



Appendix 1A

Appendix A: RTP Checklist

Regional Transportation Plan Checklist for RTPAs (Revised November 2023)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: El Dorado County Transportation Commission

Date Draft RTP Completed: Policy Element, March 2025,
Action Element, August 2025
Financial Element, September 2025
(Pending)
Final Document November 2025
(Pending)

November 6, 2025

RTP Adoption Date: _____

What is the Certification Date of the Environmental Document (ED)? November 6, 2025

Is the ED located in the RTP or is it a separate document? Separate Document. Available Here: [Regional Transportation Plan 2025-2045 - El Dorado County Transportation Commission](#)

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP, where applicable.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)

Yes/ No/ N/A	Page #
Yes	Chapter 1: p.1 Action Element, Chapters
Yes	Chapter 1: p.1 Chapters 6-13 Appendix 2A

3. Does the RTP address issues specified in the policy, action and financial elements identified in California GC Section 65080?

Yes	Chapter 1 Chapter 6 Chapter 14 – Financial Element (In Progress 8/25)
-----	--

4. Does the RTP include Project Intent i.e., Plan Level Purpose and Need Statements?

Yes	Chapter 1: p.1- 5 Chapter 5
-----	--------------------------------

Consultation/Cooperation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?

Yes/ No/ N/A	Page #
Yes	Chapter 1: p.2 Chapter 4

2. Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))

Yes	Chapter 4: p.1, 13 Chapter 5: p.6 Chapter 13
-----	--

3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR 450.210(a)(1)(ix))

Yes	Appendix 1H Chapter 4 p. 2
-----	-------------------------------

4. Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)

Yes	Chapter 1: p.2, 5 Chapter 2: p.2-3 Chapter 4 Appendix 1H
-----	---

5. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))

Yes	Chapter 2: p.2-3, 4, 6 RTP EIR
-----	-----------------------------------

6. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation consulted? (23 CFR part 450.216(j))

Yes	Chapter 2: 3-4, 10 RTP EIR
-----	-------------------------------

7. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	Chapter 2: p.10 RTP EIR
8. Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	Chapter 1: p. 2, 6 Chapter 2: p.6, 11 Appendix 1D
9. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	Chapter 2: p.6-7 Chapter 4: p.1 Appendix 1H
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	Chapter 2: p.6 Chapter 4: p.1 Appendix 1H
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	Chapter 2: p.7-8 Chapter 9, p.7
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes (draft)	Website
13. If the RTPA made the election allowed by GC 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the <u>estimated</u> date required to be provided in writing to State Department of Housing and Community Development pursuant to GC 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the <u>estimated</u> RTP adoption date with the local government Housing Element planning period established from the <u>actual</u> RTP adoption date?		N/A

Modal Discussion

	Yes/ No/ N/A	Page #
1. Does the RTP discuss intermodal and connectivity issues?	Yes	Chapter 4: p. 5-6, 11-19 Chapter 8: p14-15

2. Does the RTP include a discussion of highways?
3. Does the RTP include a discussion of mass transportation?
4. Does the RTP include a discussion of the regional airport system?
5. Does the RTP include a discussion of regional pedestrian needs?
6. Does the RTP include a discussion of regional bicycle needs?
7. Does the RTP address the California Coastal Trail? (GC 65080.1)
(For RTPAs located along the coast only)
8. Does the RTP include a discussion of rail transportation?
9. Does the RTP include a discussion of maritime transportation (if
10. Does the RTP include a discussion of goods movement?

Yes	Chapter 4: p.6-11 Chapter 8: p.1-5
Yes	Chapter 4: p.13-15 Chapter 9: p.1
Yes	Chapter 4: p.20-21 Chapter 5: p.4 Chapter 10: p.1
Yes	Chapter 4: p.11-12 Chapter 11: p.1,7-8
Yes	Chapter 4: p.11-12 Chapter 11: p.3-6
	N/A
Yes	Chapter 8: p.13-15
N/	N/A
Yes	Chapter 8: p.14

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?

Yes/ No/ N/A	Page #
Yes	Chapter 2: p.10 Chapter 12
Yes	Chapter 6: p.12-16

8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)

Environmental

1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?
3. Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))
4. Where does the EIR address mitigation activities?
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
6. Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)

Yes/ No/ N/A	Page #
Yes	Draft EIR
N/A	
Yes	RTP EIR
Yes	
YES	
N/A	

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by RTPA Executive Director or designated representative)

Date

Print Name

Title



Appendix 1B

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

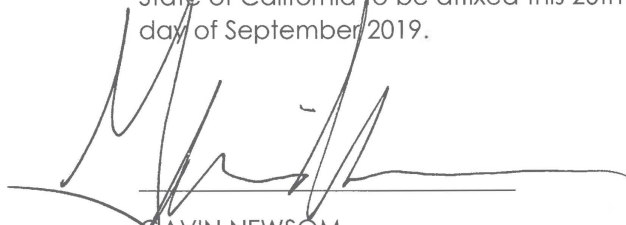
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
 - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
 - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
 - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
 - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
 - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
 - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
 - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
 - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
- a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
 - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
 - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
 - d. Manage energy demand to maximize benefits to the grid, and
 - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
- a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
 - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
 - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.



GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State



Appendix 1C

TABLE 1Ba: El Dorado County, City of Placerville, and Caltrans Regional Road and Highway Capacity 2020-2025 Completed Projects

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Enterprise Dr/Missouri Flat Rd Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	\$2,994,751	2020-2025 Complete 2024
El Dorado County	Diamond Springs Pkwy - Phase 1B	Project provides a new four-lane arterial roadway with concrete curb, gutter, and sidewalk on both sides from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr. The Project also includes widening and improvements to SR-49/Diamond Rd from the new roadway intersection to Lime Kiln Rd and signalization of multiple intersections as well as a sidewalk on the east side of SR-49. Two lanes of the project, right-of-way, curb & gutter, and sidewalk are TIM Fee funded. Ultimate Intersection improvements for the intersection with SR-49 and Missouri Flat Rd are TIM Fee funded. (CIP 72334/36105011)	\$28,293,000	2020-2025 Under Construction 2025
El Dorado County	Industrial Dr/Missouri Flat Rd Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	\$2,370,000	2020-2025 Complete 2024
El Dorado County	US 50/Bass Lake Rd EB Off Ramp Signalization	This project includes installation of a traffic signal at Highway 50/Bass Lake Rd east bound off-ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025 Complete 2023
El Dorado County	US 50/Silva Valley Pkwy Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Pkwy Interchange-Phase 1. The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Pkwy Interchange-Phase 1 project. (CIP 71367/36104003)	\$2,200,000	2020-2025 Complete 2024
El Dorado County	US 50/Silva Valley Pkwy Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Pkwy Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Pkwy Interchange-Phase 1 project. (CIP 71367/36104003)	\$2,200,000	2020-2025 Complete 2024

TABLE 1Ba: El Dorado County, City of Placerville, and Caltrans Regional Road and Highway Capacity 2020-2025 Completed Projects (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Silver Springs Pkwy Offsite (South Segment)	Realign Bass Lake Rd south of Green Valley Rd through the proposed Silver Springs Subdivision, which is west of the existing Bass Lake Rd. The new road is named Silver Springs Pkwy. The Silver Springs subdivision is responsible for building Silver Springs Pkwy through the subdivision. Silver Springs Pkwy will be a two-lane standard divided roadway with shoulders. (CIP 76108/36105039)	\$11,478,000	2020-2025 Complete 2021
El Dorado County	Silva Valley Pkwy/Harvard Wy Intersection Improvements	Improvements include constructing additional capacity in right and left turn pockets in both directions and adding a southbound through lane at the intersection on Silva Valley Pkwy. Additionally, the project will improve bike lanes, Americans with Disabilities Act (ADA) requirements at the crosswalks and curb ramps and optimize the traffic signals for safety and efficiency. (CIP 72378/36105036)	\$782,000	2020-2025 Complete 2020
City of Placerville	Western Placerville Interchanges Phase 2.2 - Eastbound On-ramp	Phase 2.2: In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, at US 50 at Ray Lawyer Dr: Construct eastbound on-ramp.	\$2,765,000	2020-2025 Complete 2021
City of Placerville	Mosquito Rd/ Clay St Park & Bus	Phase II - Construct an additional 50-car parking lot with lighting and landscaping, install public restrooms, and install the El Dorado Trail facility. (Also known as Placerville Station Phase 2). Toll Credits for ENG, CON	\$1,645,000	2020-2025 Complete 2023
El Dorado County	US 50/Bass Lake Rd EB Off Ramp Signalization	This project includes installation of a traffic signal at Highway 50/Bass Lake Rd east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025 Complete
El Dorado County	Missouri Flat Rd Widening, Plaza Dr to Headington Rd	Widen Missouri Flat Rd to a four-lane roadway with left-turn lanes, a bike lane on the west side, curb, gutter, and sidewalk on both sides. The project also includes a traffic signal at the intersection of Missouri Flat Rd and Headington Rd (CIP 71374/36105066)	\$2,112,000	2036-2040 Under Construction 2024

TABLE 1Bb: El Dorado County, City of Placerville, and Caltrans Regional Maintenance and Rehabilitation 2020-2025 Completed Projects

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Road Safety Improvements Various Locations	High friction surface treatments for the following 15 locations: South Shingle Rd at Silver Oaks Ln, South Shingle Rd at Fernwood Dr, Cedar Ravine Rd at Elysian Wy, Forni Rd and Ivy Trail, Sly Park Rd at Mayflower Rd, Forni Rd at Wamego Rd, Greenstone Rd at Greenstone Cutoff, Beatty Dr at Alexandra Dr, Meder Rd at Resler Wy, Bucks Bar Rd at Palace Ln, Cameron Park Dr at Hacienda Rd, Cedar Ravine Rd at Camp Nauvoo Rd, Cambridge Rd at Knollwood Dr, Salmon Falls Rd at Persia Ln, and Mother Lode Dr at Ridge Dr. (CIP 72195/36105060)	\$1,799,000	2020-2025 Complete 2024
El Dorado County	Intersection Safety/ Sight Triangle Improvement	Sight Triangle Improvements along Pleasant Valley Rd at 5 locations. Crossings to be improved include Zandonella Rd/Big Cut Rd, Hanks Exchange Rd, Cedar Ravine Rd, Newtown Rd and Leisure Ln. (CIP 72197/36105062)	\$556,000	2020-2025 Complete 2024
El Dorado County	Intersection Safety/ Pedestrian Safety Improvement	Pedestrian safety improvements on Pleasant Valley Rd at 4 locations. Crossings include: Oriental St, Church St, Racquet Wy and Pleasant Valley Rd between Toyon Dr to Pearl Place. (CIP 72196/36105061)	\$519,000	2020-2025 Complete 2024
El Dorado County	Ice House Rd Pavement Rehab Phase 2	The County is working with the Federal Highway Administration on design and construction for asphalt concrete rehabilitation of 16 miles of Ice House Rd from Peavine Ridge Rd to the northern intersection of Wentworth Springs Rd (CIP 72191/36105023)	\$20,317,000	2020-2025 16 miles Complete 2024
El Dorado County	Clear Creek Rd/Clear Creek (0.25 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace the 1-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.) (CIP 77139/36105006). Toll Credits for ENG, ROW, CON	\$4,382,000	2020-2025 Complete 2020
El Dorado County	Clear Creek Rd/Clear Creek (1.82 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP77138/36105005). Toll Credits for ENG, ROW, CON	\$4,187,000	2020-2025 Complete 2020
El Dorado County	Greenstone Rd/Slate Creek Bridge Replacement	Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77137/36105019). Toll Credits for ENG, ROW, CON	\$3,535,000	2020-2025 Complete 2020
El Dorado County	Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement	Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd: Replace existing 1-lane bridge with new 2-lane bridge. Toll credits for PE, ROW, & CON. (CIP 77135/36105020). Toll Credits for ENG, ROW, CON	\$4,087,743	2020-2025 Complete 2020

TABLE 1Bb: El Dorado County, City of Placerville, and Caltrans Regional Maintenance and Rehabilitation 2020-2025 Completed Projects (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, & CON. (CIP 77126/36105028). High-Cost Project agreement required. Toll Credits for ENG, ROW, CON	\$82,535,000	2020-2025 Under Construction 2025
El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi West of Snows Rd. Replace existing 2 lane bridge. (CIP 77122/36105030)	\$5,846,000	2020-2025 Complete 2024
El Dorado County	Oak Hill Rd/Hunchup Creek Bridge Replacement	Oak Hill Rd over Hunchup Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77134/36105031). Toll Credits for ENG, ROW, CON	\$6,722,000	2020-2025 Complete 2025
Caltrans District 3	SR 49 Ped/Bike Access	In El Dorado County on SR 49 from Patterson Dr to Commerce Wy (PM 10.7/11.1): Widen shoulders to provide pedestrian and bike access along highway. EA 0H830	\$2,000,000	CON: 2021-2022 Complete
Caltrans District 3	SR 193 Slope Stabilization	Near Placerville, on SR 193 at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3) - Restore embankment slope slip-outs [CTIPS ID 107-0000-1086] (Toll Credits). Toll Credits for ENG, ROW, CON; SR 193, PM 22.8-24.3; EA 1H600	\$9,545,000	CON 2019-2020 Complete
Caltrans District 3	SR 50 Bridge Rehab at Sawmill UC	Near Pollock Pines, SR 50, at Sawmill Undercrossing #25-0041 (PMM R27.9/R29.8); also, at Sly Park Road (PM R30.17/R31.3) - Replace bridge, restore culverts and add highway lighting [CTIPS ID 107-0000-1029] (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H341	\$11,494,000	CON 2019-2021 Complete
Caltrans District 3	US 50 - Camino Operational/Safety Improvements	Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Rd to 0.4 mile east of Upper Carson Rd (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads [SHOPP CTIPS ID 107-0000-1030] [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. Toll Credits for ROW	\$55,437,620	CON 2020-2024 Complete

TABLE 1Bb: El Dorado County, City of Placerville, and Caltrans Regional Maintenance and Rehabilitation 2020-2025 Completed Projects (cont.)

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans District 3	US 50 Cameron Park Safety	On US 50 in Cameron Park at Cameron Park Dr: Improve sight distance and upgrade curb ramps [PM 6.5] (CTIPS ID 107-0000-1075) (Toll Credits). Toll Credits for ENG, ROW, CON	\$2,422,000	CON: 2019-2020 Complete
Caltrans District 3	US 50 Guard Rail Upgrade	In El Dorado County, US 50, at various locations from Red Hawk Undercrossing to 1.9 miles west of Route 89 (PM 11.20/68.70) - Upgrade guard rail to current standards (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H500	\$4,506,000	CON 2019-2020 Complete

TABLE 1Bc: El Dorado County, City of Placerville, and Caltrans Regional Transportation Systems Management/Transportation Demand Management_2020-2025 Completed Projects

Lead Agency	Title	Description	Total Cost	Completion Timing
*Regionally Significant Projects				
Caltrans	US 50 Advance Warning and ITS	In El Dorado County, US 50, from the Sacramento County Line to east of Stateline Ave (PM 0.0/80.4) - Upgrade new Transportation Management System elements. Intelligent Transportation System (ITS) (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H520	\$13,000,000	CON 2020-2025 Complete 2020-2022
Caltrans D3	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]	\$13,570,000	CON 2020-2025 Complete 2019-2021
Caltrans D3	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]	\$2,530,000	CON 2020-2025 Complete 2020-2022
Caltrans D3	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]. Toll Credits for ENG, ROW, CON	\$1,629,000	CON 2020-2025 Complete 2021-2022
El Dorado County	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, additional locations will be identified. (CIP OP005/36105026)	\$672,000	2026-2030 CON 2024

TABLE 1Bd: El Dorado County, City of Placerville, and Caltrans Regional Transit 2020-2025 Completed Projects

El Dorado Transit Goal	Description	Average Annual Cost*
Extend Route 50X, Revise Routes 20 and 60	Extend Route 50X eastward to Placerville Station and revise Routes 20 and 60 to avoid unnecessary duplication of service.	(\$48,400)
Route 40 Additional Stops	Provide additional stops along the existing route in order to improve access to residential and commercial centers.	\$2,480
Eliminate 6 AM Route 30 Run	The 6 AM run of Route 30 serves an average of 0.6 passenger boardings per weekday. Eliminating this run will reduce ridership by an estimated 150 per year (roughly one passenger every other day) but would save approximately \$29,800 in annual operating costs. Convert the Iron Point Connector into the US 50 Express Route, using a single bus to provide consistent service every two hours between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	(\$31,180)
Make 6 PM Diamond Springs Run On-Request	To reduce operating costs, the last Route 30 run of the day will be entirely on request for drop-offs, serving any passengers onboard at the beginning of the run and then returning directly to the operations facility. Implement a one-day-a-week "Activity Bus," on a demonstration basis. El Dorado Hills' residents could reserve trips for no more than 14 and no less than 2 days in advance. If less than five one-way trip requests are received by 5 PM on Monday, the service would not be operated. In addition, trips would be accommodated on an on-call and as-available basis on the day of service.	(\$23,860) Implemented for 2 years
Add commuter stop at University and 65 th St	Add commuter bus stop at University Avenue and 65 th St	\$8,780
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service	\$10,394,778

TABLE 1Be: El Dorado County, City of Placerville, and Caltrans Regional Active Transportation 2020-2025 Completed Projects

Active Transportation Bicycle Projects				
Facility Class	Street (or Project Name)	From	To	Mileage
Unincorporated El Dorado County				
Class 1	Bass Lake Rd	Hollow Oak Dr	Country Club D	0.7
Class 3	Big Cut Rd	Parkview Dr	Pleasant Valley Rd	3.5
Bike/Pedestrian Overcrossing	Missouri Flat Rd (Construction 2024)	El Dorado Trail	Separated crossing for EDT	N/A
Class 1	Country Club Dr	Tierra De Dios Dr	Bass Lake Rd	0.8
Class 3	Hollow Oak Dr	Bass Lake Rd	End of St	1.3
Class 3	Deer Valley Road	Green Valley Rd	Green Valley Rd	9
Class 3	Merrychase Rd	Country Club Dr	Cambridge Rd	0.7
Class 2	Tierra de Dios Rd	Bass Lake Rd	Country Club Dr	1.2

TABLE 1Be: El Dorado County, City of Placerville, and Caltrans Regional Active Transportation 20 20-2025 Completed Projects (cont.)

Active Transportation Bicycle Projects				
Facility Class	Street (or Project Name)	From	To	Mileage
City of Placerville				
Class 3	Benham St	Fiske St	Pacific St	0.13
Class 2	Broadway	Point View Dr	Schnell School Rd	1.2
Discretionary Shoulder	Pacific St	Main St	Cedar Ravine Rd	0.53
Discretionary Shoulder	Bee St	Canal St	Coloma St	0.26
Discretionary Shoulder	Spring St	Coloma St	Pleasant St	0.33
Class 3	Mosquito Rd	Dimity Ln	Broadway	0.38
Discretionary Shoulder	Spring St	Bedford Ave	Pleasant St	0.13
Uphill Climbing Lane/Downhill Class 3	Broadway	Blairs Ln	Mosquito Rd	0.37
Sidewalk	Broadway	Blairs Ln	Blairs Ln	0.04
Sidewalk	Broadway	US 50	Smith Flat Rd	0.32
Spot Improvement	Schnell School Rd	Broadway	High visibility crosswalks along Schnell School Rd, tightening curb radii, advance yield markings, painted green bike lanes across US 50 on and off ramps	N/A
Spot Improvement	Ray Lawyer Dr	US 50	High visibility crosswalks	N/A
Spot Improvement	Mosquito Rd	El Dorado Trail	High visibility crosswalks across US 50 on and off ramps	N/A
Spot Improvement	Mosquito Rd	Clay St	Bike lockers	N/A
Spot Improvement	Fair Ln	Placerville Dr/Fair Ln Ct	High visibility crosswalk	N/A
Spot Improvement	Canal Street	Bee St	High Visibility Crosswalk	N/A