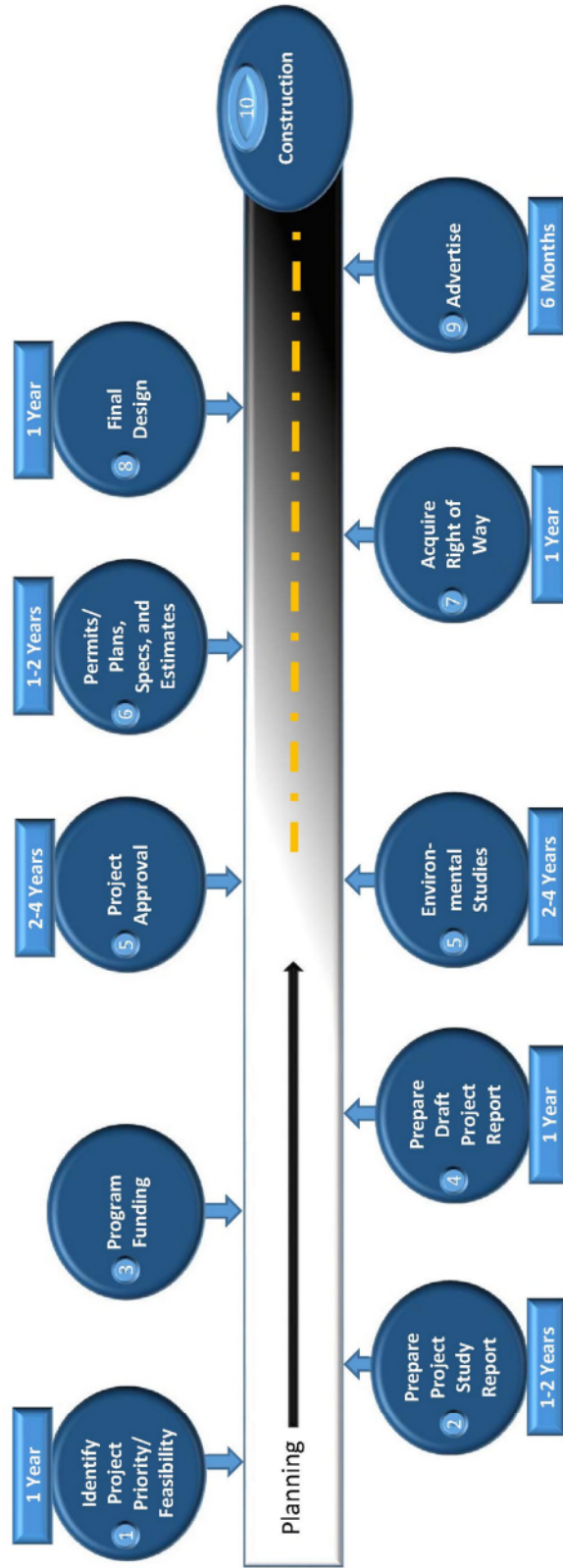
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Transportation Project Delivery Process

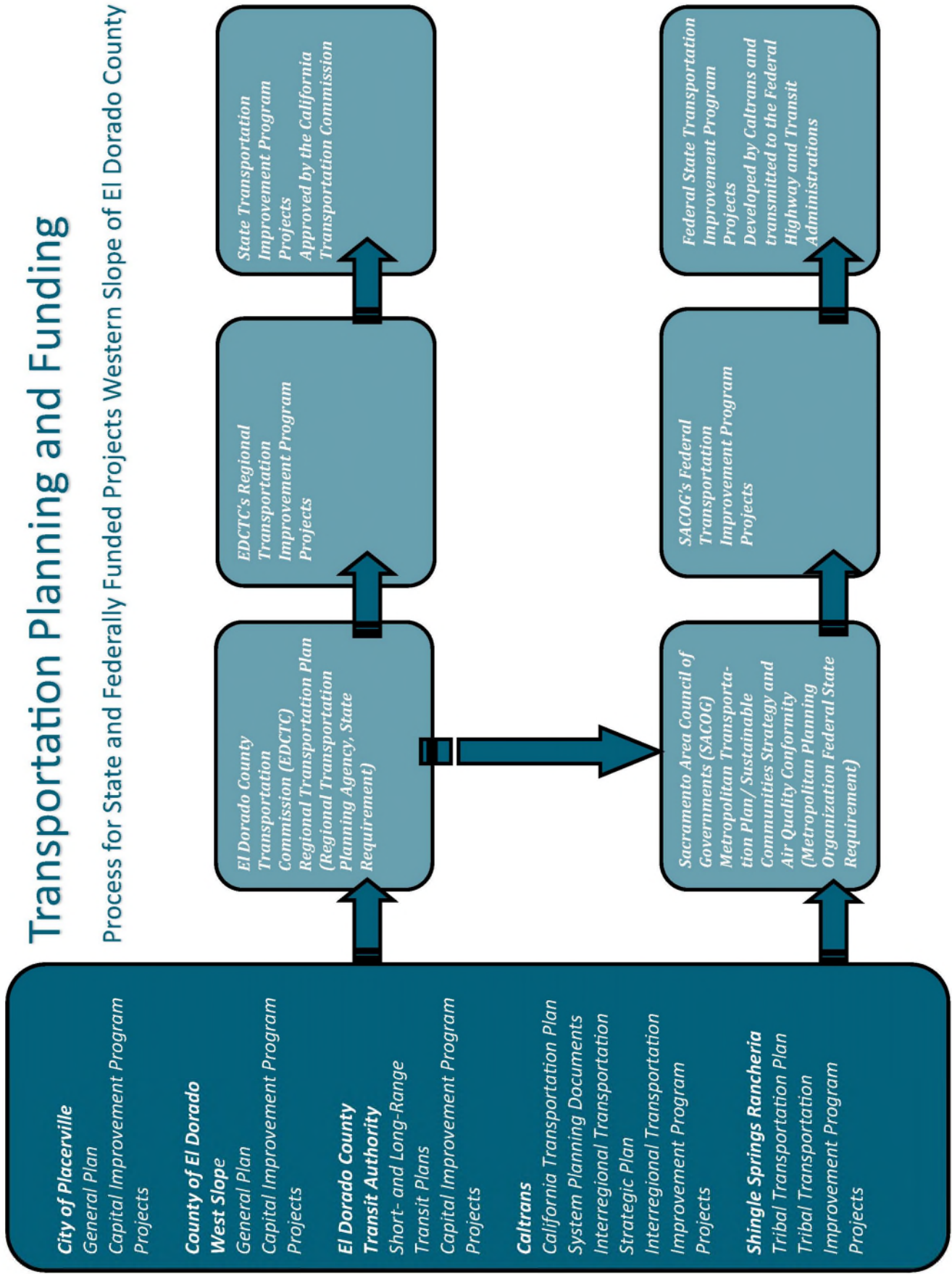
Lifecycle of a Transportation Project



Approximate Timeline to Construction 8.5-12.5 Years
Based on Historical Project Development

Transportation Planning and Funding

Process for State and Federally Funded Projects Western Slope of El Dorado County



PROJECT MONITORING FACT SHEET

PROJECT TITLE	STATUS	LEAD AGENCY	PROJECT MANAGER	PROJECT IDENTIFIERS	PROGRAMMING INFO	TIMELY USE OF FUNDS	PAGE #
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)							
Western Placerville Interchanges	✓	City of Placerville	City-Rebecca Neves 530-642-5250 CT-Jess Avila 530-741-4533	EA-372800 PPNO-3L00 MTIP-ELD19363	STIP funds programmed	Allocated August 2017	7
					2005 Federal Appropriation and Earmark	All funds obligated	
ROAD MAINTENANCE AND REHABILITATION ACCOUNT—LOCAL PARTNERSHIP PROGRAM (LPP)							
Western Placerville Interchanges Phase 2.2	✓	City of Placerville	City-Rebecca Neves 530-642-5250	ELD 19519 EA 37282 PPNO 3336	LPP funds programmed	Allocated June 2020	8
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)							
Silva Valley Parkway/ Harvard Way Intersection Improvements	✓	El Dorado County	Jennifer Rimoldi 530-621-7592	ELD19504	STBG Programmed in Feb 2021	STBG Obligation Spring 2021	9
Merrychase Drive/ Country Club Drive Bicycle and Pedestrian Improvements	✓	El Dorado County	Jeff Nettleton 530-621-5136	ELD19503	STBG Programmed in Feb 2021	STBG Obligation Spring 2021	10
El Dorado Trail—Missouri Flat Road to Oriental Road	✓	El Dorado County	Dustin Harrington 530-621-5950	ELD19371	CMAQ programmed in March 2014	\$745,000 CMAQ obligated July 2014	11
El Dorado Trail at Missouri Flat Road - Bike and Pedestrian Overcrossing	✓	El Dorado County	Dustin Harrington 530-621-5950	ELD19380	CMAQ programmed In August 2014	CMAQ obligated in August 2014	12
El Dorado Trail Eastern Extension—Halcon to Carson Road Interchange	✓	El Dorado County	Jon Balzer 530-621-5920	ELD19543	CMAQ programmed in March 2019	CMAQ Obligated 2019	13
Pollock Pines—Pony Express Trail Bike-Ped Improvements	✓	El Dorado County	Brian Franklin 530-621-5311	ELD19541	CMAQ programmed in March 2019	CMAQ Obligated 2019	14
Ponderosa Road Bicycle and Pedestrian Improvements	✓	El Dorado County	Jon Balzer 530-621-5920	ELD19542	CMAQ programmed in March 2019	CMAQ Obligated 2019	15
Upper Broadway Bike Lanes	✓	City of Placerville	Rebecca Neves 530-642-5250	ELD 19373	CMAQ programmed in March 2014	ATP CON funds allocated by CTC June 2019	16
Placerville Drive Bicycle and Pedestrian Facilities	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19509	CMAQ programmed in June 2016	\$1,000,000 CMAQ obligated 2017	17
Placerville Station II	✓	City of Placerville	Rebecca Neves 530-642-5250	ELD 16070	CMAQ programmed in March 2019	CMAQ to be obligated in 2020	18

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)							
PROJECT TITLE	STATUS	LEAD AGENCY	PROJECT MANAGER	PROJECT IDENTIFIERS	PROGRAMMING INFO	TIMELY USE OF FUNDS	PAGE #
Main Street/Cedar Ravine/Clay Street Intersection Improvement	✓	City of Placerville	Rebecca Neves / Pierre Rivas 530-642-5250	MTIP-ELD14090 EA 030L1474L Fed. ID 5015-011 ELD19257	CMAQ-Authorized September 2006	Met obligation deadline	19
US 50/Ponderosa Road/South Shingle Road Interchange Improvements	✓	County of El Dorado	Jon Balzer 530-621-5920	TBD	STBGP Programmed 2016	Programmed December 2016	20
El Dorado Hills Boulevard Overlay	✓	County of El Dorado	Chandra Ghimire 530-621-5998	SACOG ID ELD 19510	STBGP Programmed 2017	Programmed February 2017	21
CALTRANS PROJECTS IN EL DORADO COUNTY							
Camino Safety Project on US Highway 50	✓	Caltrans	CT-Clark Peri 916-274-0538	N/A	HSIP/SHOPP	N/A	22
ACTIVE TRANSPORTATION COUNTERS							
Bicycle and Pedestrian Counter Report Summary	✓	County of El Dorado	Alison Hodgkin 530-621-5943	N/A	N/A	N/A	23

Green Check

✓ Project is within current cost and schedule

Yellow Question Mark

? Potential cost and/or schedule impacts

Red X

✗ Known cost and/or schedule impacts

PROJECTS FUNDED WITH EDCTC LOCAL TRANSPORTATION FUND (LTF) BICYCLE/PEDESTRIAN FUNDS					
LEAD AGENCY	PROJECT NAME	FISCAL YEAR PROGRAMMED	LOCAL BIKE/PED FUNDING AMOUNT	MATCHING FUNDS	PROJECT STATUS
El Dorado County	Missouri Flat Road Pedestrian/Bicycle Overcrossing	2020/21	\$190,000	Active Transportation Program	Pending Cycle 5 Regional Application in May 2020
El Dorado County	Ponderosa Road Bicycle and Pedestrian Improvements Project	2020/21	\$80,000	Active Transportation Program	Pending Regional Cycle 5 Application in May 2020
El Dorado County	Pony Express Trail Bicycle and Pedestrian Improvements Project	2020/21	\$80,000	Active Transportation Program	Recommended for Cycle 5 ATP Funds
City of Placerville	Upper Broadway Bike Lanes Project	2016/17	\$234,000	Active Transportation Program	ATP construction funds were allocated by the CTC in June 2019. Project is under construction.

CURRENT GRANT FUNDED STUDIES

TITLE	DESCRIPTION	LEAD AGENCY	PROJECT MANAGER	PROGRAM	GRANT AMOUNT	LOCAL MATCH	STATE CONTACT	DATE SUBMITTED	DATE AWARD ANNOUNCED
El Dorado Hills Business Park Community Transportation Plan	Through this planning effort, property and business owners will develop a unified vision for the future of the business park, one that is supported by and effectively serves stakeholders, tenants, patrons, and the general public. The immediate need for a plan is critical given the increasing development interests in the area which is located near the El Dorado/Sacramento County Line by the expanding City of Folsom on the south side of U.S. Highway 50. Transportation demand, active mobility, and multi-modal connectivity is central to this planning effort for several reasons, including: the geographic relationship of the business park to the Capital SouthEast Connector project; the potential for expanded transit services in the EDH area as a result of the ongoing efforts to locate a regional transit center there; the proximity to a substantial number of homes, businesses, offices, retail, and other activity centers.	EDCTC	Jerry Barton	Federal Highway Administration, State Planning and Research Part I	\$ 144,000	\$36,000 (EDCTC \$18,000, El Dorado County \$18,000)	Erin Thompson, Chief, Office of Regional and Interagency Planning	April 12, 2018	August 13, 2018
El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan	To meet the California Air Resources Board's (CARB) requirement to have a 100% Zero Emission Bus (ZEB) fleet by 2040, the project will develop a recommended ZEB mode (Battery Electric Bus Fleet or Fuel Cell Electric Bus Fleet) and provide a ZEB Rollout Plan for fleet conversion by 2040 (with associated infrastructure and operating plan) by July 1, 2023 as mandated by CARB. The project will identify the types of ZEB's and the models best suited to provide the range and performance required in the hilly foothill terrain found on El Dorado Transit's service routes. The project will consider the coordination needed with Pacific Gas & Electric (PG&E) in order to provide the EV charging infrastructure identified in the plan, the potential impacts to the electrical grid, and the potential for on-site energy generation and storage. The project will also identify the costs and funding opportunities associated with conversion to a ZEB fleet by 2040, ZEB fleet maintenance requirements and upgrades to the existing maintenance facility, staff training, as well as possible scheduling and dispatching issues that may arise due to ZEB range and performance.	EDCTC	Dan Bolster	Road Maintenance and Rehabilitation Account (RMRA_SB 1) Grant	\$180,000	\$45,000	Erin Thompson, Chief, Office of Regional and Interagency Planning	October 16, 2019	June 18, 2020
50 Corridor System User Analysis, Investment Strategy and Access Control Action Plan	In order to address long term problems associated with limited data availability and a need for a comprehensive investment strategy for the 50 Corridor EDCTC, in partnership with local and regional partners and Caltrans District 3, will conduct system user analysis, identify and assess innovative pricing and investment strategies for the US 50 Corridor. The project will also perform data collection and develop traffic management strategies to prepare an access control action plan for future deployment of a pilot project along US 50 within the City of Placerville.	EDCTC	Jerry Barton	Federal Highway Administration, State Planning and Research Part I - Strategic Partnerships	\$185,040	\$46,260	Erin Thompson, Chief, Office of Regional and Interagency Planning	October 16, 2019	June 18, 2020

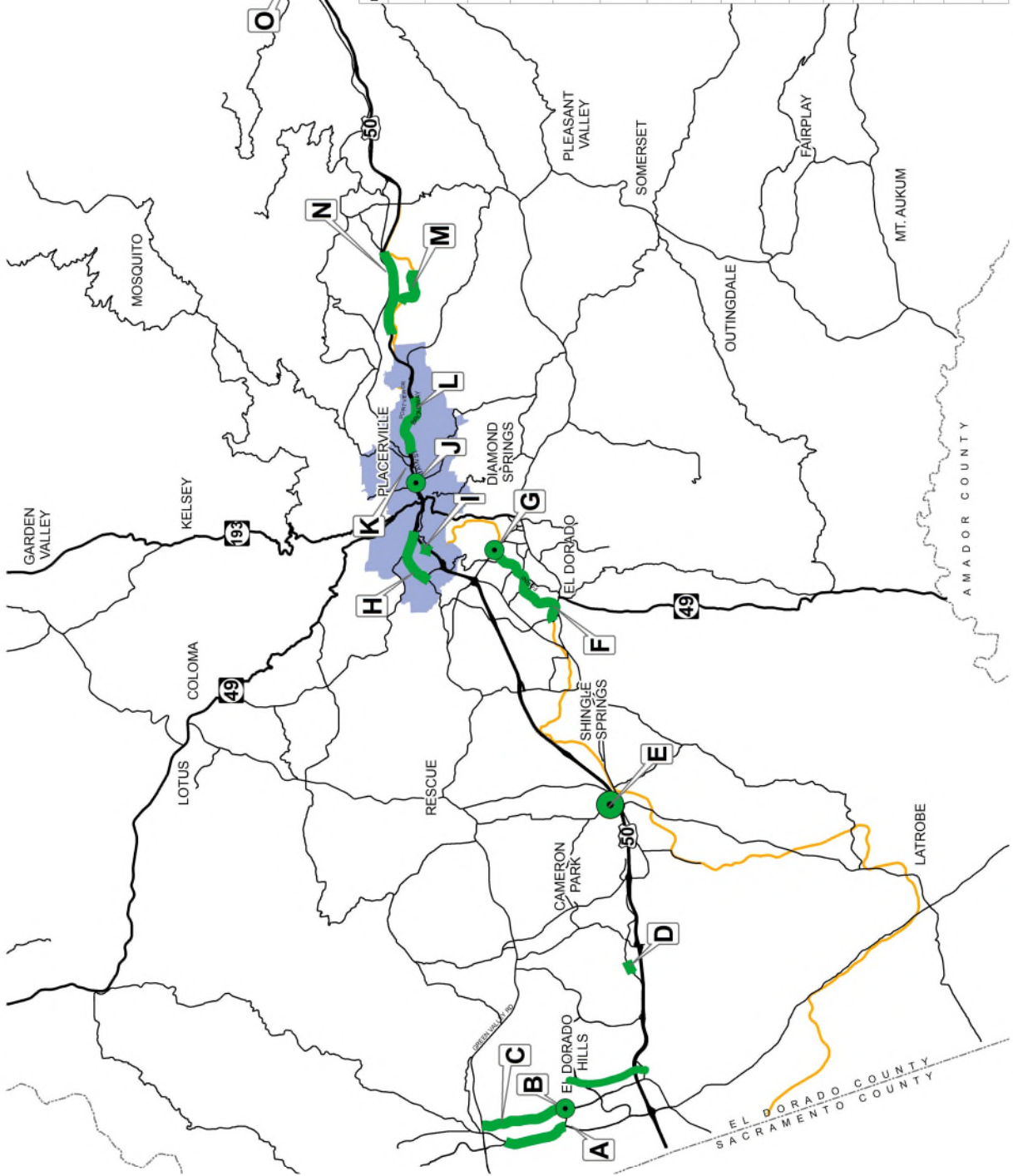
EL DORADO COUNTY TRANSPORTATION COMMISSION
Project Monitoring Report
 General Project Locations

Date: 03/15/2020
 Map Date: 03/15/2020
 Data Source: El Dorado County GIS 2019



Project Feature Key

Map Key	Project	Lead Agency	Construction Date
A	El Dorado Hills Boulevard Class I Multi-Use Path Governor Drive to Britany Place	El Dorado County	2020
A	El Dorado Hills Boulevard Overlay Saraboga/Park Drive to Britany Place	El Dorado County	Future
B	Silva Valley Parkway/Harvard Way Intersection Improvements	El Dorado County	2020
C	Silva Valley Parkway Bikeway Project Harvard Way to Green Valley Road	El Dorado County	2020
D	Merrichase Drive County Club Drive - Bicycle and Pedestrian Improvements	El Dorado County	2020
E	Ponderosa Road Bike and Pedestrian Improvements	El Dorado County	2020
E	US Highway 50 Ponderosa Road Interchange Improvements	El Dorado County	Future
F	El Dorado Trail Missouri Flat Road to Oriental Road	El Dorado County	2020
G	El Dorado Trail at Missouri Flat Road Pedestrian Overcrossing	El Dorado County	Future
H	Placerville Drive Bicycle and Pedestrian Facilities	City of Placerville	Future
I	Western Placerville Interchanges Phase 2.2	City of Placerville	2020
J	Main Street/Cedar Ravine/Clay Street Intersection Improvement	City of Placerville	Future
K	Placerville Station II	City of Placerville	2020
L	Upper Broadway Class II Bike Lanes	City of Placerville	2020
M	El Dorado Trail Los Trampas to Habon	El Dorado County	2020
N	Camino Safety Project on US Highway 50	Caltrans/El Dorado County	2020
O	Poleck Pines Pony Express Trail Bike and Pedestrian Improvements	El Dorado County	2020



STIP PROJECT WESTERN PLACERVILLE INTERCHANGES



Project Description

The project will provide improvements on and around US Highway 50 at the western end of the City of Placerville, including:

- Replacement and widening of the Forni Road/Placerville Drive/US Highway 50 Overcrossing
- New westbound and eastbound on-ramps and westbound and eastbound off-ramps at the existing Ray Lawyer Drive overcrossing
- Local road improvements to Forni Road, Ray Lawyer Drive, Placerville Drive, and Fair Lane

Current Project Status

In November 2005, the City Council certified the EIR/EA and selected the preferred alternative for the final design. FHWA approved the environmental Finding of No Significant Impact on May 15, 2006. The final project report was approved in January 2008. A Notice to Proceed with the development of the PS&E phase of the project was issued to Dokken Engineering by the City of Placerville on October 1, 2008. The recent emphasis on project development has been on the design and construction of the eastbound on-ramp at the existing Ray Lawyer Drive US Highway 50 Overcrossing. The project has been split into the following phases:



Phase	Description	Programming Status
Phase 1A	Westbound US Highway 50 on-ramp from Ray Lawyer Drive and an auxiliary lane to the westbound Placerville Drive off-ramp	Completed October 2013
Phase 1B	Local road and bike/ped improvements on Fair Lane	Completed December 2016
Phase 2	Eastbound US Highway 50 off-ramp to Ray Lawyer Drive/Park-and-Ride Lot	Completed October 2019
Phase 2	Forni Road Improvements and Bike/Ped Improvements	Completed October 2019
Phase 2	Ray Lawyer Drive Improvements	Completed October 2019
Phase 2.2	Eastbound US Highway 50 on-ramp	Under Construction
Phase 3 Remainder of Project	Replacement and widening of the Forni Road/Placerville Drive/US Highway 50 Overcrossing, Operational improvements at the Forni Road/Placerville Drive/US Highway 50 interchange, westbound US Highway 50 off-ramp to Ray Lawyer Drive	Unfunded

Upcoming Activities:

- Phase 2.2: Complete construction fall 2021

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$1,075,000	2002 State Cash, 2002 Surface Transportation Program	Complete Fall, 2005	\$1,075,000
PS&E	\$360,000	2008 RTIP	Obligated	\$360,000
	\$2,400,000	Federal Earmark 2005	Approved July 2008	\$2,400,000
	\$89,367	Local Funds	Programmed	\$89,367
ROW	\$983,928	Federal Appropriation 2005	Programmed	\$983,928
Const. (Phase 1A)	\$6,000,000	CMIA Savings	Allocated	\$6,000,000
Const. (Phase 1B)	\$862,000	CMAQ	Complete	\$862,000
Const. (Phase 2)	\$8,237,968	See page 9 for fund sources	Programmed	\$8,237,968
Const. (Phase 2 P&R)	\$2,865,620	See page 18 for fund sources	Programmed	\$2,865,620
Phase 2.2	\$3,765,000	RMRA LPP, HIP, TIM, SHOPP, City	Pending Funding	\$3,925,457
Const. (Remainder)	\$0	Unfunded	Pending Funding	\$23,524,651
TOTAL	\$26,638,883			\$50,323,991

RMRA - LPP PROJECT

WESTERN PLACERVILLE INTERCHANGES PHASE 2.2



Project Description

The project will construct a new eastbound on-ramp to US Highway 50 at Ray Lawyer Drive and is located in the southeast quadrant of the overall Western Placerville Interchanges Project (WPI) located in the City of Placerville. Project design, bidding, and construction will be administered by the City of Placerville and WPI Phase 2.2 will be delivered as a stand-alone project.



Current Project Status

On May 16, 2018, the California Transportation Commission (CTC) awarded \$1,070,000 of Road Maintenance and Rehabilitation Account (RMRA) Local Partnership Competitive Program (LPP) funds to construct an eastbound on-ramp as part of the Western Placerville Interchanges Phase 2 project. However, following discussion with CTC staff it was determined that the eastbound on-ramp project would be constructed as a stand-alone project called Western Placerville Interchanges Phase 2.2. On August 2, 2018, EDCTC programmed \$200,000 in Highway Improvement Program (HIP) funds to support PA&ED work on the eastbound on-ramp.

On August 28, 2018, the City Council approved a \$25,000 budget appropriation from the Traffic Impact Mitigation Fund for PA&ED. On March 26, 2019, the City Council approved a \$400,000 budget appropriation from the Traffic Impact Mitigation (TIM) Fee Fund to increase the budget for PA&ED. On May 2, 2019, EDCTC programmed \$744,946 of HIP funds for construction of WPI 2.2. On May 7, 2020, EDCTC programmed an additional \$160,457 in HIP funds for construction. On June 24, 2020, the CTC allocated \$1,070,000 in LPP funds and \$1,000,000 in SHOPP Minor A funds for construction of the project. On January 12, 2021, the City Council awarded the construction contract to Doug Veerkamp Engineering.

Upcoming Activities

- Complete construction fall 2021

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED / PS&E	\$25,000	City TIM Fund	Programmed	\$25,000
PA&ED / PS&E	\$400,000	City TIM Fund	Programmed	\$400,000
PA&ED / PS&E	\$200,000	HIP	Programmed	\$200,000
Construction	\$325,054	Local	Programmed	\$325,054
Construction	\$905,403	HIP	Authorized	\$905,403
Construction	\$1,000,000	SHOPP	Allocated	\$1,000,000
Construction	\$1,070,000	LPP	Allocated	\$1,070,000
TOTAL	\$3,925,457			\$3,925,457

CMAQ PROJECT SILVA VALLEY PARKWAY / HARVARD WAY INTERSECTION IMPROVEMENTS



Project Description

The Silva Valley Parkway/Harvard Way Intersection improvements project will construct right- and left-turn pockets for north and southbound traffic on Silva Valley Parkway. The project will also add a through lane for southbound traffic on Silva Valley Parkway. Additionally, the project will add bike lanes and bicycle and pedestrian detection at the intersection. The signal will also be optimized for efficiency.



Current Project Status

On June 2, 2016, EDCTC programmed CMAQ funds to the project in the amount of \$322,653. EDCTC programmed an additional \$290,347 in STBGP funds to the project in August of 2016, to lengthen all turn pockets and add bike lanes throughout the project area. In January of 2017, the County received authorization from Caltrans to begin the Preliminary Engineering Phase. Environmental Studies, Plans, Specifications, and Engineering are ongoing. The Environmental Phase is complete, both CEQA and NEPA and the right-of-way certification have been approved. Design is complete to 95%. In February of 2019, EDCTC programmed an additional \$168,500 in STBGP funds to support ADA improvements associated with the intersection project. On January 13, 2021, EDCTC programmed an additional \$613,350 to fully fund the project as a result of increased unit prices, combined with increased costs associated with environmental review and utility coordination. The project is anticipated to be advertised early this year, with construction taking place during summer 2021, to avoid disruption of school traffic patterns. The project will be advertised in conjunction with the Merrychase/Country Club Drive Bicycle and Pedestrian Improvements, with both projects anticipated for construction during summer of 2021.

Upcoming Activities

- Advertise and award a contract
- Begin construction in Summer 2021

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$127,000	CMAQ	Obligated	\$127,000
PA&ED/PS&E	\$42,125	STBGP	Obligated	\$42,125
Construction	\$195,653	CMAQ	RFA Submittal 2020	\$195,653
	\$168,500	STBGP	RFA Submittal 2020	\$168,500
	\$248,222	STBGP	RFA Submittal 2020	\$248,222
	\$613,350	STBGP	RFA Submittal 2021	\$613,350
TOTAL	\$1,394,850			\$1,394,850

CMAQ PROJECT

MERRYCHASE DRIVE / COUNTRY CLUB DRIVE

BICYCLE AND PEDESTRIAN IMPROVEMENTS



Project Description

The Merrychase Drive and Country Club Drive Bicycle and Pedestrian Improvements project will construct approximately 2,100 feet of new sidewalk and will also construct 2.1 miles of Class II bike lanes and Class III bike routes. Two new crosswalks, eight new solar flashing beacons, and new/upgraded curbs, ramps, and gutters will also be included.



On Country Club Drive the improvements will be as follows:

- At Castana Drive, add crosswalk across Castana Drive, a flashing beacon, and upgrade curb ramps to ADA standards
- West of Castana Drive, add sidewalks, a flashing beacon and curb ramps to connect to the existing crosswalk
- At the Cameron Park Library, install sidewalk, a flashing beacon, and curb and gutter
- At Merrychase Drive, add ADA ramps on both sides of the crosswalk, and a sidewalk, flashing beacon, curb, and gutter on the north side of the road
- Install Class II bike lanes between Placitas Drive and El Norte Road, add flashing beacons and on-street parking, sidewalk, curb, and gutter next to the soccer fields

On Merrychase Drive the improvements will be as follows:

- Install concrete sidewalk in place of existing informal walking path
- At Country Club Drive, add a crosswalk, flashing beacon, and bring existing ramp to current ADA standards
- Continue sidewalk along the "bus barn" and add a flashing beacon
- Enhance crosswalk to Christa McAuliffe Community Park and install flashing beacon
- Install sidewalks and curb ramps at Camerado Springs Middle School to continue sidewalk to residential area
- At Greenwood Lane, construct ADA curb ramp
- Extend sidewalk north on Greenwood Lane to connect to all residential parcels

Current Project Status

On June 2, 2016, EDCTC programmed CMAQ funds to the project in the amount of \$897,000. Surveying is complete and Environmental Studies were approved by Caltrans in June of 2018. The design and right-of-way phases are nearly complete and the project is currently designed to 95%. On January 13, 2021, EDCTC programmed an additional \$562,000 to fully fund the project as a result of increased unit prices, combined with increased costs associated with environmental review and utility coordination. The project is anticipated to be advertised early this year, with construction taking place during summer 2021 to avoid disruption of school traffic patterns. The project will be advertised in conjunction with the Silva Valley Intersection Project, with both projects anticipated for construction during the summer of 2021 in order to minimize the impacts of school related circulation.

Upcoming Activities

- Advertise and award a contract

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PE	\$153,000	CMAQ	Obligated 2017	\$153,000
ROW	\$41,000	CMAQ	Obligated August 2018	\$41,000
Construction	\$703,000	CMAQ	RFA Submittal 2021	\$703,000
	\$562,000	STBGP	RFA Submittal 2021	\$562,000
TOTAL	\$1,459,000			\$1,459,000

**CMAQ PROJECT
EL DORADO TRAIL
MISSOURI FLAT ROAD TO ORIENTAL ROAD**



Project Description

This project will complete environmental documentation (CEQA and NEPA) and design of a Class I bike path and multi-use pedestrian path improvement to the El Dorado Trail from Missouri Flat Road to Oriental Road in El Dorado. When constructed, the project is proposed to have an eight- to ten-foot wide paved path, signage, and a roadway crossing at Forni Road and Blanchard Road. An unpaved, natural trail for hiking, mountain biking, and equestrian use will also be constructed with non-CMAQ funding.



Current Project Status

On March 6, 2014, the EDCTC programmed \$760,000 in CMAQ funds to the project for completion of CEQA and NEPA environmental documentation and project design. On July 8, 2014, El Dorado County received an E-76 from Caltrans, authorizing the County to begin expending \$745,000 in CMAQ funds for completion of environmental and design. Survey mapping of this section of SPTC corridor has been completed. In summer of 2016, El Dorado County submitted an application for State Active Transportation Program (ATP) Cycle 3 funding for construction funding. While the project was not awarded ATP funds in Cycle 3, the county re-applied in 2017 and the project was awarded funds for construction through the 2017 ATP Augmentation process. Consistent with requirements of the ATP funds, the county was pursuing an aggressive construction schedule. During the environmental phase, Caltrans required a Historical Resources Evaluation Report (HRER), which delayed the project and required the County to request a 12-month time extension from the CTC. The CTC approved the time extension request, and the HRER was completed and submitted to Caltrans and NEPA was approved in December 2018. The project was advertised for construction in March 2019 and a contract was awarded to Westcon Construction on April 30, 2019. Construction started on June 17, 2019 and the Class I path was completed in November 2019. The last piece of construction, the installation of the poles for the pedestrian and bicyclist activated crossing system at Forni Road, was completed in March 2020. The project was officially opened to the public in spring of 2020. The Active Transportation Program funding includes a non-infrastructure element to promote bicycle and pedestrian safety in the community and use of the path to nearby schools. El Dorado County Dept. of Transportation (DOT), in partnership with the 50 Corridor Transportation Management Association (TMA 50), was in the middle of delivering a bicycle/pedestrian safety education program to students at Herbert Green Middle and Indian Creek Elementary Schools when schools closed as a result of the COVID-19 pandemic. El Dorado County DOT and TMA 50 quickly revised the program to reach the community virtually by creating an educational video about the recent trail extension which will be pushed out on social media and holding a zoom bicycle clinic, free to the public, on January 27, 2021.

Upcoming Activities

- Project Close Out

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PE	\$745,000	CMAQ	Obligated	\$745,000
ROW	\$15,000	CMAQ	Programmed	\$15,000
	\$215,000	Local	Programmed	\$215,000
Construction	\$89,500	Local	Programmed	\$89,500
ATP Non-Infrastructure	\$45,000	ATP	Not Started	\$45,000
Construction	\$3,374,000	ATP	Programmed	\$3,374,000
TOTAL	\$4,483,500			\$4,483,500

CMAQ PROJECT
EL DORADO TRAIL AT MISSOURI FLAT ROAD
BIKE-PEDESTRIAN OVERCROSSING



Project Description

The El Dorado Trail at Missouri Flat Road Bike/Pedestrian Overcrossing project will construct a bridge with a 12- to 14-foot wide concrete deck to provide a direct, non-motorized connection to the existing 2.7 mile paved segment of the El Dorado Trail between Missouri Flat Road and Forni Road and the unimproved section of the El Dorado Trail south and west of Missouri Flat Road. The project will be constructed within the County Right of Way on Missouri Flat Road and within the Sacramento-Placerville Transportation Corridor on either side of Missouri Flat Road.



Conceptual Rendering

Current Project Status

On August 7, 2014, the EDCTC programmed \$508,000 in CMAQ funds to the El Dorado Trail at Missouri Flat Road Bike/Pedestrian Overcrossing project for completion of NEPA, CEQA, PS&E, and ROW for bicycle and pedestrian elements of the overall project. On August 27, 2014, El Dorado County received an E-76, or authorization to proceed, with expenditure of \$498,000 in CMAQ funds for NEPA, CEQA, and PS&E. An additional \$95,000 in CMAQ funding was programmed to the project on June 2, 2016, at the request of El Dorado County to cover cost increases on the project. Survey mapping for this section of the SPTC corridor has been completed. The Initial Study/Mitigated Negative Declaration was approved on December 19, 2017 and the project is designed to 90%. NEPA was approved in December 2018 in conjunction with the Missouri Flat to Oriental Road trail extension project. The County and EDCTC have pursued construction funding for the Missouri Flat bicycle and pedestrian overcrossing through the submittal of three previously unsuccessful ATP funding applications in 2016, 2017, and 2018. In August of 2020, EDCTC approved the reprogramming of \$400,000 in CMAQ cost savings from the El Dorado Trail – Missouri Flat Road to El Dorado segment, to the Missouri Flat Bicycle and Pedestrian Overcrossing project. The Commission also approved the programming of \$190,000 in TDA/LTF Pedestrian and Bicycle funds to the project. The combined fund sources will support an ATP Cycle 5 application for construction funding. While the project was not awarded statewide ATP funding, it has also been submitted to SACOG for potential Regional ATP funding. SACOG anticipates announcement of the recommended projects in April 2021, with award of Regional ATP funding taking place at their June 2021 meeting.

Upcoming Activities

- Complete Engineering Design
- Continue to seek funding for construction

BICYCLE AND PEDESTRIAN ELEMENTS PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$178,000	CMAQ	Obligated	\$178,000
PS&E	\$415,000	CMAQ	Obligated	\$415,000
ROW	\$10,000	CMAQ	Programmed	\$10,000
	\$25,000	Local	Programmed	\$25,000
Construction	\$400,000	CMAQ	Programmed	\$400,000
Construction	\$190,000	TDA/LTF	Programmed	\$190,000
Construction	\$0	ATP	Cycle 5 Request	\$4,540,000
TOTAL	\$1,218,000			\$5,758,000

CMAQ PROJECT

EL DORADO TRAIL EASTERN EXTENSION—HALCON ROAD TO CARSON ROAD INTERCHANGE



Project Description

On March 7, 2019, EDCTC programmed \$326,239 in CMAQ funding to the El Dorado Trail Extension East Project to complete the preliminary design, environmental and right-of-way phases of a project to extend the El Dorado Trail from its current terminus at Halcon Road to the proposed undercrossing at US 50 and Pondorado Road. The completion of these initial phases of work would create a shovel-ready multi-use trail project, that, when coupled with other grant funding sources for the construction phase, will provide connectivity of the El Dorado Trail from the town of El Dorado across US 50 in Camino to the communities of Camino and Pollock Pines.



The proposed multi-use bicycle, pedestrian, and equestrian project will construct approximately 5,000 feet of 8-foot wide Class 1 multi-use path with 2-foot shoulders. The project will be constructed along the old Michigan-California Lumber Company Railroad

corridor for approximately 4,000 feet and then veer westward to a frontage road that connects to the proposed US 50 undercrossing project in Camino. El Dorado County owns fee title on the railroad corridor, therefore only the 1,000 foot westward segment from the railroad corridor to US 50 will need to be acquired through the right of way phase. The completion of the El Dorado Trail Extension East will establish a continuous nearly 14 mile long active transportation facility from the Town of El Dorado to the community of Camino. The project will also provide a connection across US 50 between the El Dorado Trail to the south and the future bicycle and pedestrian improvement projects to the north.

Current Project Status

The funding has been obligated for the Preliminary Engineering Phase, the County is coordinating with Caltrans on the Environmental documentation for the project and working closely with CT at the eastern end near the Camino Safety project. The project is currently designed to the 40% level at this time.

Upcoming Activities

- Complete Environmental and Engineering Design
- Begin Right-of-Way Phase
- Continue to seek funding for construction

BICYCLE AND PEDESTRIAN ELEMENTS PROJECT FUNDING DETAIL

Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$291,239	CMAQ	Obligated April 2019	\$291,239
ROW	\$35,000	CMAQ	Programmed	\$35,000
Construction		TBD	Unfunded Need	\$1,674,625
TOTAL	\$326,239			\$2,000,864

CMAQ PROJECT POLLOCK PINES - PONY EXPRESS TRAIL BICYCLE AND PEDESTRIAN IMPROVEMENTS



Project Description

On March 7, 2019, EDCTC programmed \$510,000 in CMAQ funding to complete the preliminary design, environmental and right-of-way phases to support active transportation improvements in the Pollock Pines area. Improvements include a six-foot wide pedestrian path, Class II bike lanes, ADA and crossing improvements to connect mobile home parks, jobs and services in the community. The project details are as follows:



- Addition of approximately 4600 linear feet of new and reconstructed pedestrian path
- Installation of 1.7 miles of Class II bike lanes
- New signing and striping for existing mid-block crossings
- Eight new solar powered flashing beacons
- New and/or upgraded ADA compatible pedestrian ramps

The limits of the project are along Pony Express Trail from Sanders Drive to Sly Park Road.

Current Project Status

CEQA and NEPA are complete, CEQA was filed on 8/28/19 and NEPA CE was signed on 10/29/19. At this time the project is designed to 65%. Right-of-way surveys have started and the county anticipates submittal of the RFA for right-of-way in late August. In July 2020, EDCTC received a request from El Dorado County DOT to reprogram \$100,000 in CMAQ cost-savings from the Preliminary Engineering and Right-of-Way phase of the project to the construction phase. In order to achieve the cost savings, DOT anticipates completion of the Class II Bike Lanes component of the project in conjunction with an overlay project on Pony Express Trail Road. EDCTC also received a request from El Dorado County DOT to program \$80,000 in TDA/LTF Pedestrian/Bicycle funding to further support their request for construction funding through the Cycle 5 State Active Transportation Program. In August of 2020 the EDCTC Board approved the programming strategy and DOT submitted the request for ATP funding. In February of 2021, The California Transportation Commission released their recommendations for Statewide ATP and the Pony Express Trail Bicycle and Pedestrian Improvements project was recommended for the award of \$1,440,000 in funding. The project was one of 41 projects recommended in an extremely competitive pool of over 450 applications submitted statewide with a score of 92 out of 100. The CTC will consider the staff recommendations at their meeting in March of 2021.

Upcoming Activities

- Complete Engineering Design
- Complete Right-of-Way Phase

BICYCLE AND PEDESTRIAN ELEMENTS PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$265,000	CMAQ	Obligated April 2019	\$265,000
ROW	\$145,000	CMAQ	RFA Submittal August 2020	\$145,000
Construction	\$100,000	CMAQ	Programmed	\$100,000
Construction	\$80,000	TDA/LTF	Programmed	\$80,000
Construction	\$1,440,000	ATP Request	Recommended for ATP Funding	\$1,440,000
TOTAL	\$2,030,000			\$2,030,000

CMAQ PROJECT PONDEROSA ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS



Project Description

On March 7, 2019, EDCTC programmed \$469,000 in CMAQ funding to the Ponderosa Road Bicycle and Pedestrian Improvements Project to complete the preliminary design, environmental and right-of-way phases of a project to construct 0.72 miles of Class II bike lanes on both sides of Ponderosa Road and 0.36 miles of sidewalk on the east side of Ponderosa Road. The proposed facilities would connect to existing sidewalks and bike lanes starting at Foxwood Lane extending to Ponderosa High School in the community of Shingle Springs. The proposed improvements would provide continuous bicycle and pedestrian facilities between the high school across US 50 to Shingle Springs, while addressing ADA deficiencies by adding sidewalk with curbs and ramps along the entire project length.



These bicycle and pedestrian project features are also planned to provide a connection to the proposed future Ponderosa Interchange Improvement Project and future Ponderosa High School sidewalk and parking lot extension project. The goal is to create a shovel-ready project that will compete well for grant funding opportunities to help deliver this project through construction.

Current Project Status

CEQA and NEPA were approved by Caltrans in October of 2019, and the project is currently designed to 70%. Right of way is progressing and nearly complete. In July 2020, EDCTC received a request from El Dorado County DOT to reprogram \$150,000 in CMAQ cost-savings from the Preliminary Engineering and Right-of-Way phase of the Ponderosa Road Bicycle and Pedestrian Improvements Project to the construction phase. In order to achieve the cost savings, DOT anticipates completion of the Class II Bike Lanes component of the project in conjunction with an overlay project on Ponderosa Road. EDCTC also received a request from El Dorado County DOT to program \$80,000 in TDA/LTF Pedestrian/Bicycle funding to further support their request for construction funding through the Cycle 5 State and Regional Active Transportation Programs. In August of 2020, the EDCTC Board approved the programming strategy and DOT submitted the project to the competitive state and regional ATP programs. While the project was not awarded statewide ATP funding, it has also been submitted to SACOG for potential Regional ATP funding. SACOG anticipates announcing the recommended projects in April 2021, with award of Regional ATP funding taking place at their June 2021 meeting.

Upcoming Activities

- Complete Engineering Design
- Begin Right-of-Way Phase

BICYCLE AND PEDESTRIAN ELEMENTS PROJECT FUNDING DETAIL

Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$269,000	CMAQ	Obligated	\$269,000
ROW	\$50,000	CMAQ	Obligated	\$50,000
Construction	\$150,000	CMAQ	Programmed	\$150,000
Construction	\$80,000	TDA/LTF	Programmed	\$80,000
Construction	\$0	ATP Request	Unfunded Need	\$870,000
TOTAL	\$549,000			\$1,419,000

CMAQ PROJECT UPPER BROADWAY BIKE LANES



Project Description

The project will widen Upper Broadway from Schnell School Road to Point View Drive to construct a Class II Bike Lane on the eastbound (uphill) lane and provide "Sharrow" striping on the westbound (downhill) lane. The project will also construct sidewalks and other pedestrian facilities in strategic locations between Schnell School Road and Point View Drive along with transit facilities in select locations.



Current Project Status

On March 6, 2014, EDCTC programmed \$575,000 of Congestion Mitigation and Air Quality (CMAQ) Funds to the environmental and design phases of the Upper Broadway Bike Lanes project. On October 29, 2015 SACOG awarded \$1,792,000 in Regional Active Transportation Program (ATP) funding to the project. Then, based on public comment during two community meetings in September and November 2015, project design was amended to include sidewalks in strategic locations.

Project delivery was delayed approximately one year due to Caltrans' request to expand the environmental scope to include an Historical Resources Evaluation Report (HRER) and California Red Legged Frog (CRLF) Habitat Assessment and the City's effort to secure funding to include sidewalks. The CTC granted the City a 12-month time extension on June 29, 2017 for the \$10,000 in ATP funds programmed to PS&E. The City of Placerville submitted an application on August 1, 2017 for the Statewide Component of the 2017 ATP Augmentation to fund the addition of sidewalks to the project and was awarded \$1,886,000 of 2017 ATP Augmentation funds at the October 18-19, 2017 CTC meeting. At the May 16/17, 2018 CTC meeting the CTC approved a 12-month time extension from June 30, 2018 to June 30, 2019 for allocation of \$1,782,000 in ATP Cycle 2 construction funds; allocation of \$10,000 in ATP Cycle 2 PS&E funds; allocation of \$173,000 in ATP Augmentation PS&E funds; allocation of \$327,000 in ATP Augmentation ROW funds. On March 7, 2019 EDCTC programmed \$1,062,360 of CMAQ for construction of the project. On June 27, 2019 the CTC allocated \$1,782,000 in Cycle 2 ATP funds and \$1,386,000 in ATP Augmentation funds for construction of the project. On December 10, 2019, the Placerville City Council awarded the construction contract to Doug Veerkamp Construction for an amount not to exceed \$4,491,800.30. Construction was completed in fall 2020.

Upcoming Activities

- Complete project closeout

PROJECT FUNDING DETAIL

Project Phase	Fund Source						Total Cost
	CMAQ	ATP	TDA	STBGP	LOCAL	STA	
PA&ED	\$350,000		\$2,000		\$12,000	\$8,000	\$372,000
PS&E	\$225,000	\$183,000			\$150,055	\$28,858	\$586,913
ROW		\$327,000				\$49,000	\$376,000
CON	\$1,062,360	\$3,168,000	\$232,000	\$200,000	\$362,640	\$271,007	\$5,296,007
TOTAL	\$1,637,360	\$3,678,000	\$234,000	\$200,000	\$524,695	\$356,865	\$6,630,920

CMAQ PROJECT PLACERVILLE DRIVE BICYCLE AND PEDESTRIAN FACILITIES PROJECT



Project Description

The project will design bicycle facilities and sidewalks along Placerville Drive from west of the US 50 undercrossing to Green Valley road and sidewalk on the west side of Green Valley Road from Placerville Drive to Mallard Lane. Both Class II bike lanes and Class IV bikeways will be evaluated during the preliminary engineering phase.

Current Project Status

EDCTC programmed \$1,100,000 in CMAQ funds to the project in June 2016. The City of Placerville posted a Request for Proposals (RFP) for Environmental and Engineering (PA&ED/PS&E) Consultant Services on January 23, 2018. The consulting contract was awarded to Drake Haglan and Associates at the July 10, 2018 City Council meeting.



The project kickoff meeting between City staff and the consulting team was held on September 27, 2018. The City began data collection by placing bike counters at the intersection of Placerville Drive and Green Valley Road on November 26, 2018. On March 7, 2019 EDCTC Programmed \$680,303 in CMAQ funds to the project. Monthly PDT's began in June 2019. While the project was not awarded State Active Transportation Plan (ATP) Cycle 5 funds, it is still eligible for Regional ATP Cycle 5 funding. SACOG Staff recommendations for Regional ATP Cycle 5 funding will be released in April 2021 and the SACOG Board will vote on final awards at their June 2021 meeting.

Upcoming Activities

- Caltrans Approval of Cultural Report - July 2021
- Complete CEQA and NEPA - September 2021
- 65% PS&E - Begins September 2021

PROJECT FUNDING DETAIL

Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$1,000,000	CMAQ	Obligated Fall 2017	\$1,000,000
PA&ED/PS&E	\$510,000	CMAQ	Programmed FFY2020	\$510,000
PS&E	\$0	TBD	Unfunded Need	\$2,485,000
ROW	\$270,303	CMAQ	Programmed FFY 2020	\$270,303
ROW	\$88,141	Local	Programmed 2020	\$88,141
ROW	\$0	TBD	Unfunded Need	\$224,654
Construction	\$0	TBD	Unfunded Need	\$21,240,000
TOTAL	\$1,868,444			\$25,818,098

CMAQ PROJECT PLACERVILLE STATION II



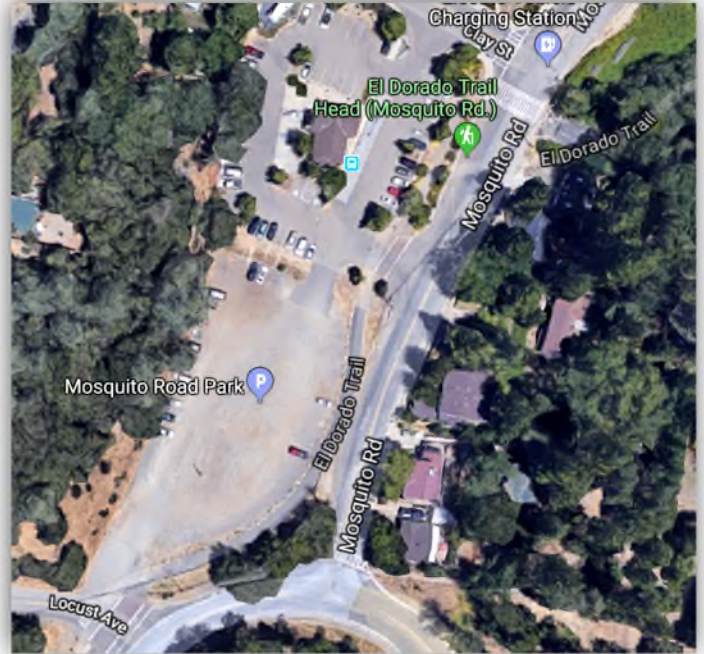
Project Description

The project is located in the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of U.S. 50. The project includes:

- Construction of a 50-car parking lot with lighting and landscaping
- Bicycle racks and lockers
- Replacement of an existing water main and services
- Replacement of sewer connection
- Paving Mosquito Road between the westbound U.S. 50 off-ramp and Clay Street
- Realigning the existing segment of the El Dorado Trail
- Improved connection to El Dorado Transit and Amtrak Bus Service

Current Project Status

EDCTC programmed \$645,000 in CMAQ funds to the project in March of 2019. The utility relocation agreement with PG&E was approved at the December 10, 2019 Placerville City Council meeting. On January 26, 2021, the City Council awarded the Construction Management and Inspection Services Contract Coastland Civil Engineering, Inc.



Upcoming Activities

- Go out to bid March 2021
- Begin construction May 2021

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED / PS&E	\$200,000	FTA-5309 (c) - Bus	Obligated	\$200,000
ROW	\$10,000	Local	Programmed	\$10,000
Construction	\$645,000	CMAQ	Programmed	\$645,000
Construction	\$790,000	FTA-5309 (c) - Bus	Programmed	\$790,000
TOTAL	\$1,645,000			\$1,645,000

STBGP PROJECT MAIN STREET, CEDAR RAVINE, CLAY STREET INTERSECTION



Project Description

The project will realign Cedar Ravine, Clay, and Main Streets to intersect at a four-way intersection. The project is currently anticipated to be completed as a signalized or stop-controlled intersection. It is anticipated that the project will be constructed in conjunction with the Clay Street Highway Bridge Program (HBP) project.



Current Project Status

CMAQ and HBP funds for the PA&ED and PS&E Phases were authorized by Caltrans headquarters in August 2006. Quincy Engineering was selected as the consultant and the project was kicked off in July 2007. A public meeting was held in October 2007 and four alternatives were presented to reconfigure the intersection to a roundabout. The project was presented to the City Council on January 27, 2009 and the Council gave direction to City staff to proceed with the project while identifying options to mitigate parking loss. The City has since identified locations for parking mitigation. In June 2010, EDCTC programmed an additional \$400,000 in CMAQ funding for construction of the project. The Initial Study/Mitigated Negative Declaration certified by the City of Placerville on February 8, 2011, was challenged in a court of law. At the conclusion of the hearing held on September 2, 2011, the Superior Court of the State of California concluded that before the project could continue, the City of Placerville had to prepare an Environmental Impact Report (EIR). The City then entered into a consulting contract with Michael Baker International to prepare an EIR for the project. On July 8, 2014 the City of Placerville passed Resolution No. 8230 which eliminated a roundabout as an alternative for the Cedar Ravine/Main Street/Clay Street intersection without a vote of the public. Following that action by the City of Placerville, on November 6, 2014 the EDCTC Board de-obligated \$1,397,978 in CMAQ funding from the project. At the January 27, 2015 Placerville City Council meeting the City Council gave staff direction to proceed with the design of a four-way, stop-controlled intersection at Main Street/Cedar Ravine/Clay Street and replacement of the Clay Street Bridge. On December 8, 2015 the Placerville City Council awarded a consulting contract to Drake Haglan and Associates for an Amount Not to Exceed \$749,450 for NEPA compliance and Bid Document Preparation. On January 6, 2016 the City of Placerville held a public meeting to discuss four-way intersection and bridge design options. A second public meeting was held on March 2, 2016 to review intersection and bridge designs. The HBP program requires projects to complete one phase and move into the next within ten years or risk losing the funds. To retain HBP funding the project needed to progress out of the Environmental Phase and into Right of Way prior to August 2016 or submit an extension request. Completion of the environmental phase was delayed beyond August 2016 due to the need for additional evaluation of a new location for the Druid Monument. The City applied for and was granted a three-year time extension for the HBP funds. The City released the Draft EIR on March 2, 2018 and the 45 day review period closed on April 18, 2018. The three-year HBP time extension expired in August 2019, but the City was awarded a second three-year HBP time extension needed due to further delays in completing CEQA and NEPA.

Upcoming Activities

- Complete CEQA - July 2021
- Complete NEPA - July 2021
- Complete final design - December 2022
- Begin construction - May 2023

PROJECT FUNDING DETAIL					
Project Phase	Fund Source				Project Cost
	HBP	CMAQ	STBGP (RSTP)	Local	
PA&ED	\$686,606	\$202,022	\$14,680	\$12,112	\$915,420
PS&E	\$529,906		\$99,222	\$36,180	\$665,308
ROW	\$75,000		\$57,750	\$29,163	\$161,913
Construction	\$2,862,000		\$198,349		\$3,060,349
Grand Total	\$4,153,512	\$202,022	\$370,001	\$77,455	\$4,802,990

STBGP PROJECT
US 50/PONDEROSA ROAD/SOUTH SHINGLE ROAD
INTERCHANGE IMPROVEMENTS



Project Description

The ultimate project will improve the US Highway 50/Ponderosa Road/South Shingle Road Interchange and realign frontage roads at Durock Road, North Shingle Road, and Wild Chaparral Drive. The project is included in the long-term action plan of the 2015 El Dorado County Regional Transportation Plan falling within the 2026-2035 or beyond planning horizon. The EDCTC programmed funds to complete preliminary project work for the ultimate project.



Current Project Status

In December of 2016, EDCTC programmed \$100,000 in Urban STBGP funding to perform the preliminary right-of-way engineering including field surveys and mapping to establish the right-of-way needs for the ultimate interchange project. The environmental document was circulated in February 2018 and the County has prepared responses to comments. The PA/ED was presented to the Board of Supervisors in April 2020. CEQA has been approved and the Board of Supervisors selected Alternative 1 as the preferred alternative. NEPA has been routed to Caltrans for final approval, however, Caltrans is requiring additional studies before NEPA can be approved. Caltrans has not yet signed the Project Study Report/Project Report (PSR/PR), but it has been routed for signature. With the completion of the PA&ED phase (including NEPA), the project will be designed to approximately 30%. A funding source has not been identified for construction, the County has divided the project into three phases at the Durock Road, Ponderosa Road, and North Shingle quadrants of the interchange to help advance delivery in phases.

Upcoming Activities

- NEPA Approval
- Continue engineering design
- Identify fund source for construction

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED		TIM FEE	Complete	
PS&E	\$100,000	STBGP	Programmed December 2016	\$100,000
ROW	\$0	N/A	Unfunded	TBD
Construction	\$0	N/A	Unfunded	TBD
TOTAL	\$100,000			\$100,000

STBGP PROJECT

EL DORADO HILLS BOULEVARD OVERLAY PROJECT



Project Description

The project will include the environmental and design work necessary to complete the following elements:

- Road surface overlay on El Dorado Hills Boulevard from Saratoga Way/Park Drive to Brittany Way
- Class II Bike Lanes along portions of the project limits on El Dorado Hills Boulevard
- Improve pedestrian ramps to American’s with Disabilities Act standards at all intersections along El Dorado Hills Boulevard from Saratoga Way/Park Drive to Brittany Way
- Bicycle and pedestrian loop detection improvements at all intersections along El Dorado Hills Boulevard from Saratoga Way/Park Drive to Brittany Way



Current Project Status

In February 2017, EDCTC programmed \$384,285 in Urban STBGP funding to complete the environmental documentation and design phases of the project. The County submitted a Request for Authorization and recently received an E-76 authorizing expenditure of the Urban STBGP funds. The County has received Environmental Clearance and started design work on the project, which is ongoing. At the March 4, 2021 EDCTC meeting the Board will consider approval of a change in the project scope from Saratoga Way/Park Drive north all the way to Green Valley Road, as opposed to Brittany Way. The County is considering options for construction funding, potentially through SB-1 at a future date.

Upcoming Activities

- Complete Design
- Determine Construction Funding Source

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$384,285	STBGP	Programmed February 2017 Obligated Summer 2017	\$384,285
ROW	0	TBD	Unfunded	\$40,000
Construction	0	TBD	Unfunded	\$4,973,000
TOTAL	\$384,285			\$5,397,285

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) CAMINO SAFETY PROJECT ON US HIGHWAY 50



Project Description

This project is located on a segment of US Highway 50, between Still Meadows Road and Upper Carson Road, in the Community of Camino. This segment experiences collision rates that are much higher than the state average, including several recent fatalities, leading to this becoming a priority project for both Caltrans and El Dorado County. The Caltrans share of the project will install a concrete median barrier closing off five local road intersections with US 50, widen the outside shoulders, and install several acceleration/deceleration lanes to decrease potential vehicle conflicts. The project will mitigate the closure of the five intersections by constructing an undercrossing at Ponderado Road. Additional work will include local roadway widening, intersection improvements, upgrading intersections and restricting left-turn crossing of center line turning movements at multiple intersections, upgrading drainage, and creating bicycle and pedestrian access north and south of US Highway 50 in conjunction with the new undercrossing.



Current Project Status

The preliminary planning effort was completed with the approval of the Project Study Report on December 1, 2015. Funding for the project has been programmed for the remaining phases of work and a Memorandum of Understanding has been executed documenting both Caltrans and El Dorado County roles and obligations. El Dorado County received a Highway Safety Improvement Program (HSIP) grant to fund the local improvements portion of the project. The project development team has been meeting regularly on this effort. Furthermore, a public meeting was held at the Camino School on May 4, 2016 to present the project and receive public input. EDCTC and El Dorado County participated in a Value Analysis Study to explore alternative solutions and options which was held over six days in late June 2016. A public meeting was held on September 20, 2016 at Camino School to discuss project alternatives. Another public meeting was held at Camino School on December 15, 2016 to discuss project alternatives on the north side of US 50 adjacent to Carson Court. The Environmental Document for the project is complete. All the alternatives which were considered can be viewed at the following link under the "Documents" tab: <https://dot.ca.gov/caltrans-near-me/district-3/d3-projects/d3-us-50-camino-safety-4e620>.

EDCTC has pursued federal grant funding to construct the preferred Camino project, Alternative 4.7, by submitting four federal infrastructure grants as follows:

July 2018: Requested Federal BUILD Funding \$15,812,880
 March 2019: Requested Federal INFRA Funding \$20,700,000
 July 2019: Requested Federal BUILD Funding \$18,400,000
 February 2020: Requested Federal INFRA Funding \$29,000,000

Caltrans has started construction on Phase 1, which includes the median barrier mainline improvements, plus an under crossing located near Golden Chain Drive. Travel lanes are shifted on US 50 to perform construction work on the undercrossing. Additional work including tree removal has taken place on a wildlife undercrossing just west of the project area.

Upcoming Activities:

- Phase 1 project construction is anticipated to conclude in 2021

PROJECT FUNDING DETAIL				
Project Phase	Caltrans Share	El Dorado County Share	Source	Total
PA&ED	\$2,500,000	\$160,000	SHOPP/HSIP/Local	\$2,660,000
PS&E	\$3,500,000	\$230,000	SHOPP/HSIP/Local	\$3,730,000
ROW	\$3,200,000	\$630,000	SHOPP/HSIP/Local	\$3,830,000
Construction	\$37,800,000	\$2,250,000	SHOPP/HSIP/Local	\$40,050,000
TOTAL	\$47,000,000	\$3,270,000		\$50,270,000

ACTIVE TRANSPORTATION COUNTERS BICYCLE AND PEDESTRIAN COUNTER REPORT SUMMARY



Project Description

In December of 2016, EDCTC programmed \$328,500 in Urban STBGP funds to the El Dorado County Active Mobility Operations and Safety Enhancements project. One component of the project was to install permanent bicycle and pedestrian counters in various locations throughout the County. Eight permanent counters were installed and the County has four mobile counters available for use as well. The installation was completed in fall of 2019.

Current Project Status

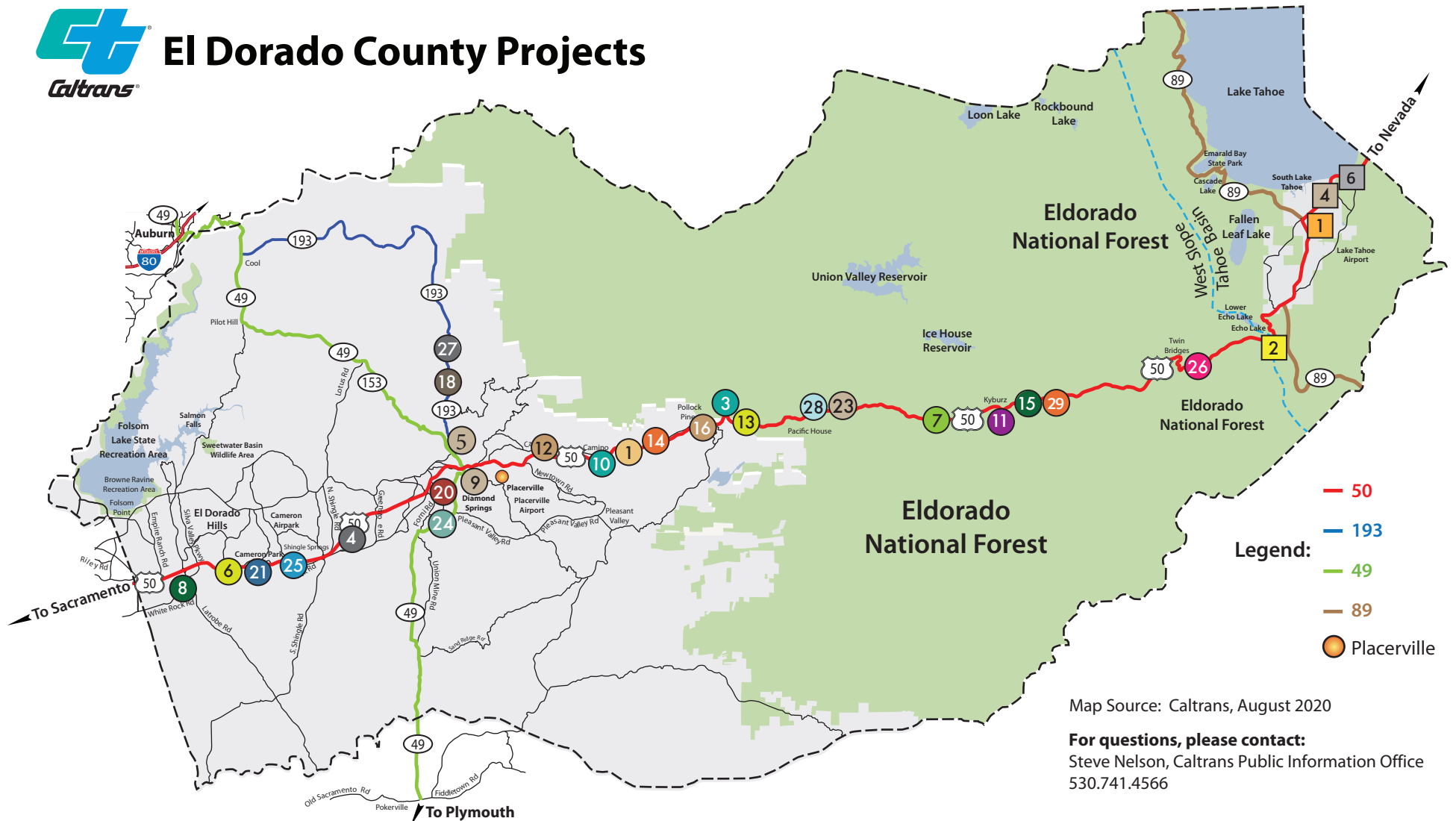
The counters have been tracking bicycle and pedestrian usage for more than a year now. The data is important to understand the usage of the facilities as they relate to our multi-modal transportation system.



The original installation of the counters was supported by a digital subscription that allows online access to the data collected by each counter. The digital subscription has since expired and the county has chosen not to renew it for cost savings. The information collected by each counter can be downloaded manually on site using an Android compatible device. EDCTC is working with the County to initiate an effort to allow EDCTC staff to perform this data collection function as a component of our work in Active Transportation Planning.



El Dorado County Projects



West Slope Projects

- 1** **Route 50 - Redhawk Parkway to Sly Park Rd (EA 03-0H680)**
Replace Crash Cushions
Construction Estimate: \$2,600,000
Target Construction: Work Completed Jan 2021 - **100% Complete**
Funding Source: SHOPP
- 3** **Route 50 - Sacramento County Line to NV State Line (EA 03-0H500)**
Upgrade Metal Beam Guard Rail at various locations.
Construction Estimate: \$3,600,000
Target Construction: Work Completed May 2019 - **100% Complete**
Funding Source: SHOPP
- 4** **Route 50 - From Cambridge Dr to El Dorado Rd (EA 03-TBD)**
Pavement Rehabilitation
Construction Estimate: \$17,600,000
Target Construction: Summer 2028
Funding Source: SHOPP (2024 SHOPP Candidate ID:20401)
- 5** **Route 193 - SR 193/SR 49 (EA 03-3H980)**
Slope Repair and Drainage
Construction Estimate: \$1,300,000
Target Construction: Work Completed Aug 2020 - **100% Complete**
Funding Source: SHOPP
- 6** **Route 50 - Cameron Park Dr. (EA 03-1H440)**
Lower Sidewalk
Construction Estimate: \$1,200,000
Target Construction: Work Completed June 2020 - **100% Complete**
Funding Source: SHOPP Safety
- 7** **Route 50 - Sacramento County Line to NV State Line (EA 03-0H520)**
Install Traffic Management Systems at various locations.
Construction Estimate: \$9,600,000
Target Construction: Fall 2020 - **10% Complete**
Funding Source: SHOPP
- 8** **Route 50 - ED County Line to Silva Parkway (EA 03-1H820)**
New ITS and Fiber Optic Network
Construction Estimate: \$4,800,000
Target Construction: Spring 2021
Funding Source: SHOPP - SB1
- 9** **Route 50 - Near Coloma Street Ped Overcrossing (EA 03-1G490)**
Replace Joint Seals, Polyester Overlay
Construction Estimate: \$3,520,000
Target Construction: Spring 2020 - **100% Complete**
Funding Source: Highway Maintenance
- 10** **Route 50 - Carson Road to Still Meadows (EA 03-0J400)**
Pavement Rehabilitation
Construction Estimate: \$32,000,000
Target Construction: Spring 2026
Funding Source: SHOPP (2022 SHOPP Candidate)
- 11** **Route 50 - Ice House to Pyramid Creek (EA 03-1J160)**
Pavement Rehabilitation
Construction Estimate: \$33,000,000
Target Construction: Spring 2026
Funding Source: SHOPP
- 12** **Route 50 - Still Meadows Rd. to Upper Carson Rd. (EA 03-4E620)**
Camino Safety Improvements
Construction Estimate: \$32,000,000
Target Construction: Fall 2020 - **20% Complete**
Funding Source: SHOPP
- 13** **Route 50 - Forest Ranch/Fresh Pond (EA 03-3H450)**
Pavement Restoration
Construction Estimate: \$12,300,000
Target Construction: Fall 2020 - **30% Complete**
Funding Source: SHOPP
- 14** **Route 50 - Sawmill Rd. UC (EA 03-0H341)**
Replace Bridge
Construction Estimate: \$9,400,000
Target Construction: Spring 2020 - **95% Complete**

- 15** **Route 50 - .02 miles west of Alder Creek Rd. (EA 03-3H470)**
Slope Repair
Construction Estimate: \$1,700,000
Target Construction: Work Complete Aug 2020 - **100% Complete**
Funding Source: SHOPP
- 16** **Route 50 - Ed County Line to SR89 In Meyers (EA 03-1H870)**
Safety - Upgrade Guardrail
Construction Estimate: \$2,100,000
Target Construction: Spring 2021
Funding Source: SHOPP
- 18** **Route 193 - East of Chili Bar Rd. (EA 03-1H600)**
Stabilize Slope
Construction Estimate: \$3,600,000
Target Construction: Fall 2019 - **100% Complete**
Funding Source: SHOPP
- 20** **Route 49 - From Maisy Lane to Coon Hollow (EA 03-4F760)**
Pavement Rehabilitation
Construction Estimate: \$22,000,000
Target Construction: Spring 2024
Funding Source: SHOPP (**Project dropped**)
- 21** **Route 50 - From Sacramento County line to Cameron Park Dr (EA 03-1H040)**
Repair Culverts
Construction Estimate: \$3,100,000
Target Construction: Summer 2022
Funding Source: SHOPP
- 23** **Route 50 - At Oglesby Canyon (EA 03-1G150)**
Mitigate Scour, Drainage Rehab, Rail Replacement
Construction Estimate: \$563,000
Target Construction: Fall 2020 - **100% Complete**
Funding Source: Highway Maintenance
- 24** **Route 49 - Patterson Dr. to Missouri Flat Rd. (EA 03-0H830)**
Widen Shoulders for Bike/Ped Access
Construction Estimate: \$900,000
Target Construction: Summer 2021
Funding Source: Minor A
- 25** **Route 50 - Cameron Park Dr. to Missouri Flat Rd. (EA 03-1H800)**
Drainage Rehabilitation
Construction Estimate: \$3,000,000
Target Construction: Summer 2022
Funding Source: SHOPP
- 26** **Route 50 - Sierra-At-Tahoe to Pioneer Trail (EA -TBD)**
Pavement Rehabilitation
Construction Estimate: \$21,550,000
Target Construction: Spring 2028
Funding Source: SHOPP (2024 SHOPP Candidate ID:18420)
- 27** **Route 193 - Shoo Fly Road to American River Br. (EA 03-1G250)**
Dugouts and Rubberized Hot Mix Asphalt Overlay
Construction Estimate: \$1,500,000
Target Construction: Fall 2020 - **100% Complete**
Funding Source: Highway Maintenance
- 28** **Route 50 - Bridal Veil Falls Rd (EA 03-3H970)**
Repair Slipout
Construction Estimate: \$880,000
Target Construction: Spring 2020 - **100% Complete**
Funding Source: SHOPP
- 29** **Route 50 - Near Kyburz east of Alder Creek (EA 03-0J710)**
Repair Slipout
Construction Estimate: \$1,519,000
Target Construction: Spring 2022
Funding Source: SHOPP

Tahoe Basin Projects

- 1** **Route 50 - Junction 50/89 to Trout Creek (EA 03-3C380)**
Water Quality Improvement
Construction Estimate: \$35,000,000
Target Construction: Completed June 2020 - **100% Complete**
Funding Source: SHOPP
- 2** **Route 50 - 7 miles west of South Lake Tahoe (EA 03-3F530)**
Replace Echo Summit Sidehill Viaduct Bridge
Construction Estimate: \$8,660,000
Target Construction: Spring 2019 - **100% Complete**
Funding Source: SHOPP
- 4** **Route 50 - Junction 50/89 to Pioneer Trail (EA 03-4H890)**
Safety Improvements - Lighting, Pedestrian and Bicycle
Construction Estimate: \$12,600,000
Target Construction: Summer 2024
Funding Source: SHOPP Safety
- 6** **Route 50 - Junction 50/89 to Nevada State Line (EA 03-0J480)**
Pavement Rehabilitation
Construction Estimate: \$19,100,000
Target Construction: Spring 2027
Funding Source: SHOPP

PROJECT MONITORING REPORT ACRONYMS

AADT	Annual Average Daily Traffic
AC	Asphalt Concrete
ACO	Accumulated Capital Outlay (El Dorado County General Fund)
ADT	Average Daily Trip
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
AV	Autonomous Vehicle
BTA	Bicycle Transportation Account
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CT	Caltrans
CTC	California Transportation Commission
EA	Caltrans Expenditure Authorization Number
EV	Electric Vehicle
DOT	El Dorado County Department of Transportation
EIR/EA	Environmental Impact Report/Environmental Assessment
EIS	Environmental Impact Study
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
FFY	Federal Fiscal Year
ITIP	Interregional Transportation Improvement Plan
ITS	Intelligent Transportation Systems
ICAP Audit	Indirect Cost Allocation Plan
HIP	Highway Improvement Program
HOV	High Occupancy Vehicle
LOS	Level of Service
LPP	Local Partnership Program
MAP-21	Moving Ahead For Progress in the 21st Century
MC&FP	Missouri Flat Master Circulation and Funding Plan Reimbursement Fee
MTIP	Metropolitan Transportation Improvement Program
NEPA	National Environmental Protection Act
OC	Overcrossing
PA&ED	Project Approval and Environmental Document
PCI	Pavement Condition Index
PDT	Project Development Team
PES	Preliminary Environmental Study
POC	Pedestrian Overcrossing
PPM	Planning, Programming, and Monitoring
PPNO	Project Planning Number
PS&E	Plans, Specifications, and Estimates
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
RFP	Request for Proposals
RMRA	Road Maintenance and Rehabilitation Account
ROW	Right-of-Way
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTPA	Regional Transportation Planning Agency
SB 1	The Road Repair and Accountability Act of 2017
SHOPP	State Highway Operations and Protection Program
SR	State Route
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
STBGP	Surface Transportation Block Grant Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TBD	To Be Determined
TCE	Temporary Construction Easement
TCSP	Transportation, Community and System Preservation
TE	Transportation Enhancements
TEA	Transportation Enhancement Activity
TIGER	Transportation Investment Generating Economic Recovery
TIM	Traffic Impact Mitigation Fees
TNC	Transportation Network Company
UC	Undercrossing
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled

