



Project Monitoring Report SEPTEMBER 2024



**New Footing for the El Dorado Trail Overcrossing
at Missouri Flat Road**

SEPTEMBER 2024

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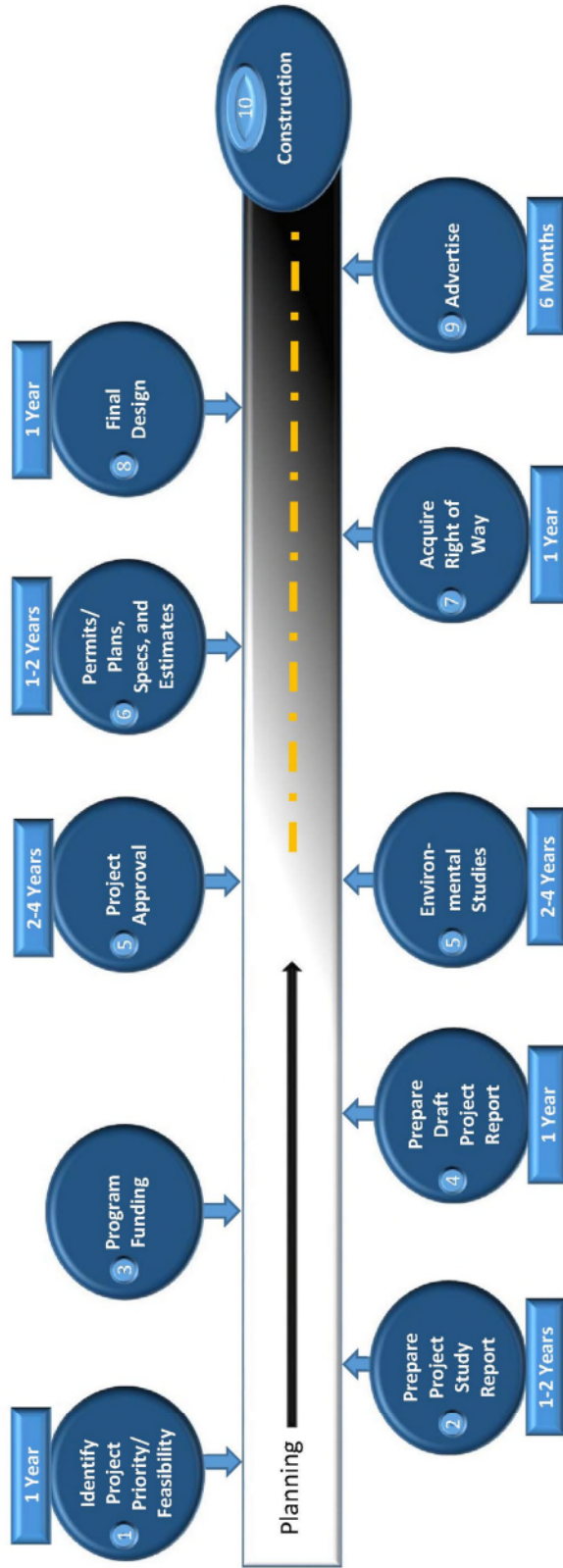
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Transportation Project Delivery Process

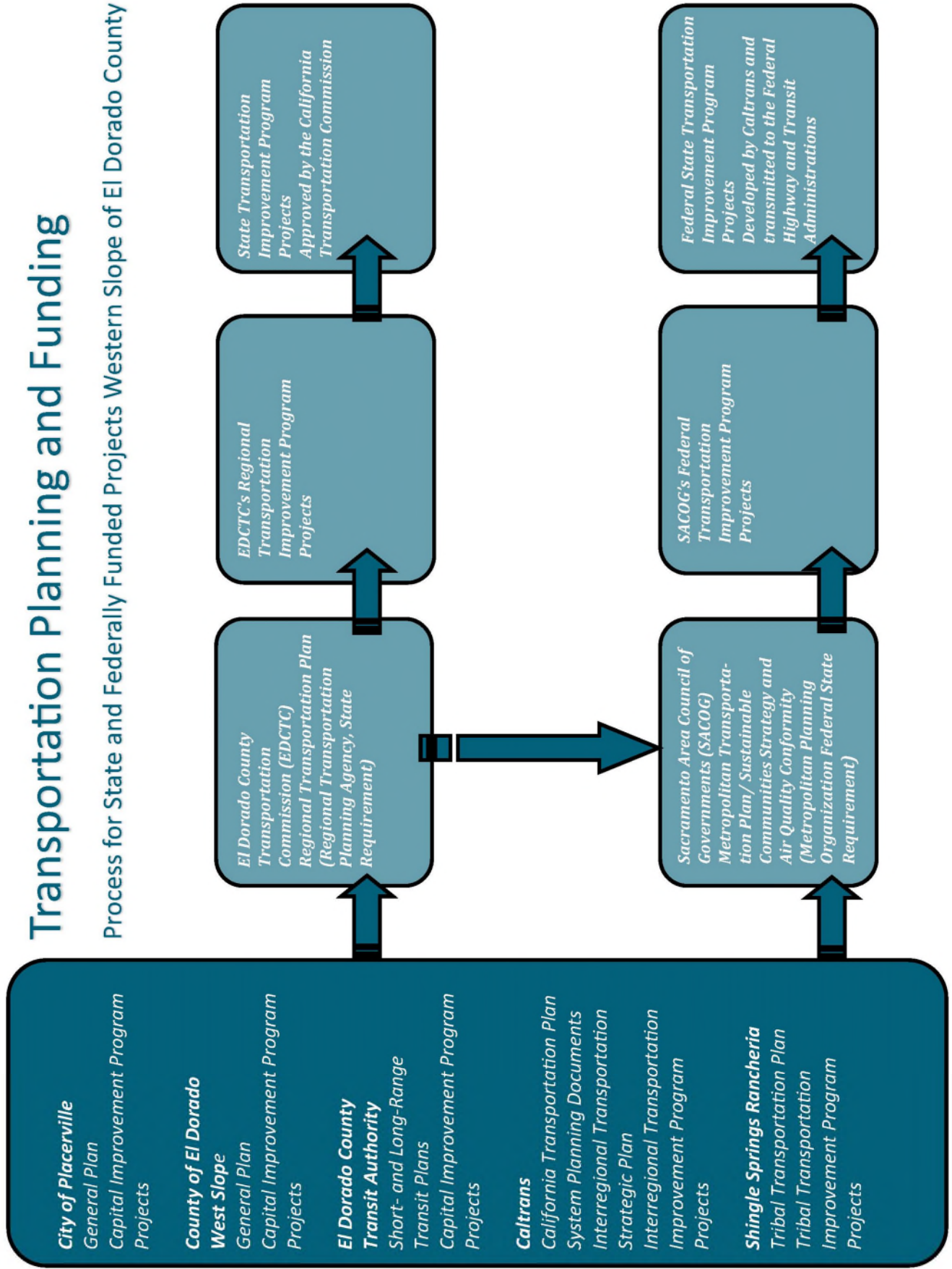
Lifecycle of a Transportation Project



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-Melissa McConnell 530-642-5250 CT-Jess Avila 530-741-4533	EA-372800 PPNO-3L00 MTIP-ELD19363	STIP funds programmed 2005 Federal Appropriation and Earmark	Allocated August 2017 All funds obligated	8
Western Placerville Interchanges Phase 2.3	✓	City of Placerville	Melissa McConnell 530-642-5250		STIP funds programmed	PA&ED STIP must be allocated by June 2026	9
El Dorado Hills Boulevard Interchanges Improvements Phase 2B	✓	El Dorado County	Matt Smeltzer 530-621-5912	ELD 19345	STIP funds programmed	STIP Funds allocated in 2024	10
ROAD MAINTENANCE AND REHABILITATION ACCOUNT—LOCAL PARTNERSHIP PROGRAM (LPP)							
Western Placerville Interchanges Phase 2.2	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19519 EA 37282 PPNO 3336	LPP funds programmed	Allocated June 2020	11
LOCAL TRANSPORTATION CLIMATE ADAPTATION PROGRAM (LTCAP)							
US 50 Trip to Green Congestion Management and Resiliency Project	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19565 PPNO 5450	LTCAP funds programmed	PA&ED funds allocated August 2024	12
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)							
Placerville Station II	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 16070	CMAQ programmed in March 2019	CMAQ obligated in 2022	13
Canal Street Bicycle and Pedestrian Improvement Project Phase 1	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19560	CMAQ programmed in August 2022	CMAQ obligated in 2022	14
Placerville Drive Pedestrian Connectivity Project	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19550	CMAQ programmed in August 2022	CMAQ obligated in 2022	15
Placerville Drive Bicycle and Pedestrian Facilities Project	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19509	CMAQ programmed in June 2016	\$1,000,000 CMAQ obligated 2017	16
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 2014	17
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 in 2019	18
Pollock Pines—Pony Express Trail Bike-Ped Improvements	✓	El Dorado County	Jon Balzer 530-621-5920	ELD19541	CMAQ programmed in March 2019	CMAQ obligated in 2019	19
Ponderosa Road Bicycle and Pedestrian Improvements	✓	El Dorado County	Jon Balzer 530-621-5920	ELD19542	CMAQ programmed in March 2019	CMAQ obligated in 2019	20
Shingle Springs El Dorado Trail Class I Improvements	✓	El Dorado County	Dustin Harrington 530-621-5950	ELD 19557	CMAQ programmed in August 2022	CMAQ Obligated 2023	21
Bass Lake Road at Bridlewood Roundabout	✓	El Dorado County	Chandra Ghimire 530-621-5998	ELD 19559	CMAQ programmed in August 2022	CMAQ Obligated 2023	22
Henningsen Park / Lotus Road Class I Multi-Use Trail Improvements	✓	El Dorado County	Jon Balzer 530-621-5920	ELD 19556	CMAQ programmed in August 2022	CMAQ Obligated 2023	23
La Canada Drive and Gateway Drive Pedestrian /Bicycle Improvements	✓	El Dorado County	Dustin Harrington 530-621-5950	ELD 19555	CMAQ programmed in August 2022	CMAQ Obligated 2023	24

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) - Continued

PROJECT TITLE	STATUS	LEAD AGENCY	PROJECT MANAGER	PROJECT IDENTIFIERS	PROGRAMMING INFO	TIMELY USE OF FUNDS	PAGE #
Diamond Springs Pedestrian Facility Improvements	✓	El Dorado County	Chandra Ghimire 530-621-5998	ELD 19554	CMAQ programmed in August 2022	Met obligation deadline	25

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

PROJECT TITLE	STATUS	LEAD AGENCY	PROJECT MANAGER	PROJECT IDENTIFIERS	PROGRAMMING INFO	TIMELY USE OF FUNDS	PAGE #
Main Street/Cedar Ravine/Clay Street Intersection	✓	City of Placerville	Melissa McConnell / Pierre Rivas 530-642-5250	MTIP-ELD14090 EA 030L1474L Fed. ID 5015-011 ELD19257	CMAQ-Authorized September 2006	Met obligation deadline	26
Broadway Sidewalks and Maintenance Project	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19501	STBG Programmed May 2022	STBG obligated in 2022	27
Canal Street Bicycle and Pedestrian Improvement Project Phase 2	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19551	STBG Programmed September 2022	STBG obligated in 2022	28
Combella Road Sidewalk Project	✓	City of Placerville	Melissa McConnell 530-642-5250	ELD 19561	STBG Programmed September 2022	To be obligated in FY 2024-25	29
El Dorado Hills Boulevard Overlay Project	✓	El Dorado County	Chandra Ghimire 530-621-5998	SACOG ID ELD 19510	STBG Programmed 2017	Programmed February 2017	30
US 50 Ponderosa Interchange Project	✓	El Dorado County	Jon Balzer 530-621-5920	ELD 19180	STBG Programmed September 2022	STBGP obligated 2023	31
El Dorado Drainage Improvement Project	✓	El Dorado County	Jon Balzer 530-621-5920	ELD 19552	STBG Programmed September 2022	STBG Obligated 2023	32

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA) SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

PROJECT TITLE	STATUS	LEAD AGENCY	PROJECT MANAGER	PROJECT IDENTIFIERS	PROGRAMMING INFO	TIMELY USE OF FUNDS	PAGE #
Clear Creek Road Scour Mitigation Project	✓	El Dorado County	Aradhana Kocher 916-599-5673	N/A	CRRSAA STBG Programmed June 3, 2021	Met Obligation Deadline	33
US 50 Access Control Proof of Concept Traffic Management	✓	City of Placerville	Melissa McConnell 530-642-5250	N/A	CRRSAA STBG Programmed June 3, 2021	Complete	33
US 50 Access Control Proof of Concept Pilot Outreach and Awareness Work Plan	✓	EDCTC	Jerry Barton 530-642-5267	N/A	CRRSAA STBG Programmed June 3, 2021	Complete	33

ACTIVE TRANSPORTATION COUNTERS

Bicycle and Pedestrian Counter Report Summary	✓	EDCTC	Jerry Barton 530-642-5267	N/A	N/A	N/A	34
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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	Pony Express Trail Bicycle and Pedestrian Improvements Project	2020/21	\$80,000	Active Transportation Program	Complete construction September 2024
El Dorado County	Pony Express Trail Bicycle and Pedestrian Improvements Project	2023/24	\$200,000	Active Transportation Program	Complete construction September 2024
El Dorado County	El Dorado Trail at Missouri Flat Road Bike-Pedestrian Overcrossing	2022/23	\$190,000	Active Transportation Program	Construction began August 2024
El Dorado County	Intersection Safety Improvements Pleasant Valley Road	2023/24	\$84,223	Highway Safety Improvement Program	Complete, project close out underway Fall 2024

PROJECTS FUNDED WITH EDCTC SURFACE TRANSPORTATION BLOCK GRANT (STBG) EXCHANGE FUNDS						
LEAD AGENCY	PROJECT NAME	AMOUNT AGENCY RECEIVED	AMOUNT AGENCY SPENT	BALANCE REMAINING	DATE APPROVED BY COMMISSION	EXPIRATION DATE
City of Placerville	Schnell School Overlay	\$ 200,000.00	\$ (170,691.87)	\$ 29,308.13	6/4/2020	6/4/2025
City of Placerville	Smith Flat Road Storm Drain and Paving	\$ 100,000.00	\$ -	\$ 100,000.00	8/1/2024	8/1/2029
City of Placerville	US 50 Trip to Green Congestion Management and Resiliency Strategy Matching Funds for LTCAP grant	\$ 200,000.00	\$ (277.30)	\$ 199,722.70	8/1/2024	8/1/2029
El Dorado County DOT	Green Valley Rd/Indian Creek Bridge Replacement	\$ 255,622.50	\$ (99,903.66)	\$ 155,718.84	6/3/2021	6/3/2026
El Dorado County DOT	Green Valley Rd/Mound Springs Bridge Replacement	\$ 255,622.50	\$ (1,891.08)	\$ 253,731.42	6/3/2021	6/3/2026
El Dorado County DOT	Intersection Safety / Ped Safety Improvements El Dorado & Diamond Springs	\$ 121,324.00	\$ (91,273.45)	\$ 30,050.55	6/3/2022	6/3/2027
El Dorado County DOT	Intersection Safety / Sight Safety Improvements Triangle Improvements	\$ 136,199.00	\$ (56,106.82)	\$ 80,092.18	6/3/2022	6/3/2027
El Dorado County DOT	Pleasant Valley Road Safety Improvements	\$ 304,473.00	\$ -	\$ 304,473.00	6/3/2022	6/3/2027
El Dorado County DOT	US 50 Camino Area Safety Project	\$ 29,000.00	\$ (15,082.39)	\$ 13,917.61	8/3/2023	8/3/2028
El Dorado County DOT	Intersection Safety / Ped Safety Improvement	\$ 4,500.00	\$ -	\$ 4,500.00	8/3/2023	8/3/2028
El Dorado County DOT	Intersection Safety / Sight Safety Improvements Triangle Improvements	\$ 3,500.00	\$ -	\$ 3,500.00	8/3/2023	8/3/2028
El Dorado County DOT	Pleasant Valley Road Safety Improvements	\$ 155,000.00	\$ -	\$ 155,000.00	8/3/2023	8/3/2028
El Dorado County DOT	Diamond Springs Parkway Phase 1B	\$ 478,721.00	\$ (103,652.91)	\$ 375,068.09	8/3/2023	8/3/2028
El Dorado County DOT	Diamond Springs Parkway Phase 1B approved 11/2/23	\$ 90,600.00	\$ -	\$ 90,600.00	11/2/2023	11/2/2028
El Dorado County DOT	Diamond Springs Parkway - Phase 1B	\$ 13,000.00	\$ -	\$ 13,000.00	8/1/2024	8/1/2029
El Dorado County DOT	Green Valley Road at Indian Creek Bridge Replacement	\$ 200,000.00	\$ -	\$ 200,000.00	8/1/2024	8/1/2029
El Dorado County DOT	Green Valley Road at Mound Springs Creek Bridge Replacement	\$ 222,513.00	\$ -	\$ 222,513.00	8/1/2024	8/1/2029
El Dorado County DOT	Latrobe West Connector	\$ 125,000.00	\$ -	\$ 125,000.00	8/1/2024	8/1/2029

CURRENT GRANT FUNDED STUDIES

TITLE	DESCRIPTION	LEAD AGENCY	PROJECT MANAGER	PROGRAM	GRANT AMOUNT	LOCAL MATCH	STATE CONTACT	DATE SUBMITTED	DATE AWARD ANNOUNCED
Next Generation Transportation Investment Strategy	Changes in transportation funding policies at the State and Federal levels combined with a paradigm shift in performance outcomes toward equity, adaptation and resiliency, and combating climate change have presented new challenges in the regional transportation planning space. Consequently, EDCTC is challenged by these performance metrics due to low population densities, expansive geography, and widely dispersed disadvantaged cohorts, each of which are key metrics in all transportation funding programs. EDCTC is developing the Next Generation Transportation Investment Strategy to overcome these challenges and develop a data driven, performance-based transportation investment strategy which aligns with these new policies and performance outcomes.	EDCTC	Jerry Barton	Sustainable Communities Competitive - Federal Transit Administration 5304	\$217,124	\$42,811	Erin Thompson, Chief, Office of Regional and Interagency Planning	March 17, 2023	August 21, 2023
US 50 Camino Signage and Wayfinding Mitigation Plan	Completion of the US 50 Camino Safety Improvements Project provided significant lifesaving, safety, and operational improvements on US 50 in the Camino Community. The primary element of the US 50 Camino Safety Project included construction of a concrete median barrier from Still Meadows Road to Upper Carson Road which closed gaps in the median barrier and eliminated the danger of crossing US 50 at local road intersections. To mitigate for the closure of the median barrier and loss of access across US 50 to local Apple Hill businesses for eastbound US 50 travelers, EDCTC will utilize Rural Planning Assistance funding to execute a plan to identify preferred routes, signage, and wayfinding elements for travelers seeking access to the Apple Hill region.	EDCTC	Woodrow Deloria	Rural Planning Assistance Discretionary Grant Program	\$85,000	\$9,400	Erin Thompson, Chief, Office of Regional and Interagency Planning	September 6, 2023	October 2, 2023
Regional Transportation Plan Environmental Impact Report	State law requires each RTPA to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) not less than every five years in non-urban regions. EDCTC staff is currently updating the RTP with in-house staff and budget, the RTP is scheduled for adoption in September 2025. The EDCTC RTP and any subsequent revisions, amendments, or updates must be in compliance with the CEQA, which states that an EIR will be prepared if an action will have a significant effect on the environment. Consistent with best planning practices, EDCTC will prepare a programmatic EIR to ensure all environmental impacts are properly vetted with the general public, federally recognized tribal governments, and partner agencies. The EIR is a critical component of the RTP planning process that will ensure EDCTC delivers a sustainable RTP compliant with all state and federal requirements.	EDCTC	Jerry Barton	Rural Planning Assistance Discretionary Grant Program	\$77,250	\$31,750	Erin Thompson, Chief, Office of Regional and Interagency Planning	March 28, 2024	April 15, 2024

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

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 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	Completed fall 2021
Phase 2.3	Westbound US Highway 50 off-ramp	Programmed STIP funding 2024
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: Obtain California Department of Fish and Wildlife permit and closeout project March 2025
- Phase 2.2: Complete project closeout December 2024
- Phase 2.3: Begin environmental documentation 2025

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	Complete 2013	\$6,000,000
Const. (Phase 1B)	\$862,000	CMAQ	Complete 2016	\$862,000
Const. (Phase 2)	\$8,237,968	See page 9 for fund sources	Complete 2019	\$8,237,968
Const. (Phase 2 P&R)	\$2,865,620	See page 18 for fund sources	Complete 2019	\$2,865,620
Phase 2.2	\$3,925,457	RMRA LPP, HIP, TIM, SHOPP, City	Complete 2021	\$3,925,457
Phase 2.3	\$4,000,000	2024 STIP	Begin PA&ED 2025	\$4,000,000
Const. (Remainder)	\$0	Unfunded	Pending Funding	\$23,524,651
TOTAL	\$30,799,340			\$54,323,991

STIP PROJECT WESTERN PLACERVILLE INTERCHANGES PHASE 2.3



Project Description

The project will construct a new westbound off-ramp to US Highway 50 at Ray Lawyer Drive, intersection improvements at the US 50 Ramps/Ray Lawyer Drive Intersection, and bicycle and pedestrian improvements along Ray Lawyer Drive within the project limits. The project is located in the northeast quadrant of the overall Western Placerville Interchanges Project (WPI) in the City of Placerville. Environmental documentation, design, bidding, and construction will be administered by the City of Placerville. WPI Phase 2.3 will be delivered as a stand-alone project.



Current Project Status

At the March 21-22, 2024 California Transportation Commission (CTC) meeting, the CTC awarded \$4,000,000 of State Transportation Improvement Program (STIP) funds to the Western Placerville Interchanges Phase 2.3 project. The \$4,000,000 in STIP funds 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.

Upcoming Activities

- 2025: Begin work on environmental documentation.

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$1,250,000	2024 STIP	Begin 2025	\$1,250,000
PS&E	\$1,750,000	2024 STIP	Begin 2028	\$1,750,000
ROW	\$1,000,000	2024 STIP	Begin 2028	\$1,000,000
Construction	\$11,000,000	Unfunded	Pending Funding	\$11,000,000
TOTAL	\$15,000,000			\$15,000,000

STIP PROJECT

EL DORADO HILLS BOULEVARD INTERCHANGE IMPROVEMENTS

PHASE 2B



Project Description

On US Highway 50 in El Dorado Hills, from PM 0.7 to PM 1.1, the project will construct the remaining improvements to the eastbound on- and off-ramps at the El Dorado Hills/Latrobe Road Interchange. Those improvements include reconstruction of the eastbound diagonal on-ramp, the eastbound on-ramp auxiliary lane, and the eastbound loop off-ramp.



Current Project Status

On December 2, 2021, EDCTC programmed \$874,084 of (COVID) STIP funds to the project as part of EDCTC's Regional Transportation Improvement Program (RTIP). On March 17, 2022, the California Transportation Commission (CTC) adopted the 2022 STIP that included the \$874,084 of (COVID) STIP funds. The County updated the project's environmental documentation and Supplemental Project Report in advance of the December 7, 2022, CTC meeting where the CTC allocated the \$874,084 of (COVID) STIP funds. Design of the project is ongoing. DOT is starting work on traffic studies and environmental. Environmental will be completed as an addendum to the existing EIR, cleared for NEPA and CEQA. An updated estimate and schedule is forthcoming. The project should be Ready to List (RTL) in approximately 12 to 18 months. On November 14, 2023, the El Dorado County Board of Supervisors approved \$4,576,132 of TIF funds for project delivery costs. In December 2023, EDCTC approved the 2024 Regional Transportation Improvement Program including the programming of \$14,930,000 in STIP funds to the project for construction. At their March 2024 meeting, the CTC programmed \$14,930,000 of STIP funds to the project for construction. The project is currently designed to 30%, traffic studies have been approved, Caltrans has approved the design for bicycle and pedestrian movement through the interchange.

Upcoming Activities:

- Continue engineering design work
- Complete CEQA and NEPA Addendums to update for biological and cultural resources

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$407,327	TIF	Programmed	\$407,327
PS&E	\$874,084	STIP	Programmed	\$874,084
ROW	\$278,640	TIF	Programmed	\$278,640
Construction	\$14,930,000	STIP	Programmed in FY 2025-26	\$14,930,000
TOTAL	\$16,490,051			\$16,490,051

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. Construction was completed in fall 2021.

Upcoming Activities

- The City is completing the remaining required environmental mitigation measures necessary to close out the project by December 2024.

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	Authorized	\$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

LTCAP PROJECT

US 50 TRIP TO GREEN CONGESTION MANAGEMENT AND RESILIENCY STRATEGY



Project Description

On US Highway 50 between Canal Street and Bedford Avenue, install traffic management devices such as barriers, mechanical stop bars, channelization devices for turn lanes, Intelligent Transportation Systems (ITS) features, and a bicycle and pedestrian overcrossing at Canal Street to facilitate the safe activation of US 50 the Trip to Green Congestion Management and Resiliency Strategy (Trip to Green) which will hold the three traffic signals on US 50 in Placerville in a solid green phase for a designated time during high congestion periods and in the event of an emergency evacuation. Traffic control devices will prevent left turns onto US 50 and north-south crossings of US 50 during Trip to Green, with the exception of emergency vehicle access.



Drone image showing westbound congestion on US 50 and impacts to local streets in the City of Placerville during normal signal operations on October 16, 2022



Drone image showing free flowing traffic on US 50 during Trip to Green Operations on October 1, 2022

Current Project Status

On December 7, 2023, the California Transportation Commission (CTC) awarded \$3,000,000 of Local Transportation Climate Adaptation Program (LTCAP) funds to US 50 Trip to Green Congestion Management and Resiliency Strategy. The City of Placerville committed to provide \$750,000 as matching funds for the project. On August 16, 2024, the CTC allocated \$800,000 to the project for PA&ED.

Upcoming Activities

- Fall 2024: Issue an RFP for PA&ED consulting services.
- Fall 2024: Execute a consulting contract.
- Fall/Winter 2024: Begin environmental documentation (PA&ED).

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$800,000	LTCAP	Allocated	\$800,000
PA&ED	\$200,000	City TIM Fund	Programmed	\$200,000
PS&E	\$1,800,000	LTCAP	Programmed	\$1,800,000
PS&E	\$550,000	City TIM Fund	Programmed	\$550,000
ROW	\$400,000	LTCAP	Programmed	\$400,000
Construction	\$19,500,000	TBD	Unfunded	\$19,500,000
TOTAL	\$23,250,000			\$23,250,000

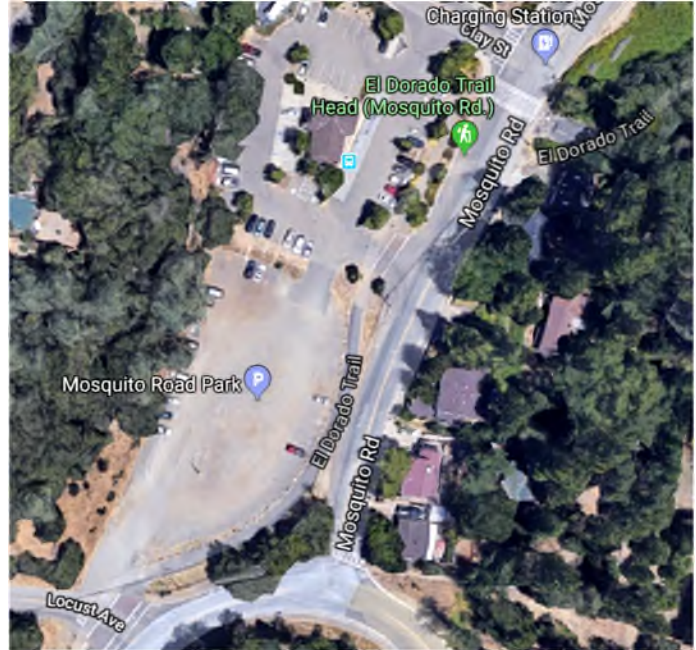
CMAQ PROJECT PLACERVILLE STATION II



Project Description

The project is located in the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of US 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 US 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 to Coastland Civil Engineering, Inc. The construction contract was awarded to Doug Veerkamp General Engineering on October 11, 2022, for a not-to-exceed amount of \$1,371,854. Construction began on April 24, 2023 and was completed on December 12, 2023.

Upcoming Activities

- Complete project closeout.

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
Land Acquisition	\$300,000	AQMD Grant	Expended	\$300,000
PA&ED / PS&E	\$200,000	FTA-5309 (c) - Bus	Obligated	\$200,000
ROW	\$10,000	Local Funds	Programmed	\$10,000
Construction	\$645,000	CMAQ / FTA	Authorized	\$645,000
	\$83,567	Local Funds	Programmed	\$83,567
	\$790,000	FTA-5309 (c) - Bus	Authorized	\$790,000
TOTAL	\$2,028,567			\$2,028,567

CMAQ PROJECT CANAL STREET BICYCLE AND PEDESTRIAN IMPROVEMENT PHASE 1 PROJECT



Project Description

The project is located in the City of Placerville along Canal Street and Combellack Road and will provide the following improvements:

- Along Canal Street from Combellack Road to Cougar Lane, provide an uphill (southbound) Class II bike lane and a downhill (northbound) Class III shared bike facility and remove and replace 1,060 of narrow existing sidewalk on the east side of the street.
- Along Combellack Road, construct 1,080 feet of new sidewalk from David Circle (east) to Canal Street.



Current Project Status

EDCTC programmed \$1,327,950 in CMAQ funds to the project in August 2022. The funds will be used to complete environmental, design, and right-of-way phases of this project and the Combellack Road Sidewalk project. The project will be delivered concurrently with the City's CIP-funded Canal Street Pavement Rehabilitation Project, which includes repair/replacement of underground utilities, so that the City can deliver a comprehensive project that addresses all of the infrastructure needs along Canal Street. The City anticipates identifying the source of construction funding during the project's design phase.

On July 27, 2023, the City released an RFP for environmental and design services with proposals due August 31, 2023. On December 12, 2023, the City Council awarded the consulting contract for environmental and design engineering services to Dokken Engineering for \$1,999,203. Monthly Project Development Team (PDT) meetings have been held since April 2024.

Upcoming Activities

- Continue environmental and preliminary engineering work.

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED / PS&E	\$137,640	Local	Programmed	\$137,640
	\$1,062,360	CMAQ	Programmed 2022	\$1,062,360
ROW	\$34,410	Local	Programmed	\$34,410
	\$265,590	CMAQ	Programmed 2022	\$265,590
Construction	\$0	TBD	Unfunded	\$5,000,000
TOTAL	\$1,500,000			\$6,500,000

CMAQ PROJECT

PLACERVILLE DRIVE PEDESTRIAN CONNECTIVITY PROJECT



Project Description

The project is located in the City of Placerville along Placerville Drive from the Fairgrounds Interchange at US Highway 50 to Armory Drive. The primary goal of the project is to close a large gap in the sidewalk network on Placerville Drive between key origins and destinations. The project includes the following elements:

- From the Fairgrounds Interchange/Helmrich Lane to the County Fairgrounds crosswalk, the project will construct 660 feet of curb, gutter, and sidewalk on the west side of Placerville Drive and narrow the vehicular lanes to calm traffic.
- From the County Fairgrounds crosswalk to Armory Drive, the project will construct 550 feet of curb, gutter, and sidewalk on the east side of Placerville Drive and narrow the vehicular lanes to calm traffic.
- At the County Fairgrounds crosswalk, the project will install a Rapid Rectangular Flashing Beacon (RRFB) with in-pavement flashers across the crosswalk to provide a safer midblock crosswalk for pedestrians.



Current Project Status

EDCTC programmed \$2,213,250 in CMAQ funds to the project in August 2022. The City submitted a Request for Authorization of preliminary engineering funds to Caltrans in August 2022. On January 24, 2023, the City Council awarded a \$529,154 consulting contract to R.E.Y. Engineers for environmental documentation, design, right-of-way, and construction engineering. The City held a Public Open House at Town Hall on August 23, 2023, from 5:00 pm to 7:00 pm to present the project to the public. Environmental documentation was completed in August 2024.

Upcoming Activities

- September 2024: Begin PS&E

PROJECT FUNDING DETAIL

Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED / PS&E	\$38,998	Local Funds	Programmed	\$38,998
	\$301,002	CMAQ	Programmed 2022	\$301,002
ROW	\$18,352	Local Funds	Programmed	\$18,352
	\$141,648	CMAQ	Programmed 2022	\$141,648
	\$229,400	Local Funds	Programmed	\$229,400
Construction	\$1,770,600	CMAQ	Programmed 2022	\$1,770,600
TOTAL	\$2,500,000			\$2,500,000

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. On April 15, 2021, SACOG recommended awarding \$1.22 million in Regional ATP Cycle 5 funding to the project. The CTC adopted SACOG's recommendation at the June 30, 2021, CTC meeting. On December 8, 2022, the CTC awarded \$15.4 million in ATP Cycle 6 State grant funds to Phase 1 of the project to construct improvements along Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection. On January 10, 2023, the Placerville City Council adopted the Final Initial Study/Mitigated Negative Declaration (IS/MND) for the full project limits. The Phase 1 project began final design in February 2023 and right-of-way phase in August 2023.

Upcoming Activities

- May 2025: Complete final design Phase 1
- April 2025: Right-of-Way Certification Phase 1
- September 2025: Advertise construction contract Phase 1

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 FFY 2019	\$510,000
PA&ED/PS&E	\$1,040,000	ATP Cycle 5	Programmed FFY 2022	\$1,040,000
ROW	\$270,303	CMAQ	Programmed FFY 2021	\$270,303
ROW	\$88,141	Local	Programmed 2021	\$88,141
ROW	\$180,000	ATP Cycle 5	Programmed 2022	\$180,000
Construction	\$15,417,000	ATP Cycle 6	Programmed FY 24-25	\$15,417,000
	\$0	TBD	Unfunded Need	\$7,981,000
TOTAL	\$18,505,444			\$26,486,444

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 June 2, 2016 an additional \$95,000 in CMAQ funding was programmed to the project by EDCTC to cover cost increases. NEPA was approved in December 2018, in conjunction with the Missouri Flat to Oriental Road trail extension project. The County and EDCTC pursued construction funding for the Missouri Flat Bicycle and Pedestrian Overcrossing through the submittal of four previously unsuccessful ATP funding applications in 2016, 2017, 2018, and 2021. In April of 2022, EDCTC approved the programming of \$400,000 in CMAQ cost savings from the El Dorado Trail – Missouri Flat Road to El Dorado segment, as well as \$386,370 in FY 2020/21 CMAQ carryover funds to the Missouri Flat Road Bicycle and Pedestrian Overcrossing project. The Commission also approved the programming of \$190,000 in TDA/LTF Pedestrian and Bicycle funds to the project. In May of 2022, the Commission programmed an additional \$1,000,000 in USTBG funding to the project to further support the competitiveness in future funding applications. The combined fund sources were programmed in support of a SACOG Regional ATP Cycle 6 application, the project had the third highest score and was awarded \$3,271,000 in Regional ATP. The California Transportation Commission approved the allocation of construction funds at the December 2023 CTC meeting. DOT advertised the project for construction in early 2024, bids came in much higher than the Engineer's estimate. In March 2024, EDCTC programmed an additional \$974,927 in Urban STBG funding to the project, and in June 2024, EDCTC programmed an additional \$465,332 in Urban STBG to help award a construction contract. In August 2024, EDCTC re-programmed an additional \$61,652 to further support the project. The total amount of Urban STBG on the project is now \$2,501,611. Construction began in August 2024 and some trail closures are anticipated as construction progresses.

Upcoming Activities

- Start Construction August 2024

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$233,000	CMAQ	Obligated	\$233,000
PS&E	\$360,000	CMAQ	Obligated	\$360,000
PS&E	\$90,000	TDA	Obligated	\$90,000
Construction	\$796,000	CMAQ	Obligated	\$796,000
Construction	\$100,000	TDA/LTF	Obligated	\$100,000
Construction	\$2,501,611	USTBG	Obligated	\$2,501,611
Construction	\$3,271,000	ATP	Obligated	\$3,271,000
TOTAL	\$7,351,611			\$7,351,611

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 recently completed US 50 undercrossing 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 connectivity at the eastern end near the recently completed Camino Safety project. The environmental documentation and associated clearances are approved including NEPA. The project is expected to advance without the need to purchase any right-of-way. Design is completed to the 75% level at this time. The County recently submitted the project for a recreation trails program grant for construction funding, but the project was not awarded funding. The County Parks Department resubmitted this project for the 2023 Recreational Trails Program cycle with a request of \$1,338,836 and the request was not awarded. The remaining \$155,098 in CMAQ carryover funding from the Country Club/Merrychase Drive bicycle and pedestrian improvements project was re-programmed to this project, consistent with EDCTC action in August 2022. The county and EDCTC are considering strategies for funding the project in the future, including the next round of Federal Active Transportation Infrastructure Investment Program funding.

Upcoming Activities

- Continue to seek funding for construction

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$291,239	CMAQ	Obligated April 2019	\$291,239
PS&E	\$30,000	CMAQ	Obligated April 2019	\$30,000
ROW	\$5,000	CMAQ	Obligated April 2019	\$5,000
Construction	\$155,098	CMAQ	Programmed	\$155,098
		TBD	Unfunded	\$1,338,836
TOTAL	\$481,337			\$1,820,173

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

Current Project Status

CEQA and NEPA are complete. CEQA was filed on August 28, 2019, and NEPA CE was signed on October 28, 2019. The project is designed to 100%. 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 completed the Class II Bike Lanes component of the project in conjunction with an overlay project on Pony Express Trail Road. EDCTC also programmed \$80,000 in TDA/LTF Pedestrian/Bicycle funding to support the County's request for construction funding through the Cycle 5 State Active Transportation Program. In March of 2021, The California Transportation Commission approved their recommendations for Statewide ATP, and the Pony Express Trail Bicycle and Pedestrian Improvements project was awarded \$1,440,000 in funding. The project experienced some delays as a result of both the COVID-19 pandemic as well as the Caldor Fire during fall of 2021. The primary challenge was obtaining the Right-of-Way Certification as property owners were non-responsive in fall 2021. A 12 month extension request for the ATP funding was approved at the June 2022, CTC meeting. In May 2022, EDCTC programmed an additional \$800,000 in Urban STBG funding to support increased construction and right-of-way costs to ensure successful delivery of the project. The allocation request for construction funding was approved at the May CTC meeting and the bids came in higher than expected. In September 2023, EDCTC programmed an additional \$700,000 to the project, adding \$500,000 in Urban STBG and \$200,000 in TDA Bicycle and Pedestrian funding. Construction started in October of 2023, and went into a winter shut down, some tree removal took place. Construction work re-started in spring 2024. Most work on the easterly side of the project area is complete, improvements to the west are being concluded at this time. Construction is anticipated to be complete by the end of September - ahead of schedule.

Upcoming Activities

- Finalize Construction Activities

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	\$280,000	TDA/LTF	Programmed	\$280,000
Construction	\$1,300,000	USTBG	Programmed	\$1,300,000
Construction	\$1,440,000	ATP	Awarded ATP Funding	\$1,440,000
TOTAL	\$3,530,000			\$3,530,000

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 100% designed. The county also has an approved right-of-way certification. The project is “shelf ready” for construction. El Dorado County DOT submitted a request for construction funding for this project through Cycle 5 of the Active Transportation Program. Unfortunately, the project was not awarded statewide or SACOG Regional ATP funding, although it was one of El Dorado County’s top scoring grant applications. In May 2022, EDCTC programmed an additional \$500,000 in Urban STBG funding to the project to support its competitiveness in future funding applications. The project was re-submitted for ATP Cycle 6 for both statewide and SACOG Regional funding and unfortunately was not awarded in either program. EDCTC supported DOT in their efforts to re-submit the project in the 2024 Cycle 7 and SACOG Regional funding rounds.

Upcoming Activities

- Continue to seek funding for construction

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$263,000	CMAQ	Obligated	\$263,000
ROW	\$55,000	CMAQ	Obligated	\$55,000
Construction	\$500,000	USTBG	Programmed	\$500,000
Construction	\$650,000	Local Funds	Programmed	\$650,000
Construction		TBD	Unfunded Need	\$750,000
TOTAL	\$1,468,000			\$2,218,000

CMAQ PROJECT

SHINGLE SPRINGS EI DORADO TRAIL CLASS I IMPROVEMENTS



Project Description

The project is located in Shingle Springs and will construct a Class I multi-use bicycle and pedestrian path on the El Dorado Trail from Shingle Springs Drive to South Shingle Road. It is anticipated that the project will be located entirely within the Sacramento Placerville Transportation Corridor (SPTC) right-of-way or County right-of-way.

The project will build an 8-foot-wide paved path that includes signage and a roadway crossing at Mother Lode Drive and South Shingle Road. Additionally, the existing unpaved, natural trail for hikers, equestrians, and mountain bikers will be preserved when feasible.

Project construction is proposed to be phased as follows:

Phase 1: Shingle Springs Drive to Mother Lode Drive

Phase 2: Mother Lode Drive to South Shingle Road



Current Project Status

EDCTC programmed \$1,420,000 in CMAQ funds to the project in August 2022. The project will construct a Class I bike path along the El Dorado Trail to increase walking and biking opportunities to schools, jobs, and services while meeting the strong demand for improved non-motorized facilities in the local community. In early 2023, the County received authorization to proceed with PA/ED and PS&E and have started work on the preliminary Environmental and Design phases of the project. A Request for Proposals (RFP) for environmental and engineering design consultant services was posted on July 24, 2024 and a contract award is anticipated in October. Topographic survey mapping was recently completed and DOT is moving toward a preliminary layout for the Class I trail. The project is designed to 10% currently.

Upcoming Activities

- March 2024: Continue the preliminary engineering phase, environmental studies, and engineering design
- December of 2025: Complete environmental phase

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$450,000	CMAQ	Obligated January 2023	\$450,000
PS&E	\$668,000	CMAQ	Obligated January 2023	\$668,000
ROW	\$302,000	CMAQ	Programmed	\$302,000
Construction	\$0	TBD	Unfunded	\$5,265,000
TOTAL	\$1,420,000			\$6,685,000

CMAQ PROJECT

BASS LAKE ROAD AT BRIDLEWOOD ROUNDABOUT



Project Description

The project is located in the community of El Dorado Hills near the proposed Bass Lake Community Park. The project will construct a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive. The project will increase the safety, performance, and traffic flow of the intersection by allowing vehicles, bicycles, and pedestrians to move through the intersection without stopping. In contrast to a four-way stop controlled intersection, the projects' improved throughput will improve air quality, thereby reducing emissions.



Current Project Status

EDCTC programmed \$744,400 in CMAQ funds to the project in August 2022, to fund the environmental, design, and right-of-way phases of the project. The environmental process is expected to include a Mitigated Negative Declaration under CEQA and a Categorical Exclusion under NEPA. In early 2023, the County received authorization to proceed with the Preliminary Engineering phase and has started work on the environmental and design phases of the project. A Request for Proposals (RFP) for environmental consultant services was posted this year and a contract was awarded in July 2024. An Initial Study/Mitigated Negative Declaration is anticipated. The county released an RFP for engineering design services in June 2024 and a contract award is anticipated in September 2024.

Upcoming Activities

- September 2024: Continue work on environmental studies and engineering design
- Summer 2025: Draft environmental document
- December 2025: Final environmental document

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$240,000	CMAQ	Obligated	\$240,000
	\$0	TBD	Unfunded	\$10,000
PS&E	\$351,900	CMAQ	Obligated	\$351,900
	\$200,000	Developer TIF	Programmed	\$200,000
	\$0	TBD	Unfunded	\$38,600
ROW	\$152,500	CMAQ	Programmed	\$152,500
Construction	\$0	TBD	Unfunded	\$3,204,739
TOTAL	\$944,400			\$4,197,739

CMAQ PROJECT HENNINGSEN PARK/LOTUS ROAD CLASS I MULTI-USE TRAIL IMPROVEMENTS



Project Description

The project is in the community of Lotus along Lotus Road between Henningsen Lotus Park and the intersection of Lotus Road and State Route (SR 49). The project will provide bicyclists and pedestrians with access to Henningsen-Lotus Park, Coloma State Park, and restaurants and services in Lotus and Coloma. The project includes the following elements:

- Construct approximately 2,300 feet of new Class I bike path along Lotus Road to connect Henningsen Lotus Park to the recent bicycle and pedestrian improvements on SR 49, including the new sidewalk and Class II bike lanes that cross the new bridge over the South Fork of the American River and continue on SR 49 north to Marshall Road
- Construct approximately 1,025 linear feet of elevated boardwalk adjacent to the Class I bike path
- Make improvements to the existing pullouts along Lotus Road
- Install approximately 1,800 linear feet of guardrail along Lotus Road



Current Project Status

EDCTC programmed \$750,000 in CMAQ funds to the project in August 2022. In early 2023, the County received authorization to proceed with the Preliminary Engineering phase and has started work on the environmental and design phases of the project. Geotechnical drilling is complete and the county has analyzed the potential support locations for the anticipated boardwalk sections of the trail. A Request for Proposals (RFP) for environmental consultant services has been released and a contract was awarded in May of 2024. The Engineering design is 25% complete. A website has been developed to provide project information to the public and two meetings were held to discuss the project alignment and design, topographic, and environmental limitations related to the river floodplain.

Upcoming Activities

- September 2024: Continue engineering design
- Winter 2025: Draft environmental document
- Summer 2025: Final environmental document

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$250,000	CMAQ	Obligated January 2023	\$250,000
PS&E	\$400,000	CMAQ	Obligated	\$400,000
ROW	\$100,000	CMAQ	Programmed	\$100,000
Construction	\$0	TBD	Unfunded	\$5,074,674
TOTAL	\$750,000			\$5,824,674

CMAQ PROJECT LA CANADA DRIVE AND GATEWAY DRIVE PEDESTRIAN/BICYCLE IMPROVEMENTS



Project Description

The project is in the community of Cameron Park and will improve pedestrian and bicycle facilities by constructing Class II bike lanes, Class III bike routes, sidewalks, and other improvements along segments of Parkdale Lane, Gateway Drive, Cambridge Drive, La Canada Drive, and Cameron Park Drive. The project includes:

- Construction of approximately 2,300 feet of new sidewalks.
- Construction of 0.57 miles of Class II bike lanes and Class II bike routes.
- Two new crosswalks.
- Four new solar powered flashing beacons.
- New or upgraded curbs, ramps, and gutters.



Current Project Status

EDCTC programmed \$737,000 in CMAQ funds to the project in August 2022. While the proposed improvements can be constructed within the existing County right-of-way, acquisition of utility and/or drainage easements as well as utility relocation work is expected. In early 2023, the county received authorization to proceed with the Preliminary Engineering phase and has started work on the environmental and design phases of the project. Survey work was recently completed. A Request for Proposals (RFP) for environmental and engineering design consultant services was posted on July 24, 2024 and a contract award is anticipated in October. Topographic survey mapping was recently completed and DOT is moving toward a preliminary layout for the Class I trail. The project is designed to 10% currently.

Upcoming Activities

- March 2024: Continue the preliminary engineering phase, environmental studies, and engineering design
- December of 2025: Complete environmental phase

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$200,000	CMAQ	Obligated January 2023	\$200,000
PS&E	\$327,000	CMAQ	Obligated January 2023	\$327,000
ROW	\$210,000	CMAQ	Programmed	\$210,000
Construction		TBD	Unfunded	\$2,426,000
TOTAL	\$737,000			\$3,163,000

CMAQ PROJECT **DIAMOND SPRINGS PEDESTRIAN FACILITY IMPROVEMENTS**



Project Description

The project is in the community of Diamond Springs and will install bicycle facilities and pedestrian facilities, including but not limited to sidewalks and ADA compliant curb ramps. The project will evaluate and determine the best type(s) and placement of bicycle and pedestrian facilities in the following areas:

- Pleasant Valley Road between Pearl Place and State Route 49
- Pearl Place
- Racquet Way
- Wimbledon Drive
- Black Rice Road



Conceptual Rendering

Current Project Status

EDCTC programmed \$344,337 in CMAQ funds to the project in August 2022. The goal of the project is to increase walking and biking opportunities to schools, jobs, and services. In early 2023, the County received authorization to proceed with the Preliminary Engineering phase and has started work on the environmental and design phases of the project.

Topographic surveys and field work has been completed and environmental clearance work has been approved. A Categorical Exclusion was completed for CEQA and NEPA. The project is designed to 15% at this time. A Request for Proposals (RFP) for engineering design services was released in March of 2024, the contract was awarded in July 2024, the County is working through some contracting issues with the consultant presently. Engineering design will continue through the remainder of the year.

Upcoming Activities

- End of year: Complete 65% design

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$75,754	CMAQ	Obligated January 2023	\$75,754
	\$0	TBD	Unfunded	\$94,246
PS&E	\$113,631	CMAQ	Obligated January 2023	\$113,631
	\$0	TBD		\$141,370
ROW	\$154,952	CMAQ	Programmed	\$154,952
	\$0	TBD		\$195,048
Construction	\$0	TBD	Unfunded	\$2,207,675
TOTAL	\$344,337			\$2,982,676

STBG 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. The State Historic Preservation Office (SHPO) recently concurred with the City's Historic Property Survey Report and Cultural Report, completing two key environmental milestones. On July 27, 2023, the City received federal authorization for Preliminary Engineering Cost Adjustment to continue work on completing the EIR. The Draft Revised EIR was circulated for 45-day public review on January 26, 2024. The City held a public meeting to present the Draft Revised EIR on February 26, 2024.

Upcoming Activities

- December 2024: Complete CEQA
- August 2025: Complete NEPA
- Fall 2027: Go out to bid
- 2028: Begin construction

PROJECT FUNDING DETAIL					
Project Phase	Fund Source				Project Cost
	HBP	CMAQ	STBG (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

STBG PROJECT BROADWAY SIDEWALKS AND MAINTENANCE PROJECT



Project Description

The project is in the City of Placerville along Broadway from the intersection of Main Street and Mosquito Road to the intersection of Schnell School Road and Orchard Lane. The project will address pedestrian safety and maintenance of the pavement within the project limits. Project elements include:

- On Broadway from the intersection of Main Street and Mosquito Road to the intersection of Schnell School Road and Orchard Lane, construct new curb, gutter and sidewalk on four segments of Broadway in the project area where there are currently no sidewalks.
- Perform maintenance of the pavement on Broadway from the intersection of Main Street and Mosquito Road to the intersection of Schnell School Road and Orchard Lane.



Current Project Status

EDCTC programmed \$1,000,000 in STBG funds to the project on May 5, 2022. The project also received a total of \$1,483,740 in Highway Safety Improvement Program federal funds. The sidewalk project went out to bid for construction on March 28, 2023, and bids were opened on April 27, 2023. Only one bid was received, and on May 24, 2023, the City Council rejected the lone bid and the project was readvertised. The second bid opening was held on June 20, 2023, and two bids were received. Both bids came in significantly higher and were above the available funding for construction. The City reached out to Caltrans to discuss the funding shortfall, and Caltrans committed to provide additional HSIP funding in the new state fiscal year. Bids for the sidewalks project were opened on October 17, 2023, and bids for the maintenance project were opened on October 24, 2023. The sidewalks construction project was awarded to Doug Veerkamp General Engineering on December 12, 2023, for \$1,874,466. The maintenance construction contract was awarded to Doug Veerkamp General Engineering on January 23, 2024, for \$4,926,039 and construction began in Spring 2024. On August 1, 2024, EDCTC programmed \$320,000 of Urban STBG funds to the project for construction.

Upcoming Activities

- Summer/Fall 2024: Complete construction on Broadway Sidewalks and Broadway Maintenance.

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED / PS&E	\$218,610	HSIP	Expended	\$218,610
	\$17,590	Local	Expended	\$17,590
ROW	\$200,000	STBG	Programmed	\$200,000
Construction	\$800,000	STBG	Programmed	\$800,000
	\$164,860	Local	Programmed	\$164,860
	\$1,483,740	HSIP	Programmed	\$1,483,740
	\$320,000	Urban STBG	Programmed	\$320,000
TOTAL	\$3,204,800			\$3,204,800

STBG PROJECT
CANAL STREET BICYCLE AND PEDESTRIAN IMPROVEMENT
PROJECT PHASE 2



Project Description

The project is in the City of Placerville along Canal Street from Cougar Lane to US Highway 50. The project will address bicycle and pedestrian safety and access, pavement rehabilitation, drainage improvements, and repair and replace utilities. Project elements include:

- On Canal Street from Cougar Lane to the southernmost driveway at El Dorado High School, construct ADA compliant curb ramps.
- On Canal Street from the southernmost driveway at El Dorado High School to US Highway 50, remove the existing narrow sidewalk and construct 2,890 lineal feet of sidewalk, pavement rehabilitation, underground utility repair and replacement (water and sewer), drainage improvements, and restripe the roadway to provide bicycle facilities.



Current Project Status

EDCTC programmed \$750,000 in STBG funds to the project in September 2022, and the City programmed \$156,000 of Measure L funds to meet the local match requirement. The funding will start environmental documentation, preliminary and final design, right-of-way engineering and acquisition, and final PS&E. The design of water and sewer repair work will be entirely funded by local Measures H and L funds as eligible improvements under those fund sources. The City released a Request for Proposals for environmental and design services on July 27, 2023. The City Council awarded the environmental and design services contract to Dokken Engineering for \$1,231,966 on December 12, 2023.

Upcoming Activities

- Continue environmental and preliminary engineering work.

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$120,000	STBG	Programmed	\$120,000
	\$30,000	Local	Programmed	\$30,000
PS&E	\$630,000	STBG	Programmed	\$630,000
	\$126,000	Local	Programmed	\$126,000
	\$0	TBD	Unfunded	\$294,000
ROW	\$0	TBD	Unfunded	\$400,000
Construction	\$0	TBD	Unfunded	\$6,000,000
TOTAL	\$906,000			\$7,600,000

STBG PROJECT COMBELLACK ROAD SIDEWALK PROJECT



Project Description

The project is in the City of Placerville along Combellack Road from the east end of David Circle to the intersection of Combellack Road and Canal Street. The project will improve pedestrian safety and access by constructing 1,080 feet of new sidewalk along Combellack Road.



Current Project Status

EDCTC programmed \$783,490 in STBG funds to the project in September 2022, for construction of the project. In August 2022, EDCTC programmed \$1,327,950 of CMAQ funding to the Canal Street Bicycle and Pedestrian Improvement Project, which included funding to complete environmental, design, and right-of-way phases for the sidewalk on Combellack Road from the east end of David Circle to Canal Street. The Request for Authorization for preliminary engineering funds was submitted in October 2022, by the Canal Street Bicycle and Pedestrian Improvement Project and the E-76 was received in December 2022. On July 27, 2023, the City released an RFP for environmental and design services with proposals due August 31, 2023. The City Council awarded the environmental and design services contract to Dokken Engineering on December 12, 2023, as part of the Canal Street Phase 1 project. Monthly Project Development Team (PDT) meetings have been held since April 2024.

Upcoming Activities

- Continue environmental and preliminary engineering work.

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
Construction	\$783,490	STBG	Programmed	\$783,490
	\$101,510	Local	Programmed	\$101,510
TOTAL	\$885,000			\$885,000

STBG 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 Americans 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 USTBG 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 USTBG 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 approved 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 project is currently designed to 95%. The County is looking into right-of-way and utilities, anticipating some permits to enter and construct, potentially no right-of-way acquisition. In partnership with EDCTC, the County is considering options for construction funding, potentially through SB-1 at a future date.

Upcoming Activities

- Determine Construction Funding Source

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED/PS&E	\$384,285	STBG	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

STBG PROJECT US 50 PONDEROSA ROAD INTERCHANGE PROJECT



Project Description

The project is in the community of Shingle Springs at the Ponderosa Road and US Highway 50 Interchange. The project includes three phases of improvements:

- Realignment of Durock Road to South Shingle Road. This phase of work also includes the reconstruction of the park-and-ride lot adjacent to Durock Road as well as bicycle and pedestrian facilities.
- Realignment of North Shingle Road to Ponderosa Road. This phase also includes bicycle and pedestrian facilities.
- Widening of the Ponderosa Road to South Shingle Road at US 50 overcrossing. This phase of work also includes bike lanes, sidewalks, and ADA ramps in addition to increased lanes and roadway widening along the overcrossing.



Also included in the three phases are widening and realignments of the on-and off-ramps at the interchange, drainage improvements, and undergrounding of existing overhead utility lines. The project will also connect to the Ponderosa Bicycle and Pedestrian Improvements Project to provide a continuous bicycle and pedestrian facility that connects the interchange and its network of connecting roads to Ponderosa High School, neighboring businesses, and the community of Shingle Springs.

Current Project Status

In December of 2016, EDCTC programmed \$100,000 in USTBG funding to perform the preliminary right-of-way engineering, including field surveys and mapping to establish the need for the ultimate interchange project. CEQA has been approved by the Board of Supervisors. Caltrans has required the completion of a number of studies before NEPA can be approved. The Project Study Report/Project Report (PSR/PR) was signed on November 8, 2022. With the completion of the PA&ED phase (including NEPA), the project will be designed to approximately 30%. The County will deliver the project in three phases, with the phases north and south of the overcrossing anticipated for construction first. In September of 2022, EDCTC programmed \$900,000 of STBG funds to the project to complete the NEPA studies, purchase right-of-way, and continue engineering design. That amount was reduced to \$400,000 in September of 2023 to fully fund an urgent need for the Pollock Pines Bicycle and Pedestrian Improvements Project. In March of 2024, Ponderosa Interchange project was approved for the programming of \$12,497,500 of 2024 STIP funds for Phase 1A, North Shingle Road. NEPA review and approval is ongoing with Caltrans, more than half of the studies, including traffic, have been reviewed and commented on. NEPA and 30% design should be complete in Spring of 2025. The STIP funds are programmed to construction in Federal Fiscal Year 2027, and are anticipated for allocation during that time.

Upcoming Activities

- Spring 2025: Receive approval of NEPA Clearance

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$500,000	STBG	Programmed	\$500,000
PS&E	\$4,894,400	Local TIF	Programmed	\$4,894,400
PS&E	\$0	TBD	Unfunded	\$2,994,000
ROW	\$5,463,000	Local TIF	Programmed	\$5,463,000
ROW	\$0	TBD	Unfunded	\$1,217,000
Construction	\$12,497,500	2024 STIP	Programmed	\$12,497,500
	\$0	TBD	Unfunded	\$19,000,000
TOTAL	\$23,354,900			\$46,565,900

STBG PROJECT

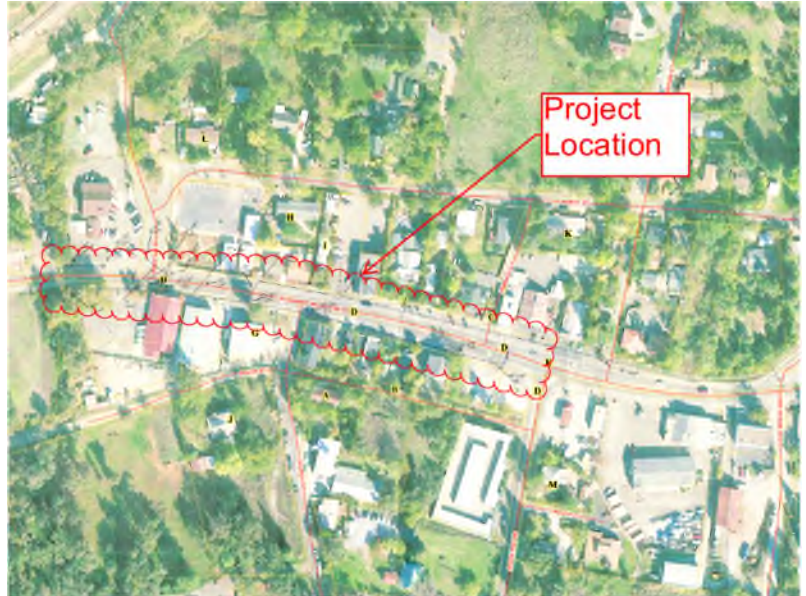
EL DORADO DRAINAGE IMPROVEMENT PROJECT



Project Description

The project is in the town of El Dorado and includes restoration and upgrade to the drainage system along approximately 800 linear feet of Pleasant Valley Road beginning prior to Hillman Alley and ending after Oriental Street. Replacement and restoration of drainage infrastructure includes:

- Removal and replacement of drain inlets.
- Removal and abandon in place (with slurry backfill) drainage pipes and replace and upsize the drainage mainline where possible.
- Trench paving of the roadway and restoration activities for the adjacent drainage areas.



Current Project Status

EDCTC programmed \$1,000,000 in STBG funding to the project in September 2022. Since the project will replace existing infrastructure within county-owned right-of-way, no right-of-way acquisitions are anticipated and the project is expected to be categorically exempt from CEQA. The County has received authorization to proceed with the Preliminary Engineering (PE) phase. DOT is preparing a request for proposals in collaboration with the County Water Agency for the environmental phase. The county is working to determine county infrastructure needs and assets in coordination with the water agency. A comprehensive drainage study will be completed for the area to identify which elements of the project are to be completed by DOT.

Upcoming Activities

- December 2024: Complete drainage study, continue PA/ED
- Spring 2025: Finalize PS&E Phase

PROJECT FUNDING DETAIL				
Project Phase	Amount Programmed	Source	Status	Project Cost
PA&ED	\$50,000	STBG		\$50,000
PS&E	\$400,000	STBG		\$400,000
ROW	\$50,000	STBG		\$50,000
Construction	\$500,000	STBG		\$500,000
	\$0	TBD	Unfunded	\$500,000
TOTAL	\$1,000,000			\$1,500,000

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA) SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) PROJECTS



Project Description

Enacted on December 27, 2020, the federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) appropriated \$10 billion for the Federal Highway Administration to apportion to state departments of transportation. On January 15, 2021, the Federal Highway Administration made the apportionments available. Subsequently, on February 24, 2021, it issued additional guidance. California’s apportionment is \$911.8 million and is available until September 30, 2024.

The CTC approved funding distribution of the CRRSAA funding through two existing funding programs, the Surface Transportation Block Grant program (STBG) and the State Transportation Improvement Program (STIP).

Project eligibility for the CRRSAA program is outlined in the Highway Infrastructure Programs – CRRSAA Implementation Guidance, dated February 24, 2021, and includes all activities eligible under the STBG in addition to; routine maintenance; operations; personnel, including salaries of employees or contractors; debt service payment; availability payments and coverage for other revenue losses. EDCTC’s apportionment of the STBG share of CRRSAA funding is \$729,695.

Current Project Status

On June 3, 2021, EDCTC programmed CRRSAA funds to the following three projects:

- El Dorado County Clear Creek Road Scour Mitigation Project
- City of Placerville US 50 Corridor Access Control Proof of Concept Traffic Management
- EDCTC US 50 Access Control Proof of Concept Pilot Outreach and Awareness Work Plan

In accordance with CTC CRRSAA STBG Guidelines, EDCTC submitted a project list that identified the three projects above as the projects that will receive COVID Relief funding through EDCTC’s apportionment of CRRSAA funds. The project list was approved at the June 30, 2021, CTC meeting.

Caltrans Local Assistance and CTC have allocated and approved CRRSAA funding for two projects as follows:

- \$71,080 for EDCTC US 50 Corridor Access Control Proof of Concept Pilot Outreach and Awareness Work Plan (Completed 2022)
- \$200,000 for City of Placerville US 50 Access Control Proof of Concept Traffic Management (Completed 2022)

Upcoming Activities:

- The Clear Creek Road Scour Mitigation Project was advertised for Construction in March 2024 with a contract award in May. Construction started in summer of 2024, and will be complete by the end of August 2024.

PROJECT FUNDING DETAIL		
Jurisdiction	Project Name	Amount Programmed
El Dorado County	Clear Creek Road Scour Mitigation Project	\$458,614
City of Placerville	US 50 Access Control Proof of Concept Traffic Management	\$200,000
EDCTC	US 50 Access Control Proof of Concept Pilot Outreach and Awareness Work Plan	\$71,080
TOTAL		\$729,694

ACTIVE TRANSPORTATION COUNTERS BICYCLE AND PEDESTRIAN COUNTER REPORT SUMMARY

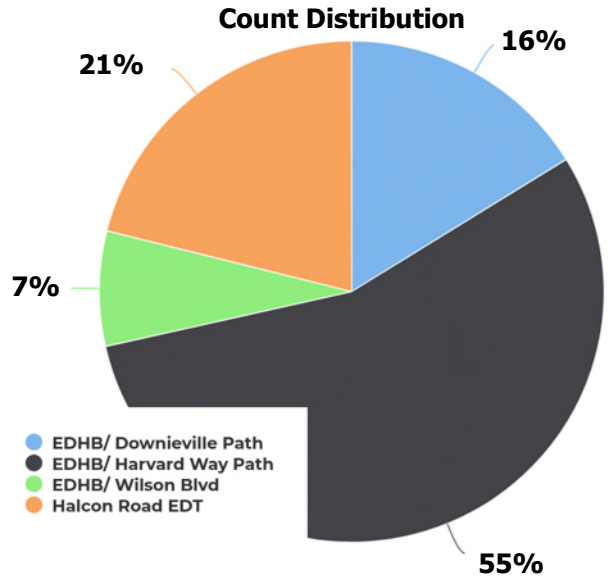


Project Description

In December of 2016, EDCTC programmed \$328,500 in USTBG 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. One of the permanent counters was damaged and has since been completely uninstalled, seven remain in place.

Current Project Status

The counters have been tracking bicycle and pedestrian usage for several years. 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 chose 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 conducting the data collection function as a component of our work in Active Transportation Planning. New batteries were installed in the permanent counters in late 2022. EDCTC staff coordinated with the County to order new batteries. Installation of the batteries has been completed for some time but some of the devices are currently out of order and require repairs from the manufacturer.



2024 Counts Summary

Site	Daily Average	Ped	Bike	Timeframe
Forni Rd/ Jail St	*No Data			Repaired and Re-installed in August 2024
EDHB/ Harvard Way	323	301	22	March 2024 - August 2024 93% Pedestrian 7% Bike
EDHB/ Wilson Blvd	43	32	12	March 2024 - August 2024 72% Pedestrian 28% Bike
Missouri Flat/ Old Depot Rd				Will be re-installed when the bike/ped overcrossing construction is complete
Schnell School	*No Data			OUT OF ORDER - No Data
Halcon Road	121	72	49	March 2024 - August 2024 59% Pedestrian 41% Bike
EDHB/ Downieville	261	261	*No Data	March 2024 - August 2024



El Dorado County Projects



West Slope Projects

- 1** **Route 50 - Carson Rd to Still Meadows Rd (EA 03-0J400)**
Pavement Rehabilitation
Construction Estimate: \$36,150,000
Begin Construction: Fall 2025
End Construction: Fall 2027
Funding Source: SHOPP
- 2** **Route 50 - Ice House to Pyramid Creek (EA 03-1J160)**
Pavement Rehabilitation
Construction Estimate: \$33,440,000
Begin Construction: Fall 2025
End Construction: Fall 2027
Funding Source: SHOPP
- 3** **Route 49 - Skyline Dr. to Diana St (EA 03-2J110)**
Pavement CAPM, Drainage upgrades, ADA
Construction Estimate: \$8,740,000
Begin Construction: Fall 2027
End Construction: Fall 2028
Funding Source: SHOPP
- 4** **Route 49 - Rattlesnake Bar Rd to Elm Ave in Placer County (EA 03-2J150)**
Pavement CAPM, Drainage upgrades, ADA
Construction Estimate: \$15,100,000
Begin Construction: Fall 2027
End Construction: Fall 2028
Funding Source: SHOPP
- 5** **Route 49 - Gold Beach Culverts (EA 03-2G670)**
Construction Estimate: \$800,000
Begin Construction: Summer 2023
End Construction: Summer 2024
Funding Source: Highway Maintenance
- 6** **Route 50 - From Sacramento County line to 0.4 miles east of Shingle Springs OC (EA 03-2J120)**
Pavement Rehabilitation, Drainage Rehabilitation and Lighting Upgrade
Construction Estimate: \$95,000,000
Begin Construction: Spring 2030
End Construction: Spring 2031
Funding Source: 2026 SHOPP Candidate
- 7** **Route 49 - MP 1.0/2.5 (03-2G910)**
Culvert Rehabilitation
Construction Estimate: \$375,000
Begin Construction: Summer 2024
End Construction: Winter 2024
Funding Source: Highway Maintenance
- 8** **Route 193 - MP 0.7/3.0 (03-2G920)**
Culvert Rehabilitation
Construction Estimate: \$750,000
Begin Construction: Summer 2024
End Construction: Winter 2025
Funding Source: Highway Maintenance
- 9** **Route 193 - 3.5/5.6 (03-2G930)**
Culvert Rehabilitation
Construction Estimate: \$725,000
Begin Construction: Summer 2024
End Construction: Winter 2024
Funding Source: Highway Maintenance
- 10** **Route 193 - MP 5.9/6.4 (03-2G940)**
Culvert Rehabilitation
Construction Estimate: \$465,000
Begin Construction: Summer 2024
End Construction: Winter 2025
Funding Source: Highway Maintenance
- 11** **Route 193 - MP 10.3/11.7 (03-2G960)**
Culvert Rehabilitation
Construction Estimate: \$700,000
Begin Construction: Summer 2024
End Construction: Winter 2025
Funding Source: Highway Maintenance
- 12** **Route 193 - 7.3/11.7 (03-2G970)**
Culvert Rehabilitation
Construction Estimate: \$1,088,000
Begin Construction: Spring 2025
End Construction: Winter 2025
Funding Source: Highway Maintenance

- 13** **Route 193 - 8.5/10.2 (03-2G980)**
Culvert Rehabilitation
Construction Estimate: \$1,088,000
Begin Construction: Spring 2025
End Construction: Winter 2025
Funding Source: Highway Maintenance
- 14** **Route 50 - Pollock Pines Pavement Preservation (EA 03-4J930)**
Pavement Rehabilitation
Construction Estimate: \$35,900,000
Begin Construction: Spring 2030
End Construction: Fall 2031
Funding Source: 2026 SHOPP Candidate

Tahoe Basin Projects

- 1** **Route 50 - Junction 50/89 to Pioneer Trail (EA 03-4H890)**
Safety Improvements - Lighting, Pedestrian, and Bicycle
Construction Estimate: \$24,418,000
Begin Construction: Spring 2024
End Construction: Fall 2025
Funding Source: SHOPP Safety
- 2** **Route 50 - Junction 50/89 to Nevada State Line (EA 03-0J480)**
Pavement Rehabilitation
Construction Estimate: \$21,228,000
Begin Construction: Spring 2027
End Construction: Fall 2027
Funding Source: SHOPP
- 3** **Route 89 - Meeks Bay Restoration Project (IJA) (EA 03-4J090)**
Replace Meeks Creek Bridge, restore creek to address bridge scour and fish passage barriers, and add bicycle and pedestrian.
Construction Estimate: \$15,400,000
Begin Construction: Spring 2027
End Construction: Fall 2028
Funding Source: SHOPP

PROJECT MONITORING REPORT ACRONYMS

ADT	Average Daily Traffic
AADT	Annual Average Daily Traffic
AC	Asphalt Concrete
ACO	Accumulated Capital Outlay (El Dorado County General Fund)
ADT	Average Daily Trip
ATP	Active Transportation Program
AV	Autonomous Vehicle
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMS	Changeable Message Sign
CRRSAA	Coronavirus Response and Relief Supplement Appropriations Act
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
E-76	Federal Authorization of Funds
FHWA	Federal Highway Administration
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	Indirect Cost Allocation Plan
HIP	Highway Infrastructure Program
HOV	High Occupancy Vehicle
IJA	Infrastructure Investment and Jobs Act
LOS	Level of Service
LPP	Local Partnership Program
LTCAP	Local Transportation Climate Adaptation Program
MAP-21	Moving Ahead For Progress in the 21st Century
MC&FP	Missouri Flat Master Circulation and Funding Plan
MTIP	Metropolitan Transportation Improvement Program
NEPA	National Environmental Policy 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
RFA	Request for Authorization
RFP	Request for Proposals
RFQ	Request for Qualifications
RMRA	Road Maintenance and Rehabilitation Account
ROW	Right-of-Way
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
STBG	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
TIF	Traffic Impact Fee
TIM	Traffic Impact Mitigation Fees
TIRCP	Transit and Intercity Rail Capital Program
UC	Undercrossing
USFWS	United States Fish and Wildlife Service
USTBG	Urban Surface Transportation Block Grant (Federal)
VMT	Vehicle Miles Traveled
ZETCP	Zero Emission Transit Capital Program

