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JAMES W. WARE, P.E.
Director of Transportation

Internet Web Site:
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MAIN OFFICE
2850 Fairlane Court
Placerville CA 95667
Phone: (530) 621-5900
Fax: (530) 626-0387



March 24, 2011

County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Attn: Kerri Williams, Time Critical

Dear Ms. Williams,

Attached is a project proposal from El Dorado County Department of Transportation (DOT) for FY 2011/12 AB2766 DMV Surcharge Fees funding for Motor Vehicle Emission Reductions Projects. DOT's proposed project is to **design and construct a Class II Bikeway on Cameron Park Drive**.

We are requesting grant funding of **\$267,000** to construct a segment of the bikeway along Cameron Park Drive from Palmer Drive to Sudbury Road on the east side, and to Toronto Road on the west side. Given the limited funding available, an alternative project is also included for a reduced scope which would only extend the bikes lanes from Palmer Drive to Hacienda Road. The estimated cost of the alternative project is **\$157,000**.

Thank you for your consideration of this motor vehicle emissions reductions project proposal. If you have any questions, please contact Anne Novotny at 621-5931 or e-mail at anne.novotny@edcgov.us.

Sincerely,



James W. Ware, P.E.
Director of Transportation

JWW:an

c: Anne Novotny, Senior Planner

EXHIBIT SUMMARY SHEET (COVER)

Applicant: **El Dorado County Department of Transportation**
 Contact Person: **Anne Novotny, Senior Planner**
 Address: **2850 Fairlane Court, Placerville, CA 95667**
 Telephone #: **(530) 621-5931** Fax #: **(530) 626-0387** E-mail: **anne.novotny@edcgov.us**

Project Title: **Cameron Park Drive Class II Bikeway from Palmer Drive to Sudbury Road (east side) and Toronto Road (west side)**

Project Budget	AB 2766 Funds	\$ Matching Funds	In-Kind Match	Total Project Costs
Materials	\$ 170,000			\$ 170,000
Personnel	\$ 97,000			\$ 97,000
TOTAL	\$ 267,000	\$	\$	\$ 267,000*

**See Attachment E on page 18 for Engineer's Estimate.*

Project Title: **Cameron Park Drive Class II Bikeway from Palmer Drive to Hacienda Road**

Alternative Project Budget	AB 2766 Funds	\$ Matching Funds	In-Kind Match	Total Project Costs
Materials	\$ 90,000			\$ 90,000
Personnel	\$ 67,000			\$ 67,000
TOTAL	\$ 157,000	\$	\$	\$ 157,000*

**See Attachment E on page 19 for Engineer's Estimate.*

Estimated Emission Reductions/Cost-Effectiveness	As Proposed	Alternate Funding Level
Useful Life of Project (years)	15	15
Total Lifetime Emissions Reduced (lbs. Of ROG, Nox, PM-10) (68 + 44 + 26) = 138 * 15 years = 2,070	2,070	2,070
Annualized Cost-Effectiveness (total project costs)* \$267,000 / 138 = 1,934.78 * (.08) = \$154.78 \$157,000 / 138 = 1,137.68 * (.08) = \$ 91.01	\$154.78 / lb.	\$ 91.01 / lb.
Annualized Cost-Effectiveness (AQMD Funded project costs)* (.08) * \$267,000 = 21,360 / 138 = \$154.78 / lb. (.08) * \$157,000 = 12,560 / 138 = \$ 91.01 / lb. (alternate request)	\$154.78 / lb.	\$ 91.01 / lb.

Brief Project Description:

The proposed project is to design and construct Class II bike lanes along Cameron Park Drive from Palmer Drive to Sudbury Road on the east side (3,140 linear feet or 0.6 miles) and to Toronto Road on the west side (2,670 linear feet or 0.5 miles). The proposed alternative project is for a shorter segment from Palmer Drive to Hacienda Road (1,677 linear feet or 0.32 miles). (See Attachment B for a Vicinity Map, Attachment C for an Aerial View of the Project Area, and Attachment D for Photos of the Project Area).

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: **El Dorado County Department of Transportation**

- ☒ Exhibit Summary Sheet (Cover) - page 1
- ☒ Request for Proposal Contents Checklist (Second Page) - page 2
- ☒ Project Description - page 3
- ☒ Project Organization/Background – pages 4-5
- ☒ Emission Benefits/Cost Effectiveness – pages 6-7
(*Must utilize March 2010 Emission Factors*)
- ☒ Work Statement – pages 8-9
- ☒ Funding Request/Cost Breakdown – page 10
- ☒ Matching Funds – page 10
- ☒ Schedule of Deliveries/Self-Monitoring Program – page 11
- ☒ Authorization Resolution (Attachment A) - page 12
- ☒ Project Vicinity Map (Attachment B) - page 13
- ☒ Aerial View of Project Area (Attachment C) - page 14
- ☒ Photos of Project Area (Attachment D) - pages 15-17
- ☒ Engineer's Estimate (Attachment E) - pages 18-19
- ☒ Letters of Support (Attachment F) - pages 20-26
- ☒ Local TPA Review (When Applicable) - N/A
- ☒ 2 Copies of Proposal

PROJECT DESCRIPTION

Identify the objective(s) of the proposal and describe the scope of work of the proposed project.

The primary objectives of this proposed bicycle transportation facility are to:

1. Provide a non-motorized alternative transportation option for Cameron Park residents to use to commute to work/school.
2. To improve safety for bicyclists by providing a bicycle facility that is marked with pavement legends and posted "Bike Lane" signs that are highly visible for motorists on Cameron Park Drive.
3. To reduce auto trips replaced by bicycle trips resulting in reduced emissions/improved air quality.

This project proposal for FY 11/12 Motor Vehicle Emission Reductions AB2766 DMV Surcharge Fees funding is to design and construct Class II bike lanes along Cameron Park Drive from Palmer Drive to Sudbury Road on the east side (3,140 linear feet or 0.6 miles) and to Toronto Road on the west side (2,670 linear feet or 0.5 miles). The proposed alternative project is for a shorter segment from Palmer Drive to Hacienda Road (1,677 linear feet or 0.32 miles). This project is proposed as Phase 1 of the ultimate project to construct a Class II Bikeway the entire length of Cameron Park Drive (approximately 3 miles).

The scope of work will include preliminary engineering/design as part of the Project Approval and Environmental Documentation (PA&ED) phase, the preparation of Plans, Specs and Estimates (PS&E) which includes advertising for construction bids and awarding the construction contract, and managing the construction contract. The construction phase of work will involve constructing 4-foot wide Class II bike lanes in the existing shoulders along Cameron Park Drive. The proposed project will also include shoulder widening, pavement striping with 6" thermoplastic traffic stripe and thermoplastic pavement markings with bicycle symbols, and the installation of "Bike Lane" roadside signs.

If this proposed project is selected for AB2766 funding, El Dorado County DOT plans to submit an application next year for State Bicycle Transportation Account (BTA) funding to complete Phase 2 which is proposed to extend the Class II bike lanes from the existing north terminus just south of La Canada Drive to Meder Road. Having the first phase funded and/or constructed, will increase the likelihood of the Phase 2 project being selected for a BTA grant.

This project is included in the *El Dorado County Bicycle Transportation Plan* (BTP) adopted in November 2010. It is one of the Tier 1 priority bikeway projects in the Cameron Park/Shingle Springs Area. The BTP is a collaborative planning effort with El Dorado County, El Dorado County Transportation Commission, and the El Dorado County Bicycle Advisory Committee, along with public participation and support.

This project is not included in the County DOT's Capital Improvement Program because of lack of funding. The County DOT relies on grants such as AB2766 funding to complete bicycle facility projects. If this proposed project is selected for AB2766 funding, completion of this first phase of the Cameron Park Drive Class II Bikeway will increase the likelihood that future phases will be selected for other grant opportunities such as the State Bicycle Transportation Account funding program.

PROJECT ORGANIZATION/BACKGROUND

Provide a brief description (one page or less: no resumes) of your organization, its need for AB2766 DMV Surcharge Funding for the proposal and its qualifications to successfully carry out the proposed project.

El Dorado County Department of Transportation (DOT) currently has 232 full-time filled positions in the following functional units: Maintenance & Operations, Roadway Design, Construction, Facilities Engineering, Transportation Planning & Land Development, Program Management/Services, Office Engineer/Contracts, and Administration. DOT is committed to delivering transportation projects that improve traffic circulation and mobility within the County. Since 1992, DOT has delivered 87 projects worth approximately \$211 million. The current DOT 2010 10-Year West Slope/Bridge Capital Improvement Program (CIP) includes 56 transportation projects at a total cost over \$700 million.

The County DOT recognizes the importance of bicycle and pedestrian mobility and has a Bicycle Transportation Plan (BTP) that was updated in 2010 and adopted by the County Board of Supervisors in November 2010. The proposed project is consistent with the goals and objectives of the BTP. The BTP's overall goal and vision statement is to "Provide a safe, efficient and convenient network of bicycle facilities that establish alternative transportation as a viable option in El Dorado county and neighboring regions." The objective is to "increase bicycling and walking as a transportation mode to reduce congestion, improve air quality and improve public health."

The Cameron Park Drive Class II Bikeway project is identified in the BTP as one of the Tier I projects in the Cameron Park/Shingle Springs Area. Cameron Park Drive is a north-south two-lane undivided arterial that extends from Green Valley Road three miles south to Robin Lane, south of the US 50/Cameron Park Drive Interchange. The average daily traffic (ADT) volumes range from about 10,000 to 26,000. The ADT 300 yards south of Hacienda Drive is 18,000. The posted speed limit is 45 miles per hour. Currently, bicyclists must share the road with vehicular traffic or ride adjacent to traffic in the shoulder. The shoulder width varies from two to four feet wide. The proposed project would provide a safer and more visible on-road bicycle facility for Cameron Park residents who live in the high density single family residential neighborhoods located adjacent to Cameron Park Drive with an alternative commute option to jobs clustered on both sides of the US 50/Cameron Park Drive Interchange (*see Attachments A and B*).

Indicate if your agency has successfully completed a similar project.

The County DOT has successfully completed several bicycle and pedestrian facility projects that have been partially funded through various grant programs. In 2009, the County completed the paving and striping of a 2.7 mile segment of the El Dorado Trail from Missouri Flat Road to Forni Road, which included improvements to the trestle bridge over Weber Creek. In 2008, County engineering staff designed a concrete sidewalk and grade-separated asphalt path that was constructed along Green Valley Road from Bass Lake Road to Pleasant Grove Middle School; this project was funded by a federal Safe Routes to School grant. In 2007, Class II bike lanes were added on Green Valley Road from Cameron Park Drive in Cameron Park to Pleasant Grove Middle School in Rescue; this project was funded with State Bicycle Transportation Account grant funding and the work was performed by County DOT road maintenance staff. In 1999, the County DOT also delivered a grade-separated bicycle and pedestrian crossing of US 50 in the Placerville/Camino area east of the Placerville city limit.

The County DOT has received prior AB2766 DMV grants that have been successfully delivered including: the environmental phase of work for the US50/El Dorado Hills Boulevard Interchange Pedestrian Overcrossing, installation of countdown pedestrian signals, and procurement of a waterless/dustless broom street sweeper. The County is currently in the environmental phase of the SMUD Corridor Class I Bike Path, which is being partially funded with an AB2766 DMV grant.

If sub-contractors are to be used on the project, please identify and state their qualifications, or if sub-contractors have not yet been identified, state the specific qualifications that must be met.

The Project Approval and Environmental Documentation (PA&ED); Plans, Specifications and Estimates (PS&E) and Right-of-Way (R/W) phases of pre-construction work will be performed by highly experienced County DOT engineering staff. The construction work will be performed by a qualified construction contractor that will be selected following the County's standard construction competitive bid process.

EMISSION BENEFITS/COST EFFECTIVENESS

Bicycle Facilities

Project definition: The Cameron Park Drive Class II Bike Lanes project is a non-motorized bicycle facility that is targeted to reduce commute and other non-recreational auto travel. This Class 2 facility will provide striped bicycle lanes giving preferential use to bicycles. The facility will be built to Caltrans standards for bicycle facilities.

How emissions are reduced: Emission reductions will result from the decrease in emissions associated with auto trips replaced by bicycle/walking trips for commute or other non-recreational purposes.

Inputs to Calculate Cost Effectiveness:

Inputs	Default	Units	Comments
Funding Dollars (Funding)	\$267,000	Dollars	Requested Amount
Funding Dollars (Alternative)	\$157,000	Dollars	Alternate Requested Amount
Effectiveness Period (Life)	15	Years	Life - Class 2 projects
No. of Operating Days (D)	280	Days of use/year	Based on local climate (average number of clear days in Placerville was 287.5 for 4-yr period 2007-10. Source: www.eldoradocountyweather.com)
Average length of bicycle trips	1.8	Miles per trip (one direction)	Default is based on the National Personal Transportation Survey Estimate
Annual Average Daily Traffic (ADT)	22,800	Trips per day	Average ADT of traffic counts 300 yds south of Hacienda Dr and 100 ft north of Coach Ln. Source: El Dorado County DOT Five Year Traffic Summary 2006-10.
Adjustment (A) on ADT for auto trips replaced by bike trips from the bike facility.	.0014		Default is from the Adjustment Factors table for Class 2 (bike lane), ADT < 12,000 vehicles per day, Length of Bike Project (one direction) ≤ 1 miles, and non-university town pop. < 250,000
Credit (C) for Activity Centers near the project.	.003		Default is from Activity Centers Credits table for "7 or more within 1/4 mile" (See Attachment B)

Emission Factor Inputs for Auto Travel (From Table 3 for 11–15 year Project Life):

Factor	Default Auto Commute Trip End Factor	Units	Default Auto VMT Factor	Units
ROG	0.738	grams/trip	0.200	grams/mile
NOx	0.315	grams/trip	0.220	grams/mile
PM10	0.017	grams/trip	0.221	grams/mile

Source: *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Emissions Factors Tables, March 2010, Table 3, Average Auto Emissions Factors*

EMISSION BENEFITS/COST EFFECTIVENESS

Calculations:

$$\begin{aligned}
 \text{Annual Auto Trip Reduced} &= (D) * (ADT) * (A + C) \text{ trips/year} \\
 &= (280) * (22,800) * (0.0014 + 0.003) \\
 &= \mathbf{28,090} \quad (6,384,000 * 0.0044)
 \end{aligned}$$

$$\begin{aligned}
 \text{Annual Auto VMT Reduced} &= (\text{Auto Trips}) * (L) \text{ miles/year} \\
 &= (28,090) * (1.8) \\
 &= \mathbf{50,562}
 \end{aligned}$$

Annual Emission Reductions (ROG, NOx, and PM10) in lbs./year

$$= [(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor})] / 454$$

$$\begin{aligned}
 \text{ROG: } &[(28,090 * 0.738) + (50,562 * 0.200)] / 454 = \\
 &(20730.42) + (10112.4) = 30,842.82 / 454 = \mathbf{68 \text{ lbs. per year}}
 \end{aligned}$$

$$\begin{aligned}
 \text{NOx: } &[(28,090 * 0.315) + (50,562 * 0.220)] / 454 = \\
 &(8848.35) + (11123.64) = 19971.99 / 454 = \mathbf{44 \text{ lbs. per year}}
 \end{aligned}$$

$$\begin{aligned}
 \text{PM10: } &[(28,090 * 0.017) + (50,562 * 0.221)] / 454 = \\
 &(477.53) + (11174.20) = 11651.73 / 454 = \mathbf{26 \text{ lbs. per year}}
 \end{aligned}$$

$$\begin{aligned}
 \text{Capital Recovery Factor (CRF)} &= \frac{(1+i)^n (i)}{(1+i)^n - 1} = \frac{(1+0.03)^{20} (0.03)}{(1+0.03)^{20} - 1} = \mathbf{0.08} \\
 &\text{(From Table 8)} \\
 &\text{Where } n = \text{project life (15 years)} \\
 &\text{Where: } i = \text{discount rate (assume 3\%)}
 \end{aligned}$$

$$\begin{aligned}
 \text{Annualized Cost-Effectiveness of Funding Dollars} &= (\text{CRF} * \text{Funding}) / (\text{ROG} + \text{NOx} + \text{PM10}) \\
 \text{(As Proposed)} &= (0.08 * \$267,000) / (68 + 44 + 26) \\
 &= \mathbf{\$154.78 \text{ dollars per lb. (21,360 / 138)}}
 \end{aligned}$$

$$\begin{aligned}
 \text{Annualized Cost-Effectiveness of Funding Dollars} &= (\text{CRF} * \text{Funding}) / (\text{ROG} + \text{NOx} + \text{PM10}) \\
 \text{(Alternative)} &= (0.08 * \$157,000) / (68 + 44 + 26) \\
 &= \mathbf{\$91.01 \text{ dollars per lb. (12,560 / 138)}}
 \end{aligned}$$

WORK STATEMENT

Describe separately each phase of the work to be performed.

The following four phases of work will be performed: 1) Project Approval and Environmental Documentation (PA&ED), 2) Plans, Specifications & Estimates (PS&E), 3) Right-of-Way Certification (R/W), and 4) Construction. The PA&ED phase includes project planning, environmental documentation and CEQA clearance. The PS&E phase entails project design and preparation of plans, specifications and cost estimates, and the preparation of the bid package. The R/W phase involves property owner negotiations and right-of-way exhibits to secure rights of entry required for the project's construction. The Construction phase involves the actual installation of the Class II bike lanes, striping, pavement markings, and signs. County DOT engineering staff will be involved in the oversight of the construction contract and construction inspections.

List tasks within each phase of work and describe as necessary.

Project Approval and Environmental Documentation (PA&ED) – This project entails minor paving, shoulder enhancement and striping within the County's right of way and will be approved with a CEQA Categorical Exemption. The tasks within this phase are:

- 1) Preparation of the CEQA Categorical Exemption environmental document
- 2) Filing the CEQA Notice of Exemption with the County Recorder-Clerk's Office.

Plans, Specifications & Estimates (PS&E) – This phase involves the following tasks:

- 1) Engineering design of a Class II bikeway per Caltrans Highway Design Manual standards set forth in Chapter 1000 (Bikeway Planning and Design).
- 2) Engineering plans depicting the engineering design through layouts, profiles, cross sections, drainage, structure and construction details sheets.
- 3) Writing of specifications instructing the contractor regarding contract, construction materials and construction methods in conjunction with Caltrans Standard Specifications; includes preparing contract documents for the construction bid package.
- 4) Engineers Estimate based on quantities and anticipated unit prices based on prior contracts for identified bid items.

Right-of-Way Certification (R/W) – Since this proposed project is within the County's right of way, property appraisals or acquisitions is not required. The R/W phase will entail the following tasks:

- 1) Property negotiations for right to enter permits in a few minor shoulder enhancements or possible driveway crossings that the County would conform during construction.
- 2) R/W Exhibits will not require new legal maps since work is within the County R/W.

Construction – The Construction phase entails advertising the project, awarding the contract, and administering the contract as follows:

- 1) The project will be advertised to solicit bids following state and local agency public work regulations.
- 2) A contract will be awarded to the lowest responsive bidder and a Notice To Proceed issued.
- 3) The construction contract will be administered by County DOT engineering staff highly experienced with construction management and will included on-site inspections.

State the sequence of work activities, including a starting date, this date should not be sooner than the contract execution date between the District and Grantee, and a completion date within one year of executed contract.

Start Date

1. Project Approval and Environmental Documentation (PA&ED)...July 2011
2. Construction Bid PackageOctober 2011
3. Right-of-Way Certification (R/W)January 2012
4. ConstructionMarch 2012
5. Project Complete or Open for UseJuly 2012

Include all relevant information regarding the technology involved, and the parties directly connected with the project.

The technology used is typical transportation engineering, environmental planning/CEQA compliance and standard Right-of-Way procedures. The project involves the El Dorado County DOT engineering/ environmental/planning staff and Caltrans staff.

All grant recipients must provide some type of public acknowledgment that their project was funded by the District utilizing AB2766 DMV Surcharge Funds. How will this be accomplished for this project (e.g. logo/placard on equipment, include acknowledgment in a public education address or pamphlets, etc.)?

Acknowledgement that this project was partially funded by the El Dorado County AQMD utilizing AB2766 DMV Surcharge Funds will be included in news releases issued and on signage placed at the construction site. In addition, acknowledgments will be included in press releases and publicity packets distributed at groundbreaking and ribbon cutting ceremonies.

FUNDING REQUEST/BREAKDOWN OF COST/MATCHING FUNDS

Briefly describe the proposal to be funded. Include the amount of money requested from the AB2766 DMV Surcharge fund. All applicants are also strongly encouraged to submit alternative funding levels in their proposals. Include total project costs, including, but not limited to the following: Estimate cost by task and identify source of funding for each task.

This proposal is requesting **\$ 267,000** to fund the PA&ED, PS&E, R/W and construction phases of the **Cameron Park Drive Class II Bike Lanes (between Palmer Drive and Sudbury Road) project**. We are also submitting an alternative amount of **\$ 157,000** which will fund the same phases of work except construct a shorter segment **from Palmer Drive to Hacienda Road**. The following table details the total estimated project costs, broken down by task and fiscal year. The second table identifies the revenue sources by fiscal year.

Cost Estimates by Task

Task	FY 11/12	FY 13/14	FY 15/16	Future	Total
PA&ED	\$ 15,000	\$	\$	\$	\$ 15,000
PS&E	\$ 50,000	\$	\$	\$	\$ 50,000
Right of Way Engineering	\$ 2,000	\$	\$	\$	\$ 2,000
Direct Construction Costs		\$ 170,000	\$	\$	\$ 170,000
Construction Engineering (Inspection)		\$ 30,000	\$	\$	\$ 30,000
Total Estimated Project Costs	\$ 67,000	\$ 200,000	\$	\$	\$ 267,000

Revenue Source

	FY 11/12	FY 13/14	FY 15/16	Future	Total
AB2766 DMV Surcharge funds requested	\$ 67,000	\$ 200,000	\$	\$	\$ 267,000
Total Revenue	\$ 67,000	\$ 200,000	\$	\$	\$ 267,000

Matching Funds

Clearly indicate if the matching funds are monetary or in-kind (non-dollar) contributions along with their source. Provide proof (letter of commitment, reso, CIP Project Summary) that the matching funds are currently available from each funding source.

The El Dorado County DOT asked the El Dorado County Transportation Commission (EDCTC) for monetary matching funds for this project proposal. The EDCTC has limited local funding for bicycle and pedestrian projects. At this time, the available funding is already committed to other projects. As previously noted, El Dorado County DOT Capital Improvement Program does not have funding for bicycle facility projects. The County DOT relies solely on grant funding such as the AB2766 DMV Surcharge Fees and the State Bicycle Transportation Account to fund County bicycle facility projects.

The County DOT understands that there is only \$350,000 of AB2766 DMV funding available in FY 2011/12. Because the County DOT does not have another source for matching funds, DOT is proposing two projects; the alternative is a shorter segment of and costs \$110,000 less than the preferred option.

SCHEDULE OF DELIVERABLES/SELF-MONITORING PROGRAM

Provide a list of all work products or deliverable items and their anticipated dates of delivery. The schedule must not extend beyond one year of the date of the executed contract

Work Products/Deliverables	Delivery Date
1. CEQA Environmental Documentation.....	October 2011
2. Plans, Specifications and Estimates.....	January 2012
3. Right-of-Way Certification.....	March 2012
4. Construction Contract.....	April 2012
5. Project Complete/Open for Use/Grant Closeout.....	July 2012

Self-Monitoring Program

Describe how the project objectives will be measured and reported to the District on a quarterly basis.

The El Dorado County DOT project manager for this project will provide the District, if requested and at intervals determined by the District, with project progress reports detailing the work performed during the current reporting period; work planned for the next reporting period; problems identified, solved, and/or unresolved; and the percentage of each task completed. A comprehensive final written report, documenting the work performed, will be provided to the District prior to the end of the Agreement term.



RESOLUTION NO. 273-2008

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

RESOLUTION AUTHORIZING THE DIRECTOR OF TRANSPORTATION TO SUBMIT GRANT APPLICATIONS AND EXECUTE GRANT AGREEMENTS FOR VARIOUS FUNDING PROGRAMS

WHEREAS, the County of El Dorado Transportation Department intends to pursue various local, State and Federal funding opportunities to augment the Transportation Department's project delivery, maintenance and operations programs; and

WHEREAS, the County of El Dorado Transportation Department intends to periodically submit grant applications for various local, State and Federal transportation funding programs, and other qualified grant funding opportunities that become available; and if awarded, will enter into agreements with various Grantors for implementation of said grants; and

WHEREAS, the County of El Dorado Transportation Department has the non-General Fund discretionary budget available for matching funds that may be required for the various grant programs;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of El Dorado hereby:

1. Authorizes the County of El Dorado Transportation Department to submit grant applications for various local, State and Federal transportation funding programs, and other grant funding opportunities that become available;
2. Authorizes the Director of Transportation, or the Chief Administrative Officer, to sign in the name of the County of El Dorado all necessary documents required to submit grant applications;
3. Authorizes the Director of Transportation to execute grant agreements subject to County Counsel and Board of Supervisors review and approval;
4. Authorizes this resolution to apply retroactively to the El Dorado County AQMD July 2008 award of AB2766 DMV Surcharge Funds for the vehicle replace purchase of a waterless/dustless broom street sweeper and ratifies the Director of Transportation's signature on those grant documents.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board held on the 7 day of October, 2008, by the following vote of said Board:

Ayes: Baumann, Santiago, Dupray, Sweeney, Briggs

ATTEST:

Cindy Keck

Clerk of the Board of Supervisors

Noes: none

Absent: none

By: [Signature]

Deputy Clerk

By: [Signature]

Chairman, Board of Supervisors
Rusty Dupray

I CERTIFY THAT:

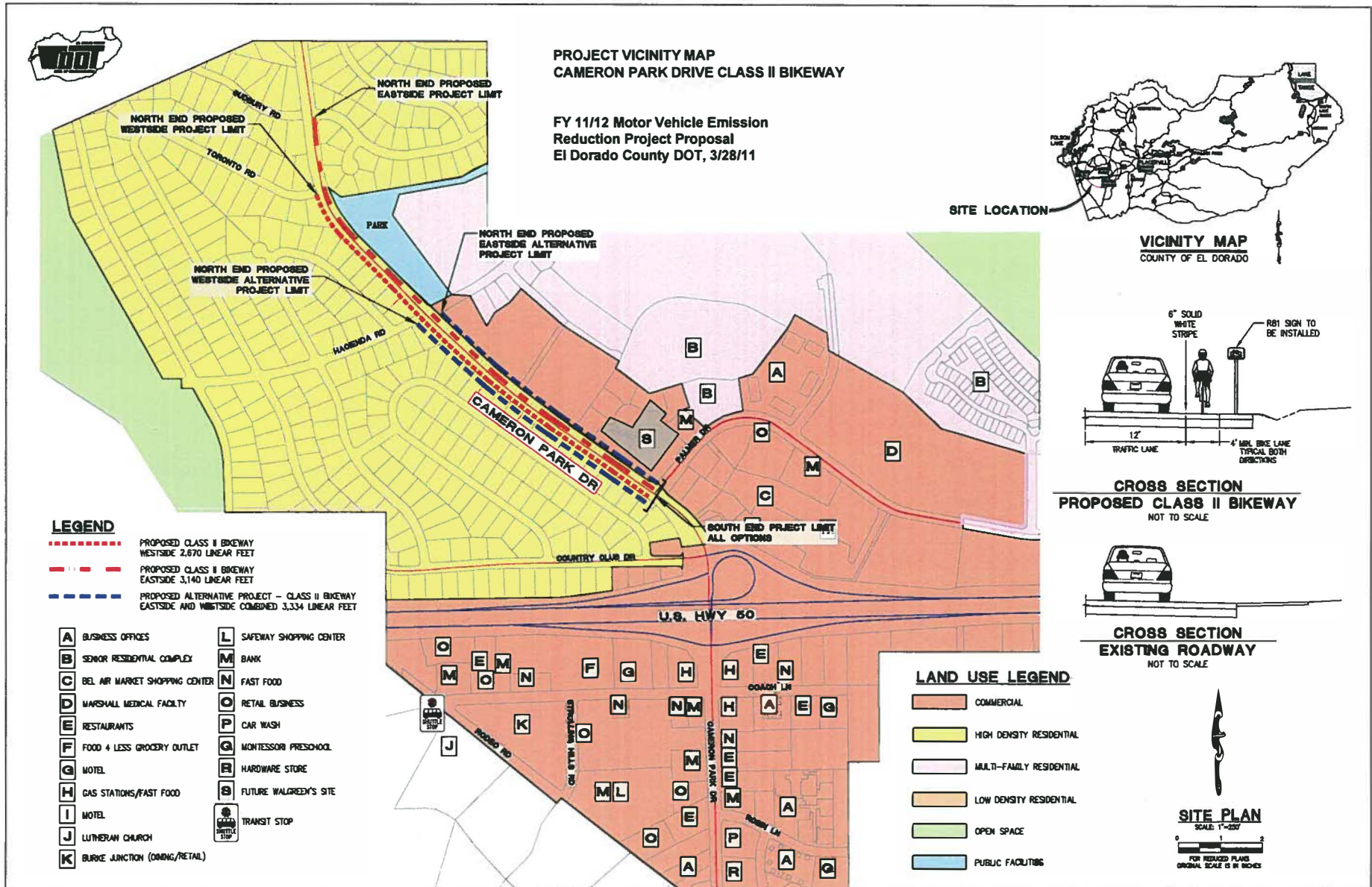
THE FOREGOING INSTRUMENT IS A CORRECT COPY OF THE ORIGINAL ON FILE IN THIS OFFICE.

DATE: 10/7/08

ATTEST: CINDY KECK, Clerk of the Board of Supervisors of the County of El Dorado, State of California.

By: [Signature]

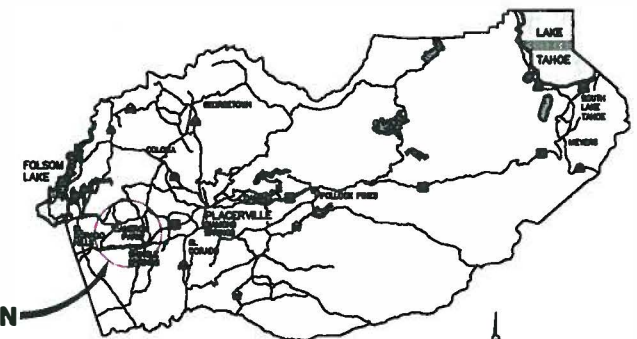
Deputy Clerk



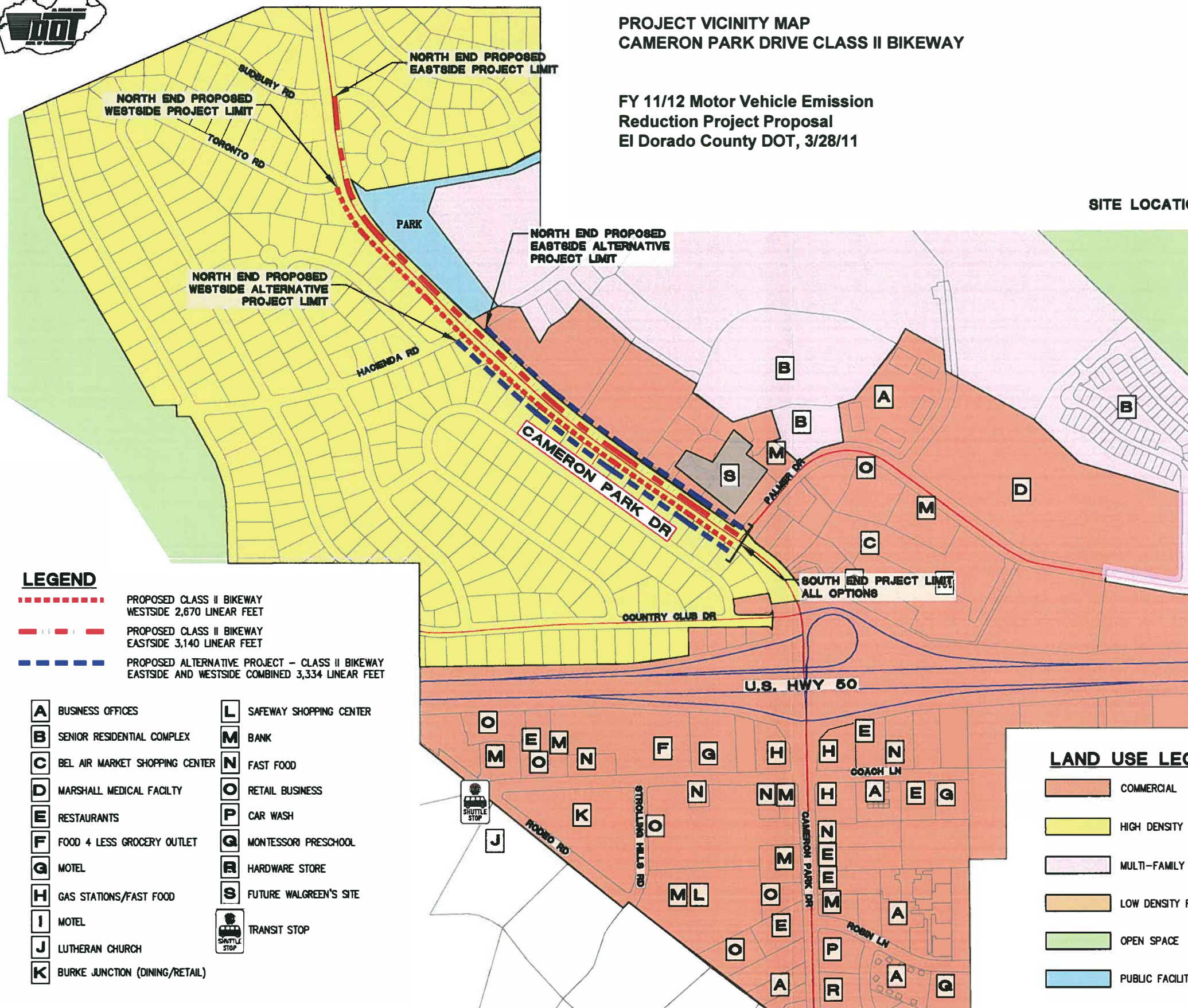


PROJECT VICINITY MAP CAMERON PARK DRIVE CLASS II BIKEWAY

FY 11/12 Motor Vehicle Emission
Reduction Project Proposal
El Dorado County DOT, 3/28/11



VICINITY MAP
COUNTY OF EL DORADO



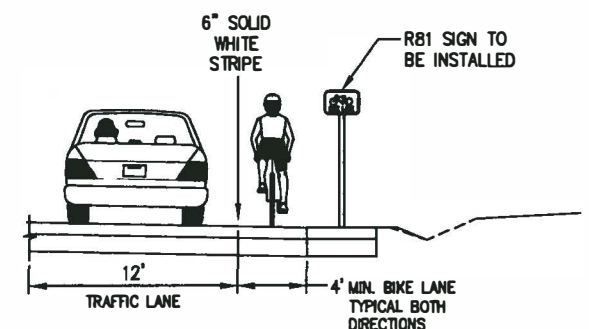
LEGEND

- PROPOSED CLASS II BIKEWAY WESTSIDE 2,670 LINEAR FEET
- - - - - PROPOSED CLASS II BIKEWAY EASTSIDE 3,140 LINEAR FEET
- PROPOSED ALTERNATIVE PROJECT - CLASS II BIKEWAY EASTSIDE AND WESTSIDE COMBINED 3,334 LINEAR FEET

- | | |
|---|----------------------------------|
| A BUSINESS OFFICES | L SAFEWAY SHOPPING CENTER |
| B SENIOR RESIDENTIAL COMPLEX | M BANK |
| C BEL AIR MARKET SHOPPING CENTER | N FAST FOOD |
| D MARSHALL MEDICAL FACILITY | O RETAIL BUSINESS |
| E RESTAURANTS | P CAR WASH |
| F FOOD 4 LESS GROCERY OUTLET | Q MONTESSORI PRESCHOOL |
| G MOTEL | R HARDWARE STORE |
| H GAS STATIONS/FAST FOOD | S FUTURE WALGREEN'S SITE |
| I MOTEL | TRANSIT STOP |
| J LUTHERAN CHURCH | |
| K BURKE JUNCTION (DINING/RETAIL) | |

LAND USE LEGEND

- COMMERCIAL
- HIGH DENSITY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- OPEN SPACE
- PUBLIC FACILITIES

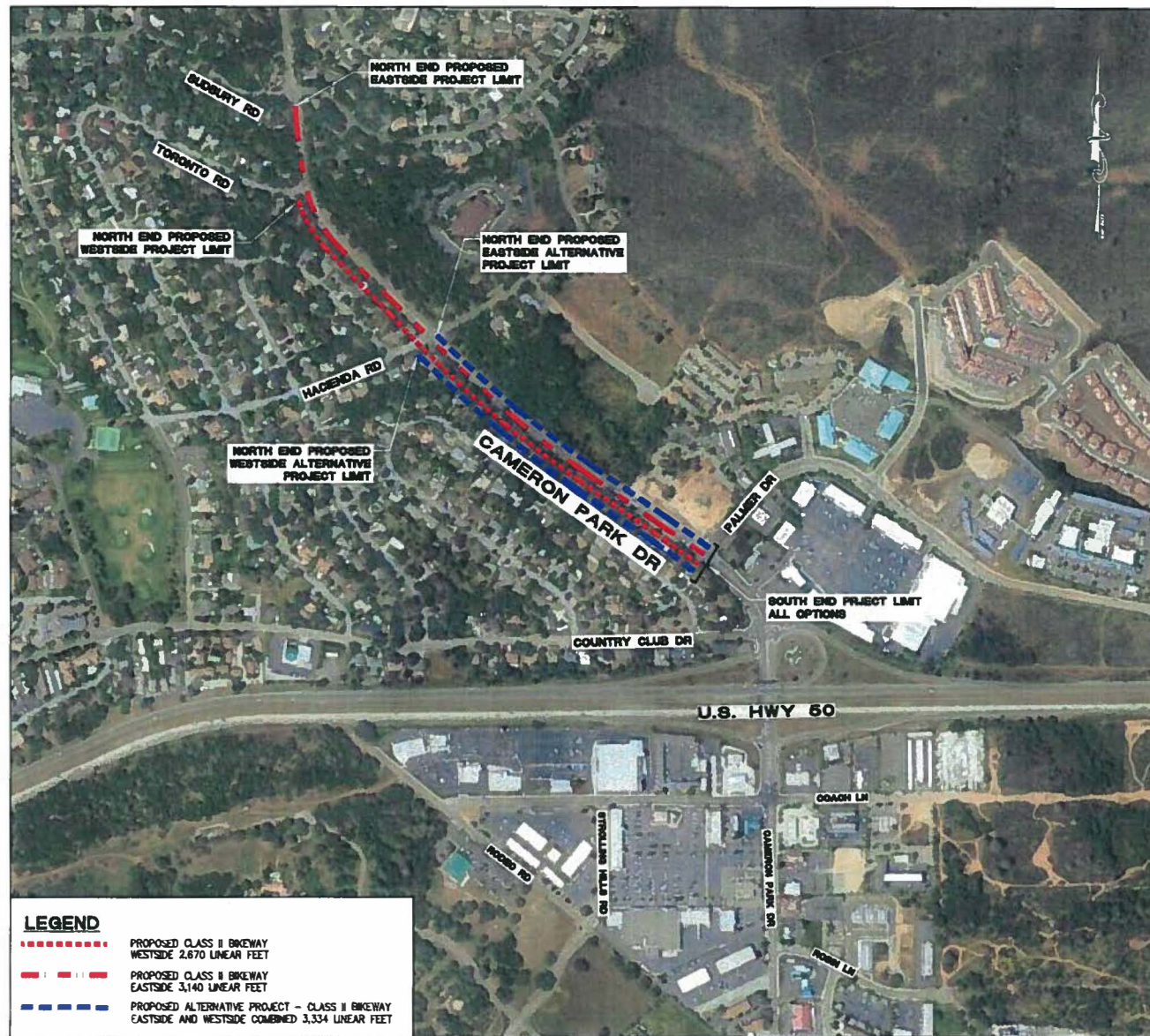


CROSS SECTION
PROPOSED CLASS II BIKEWAY
NOT TO SCALE

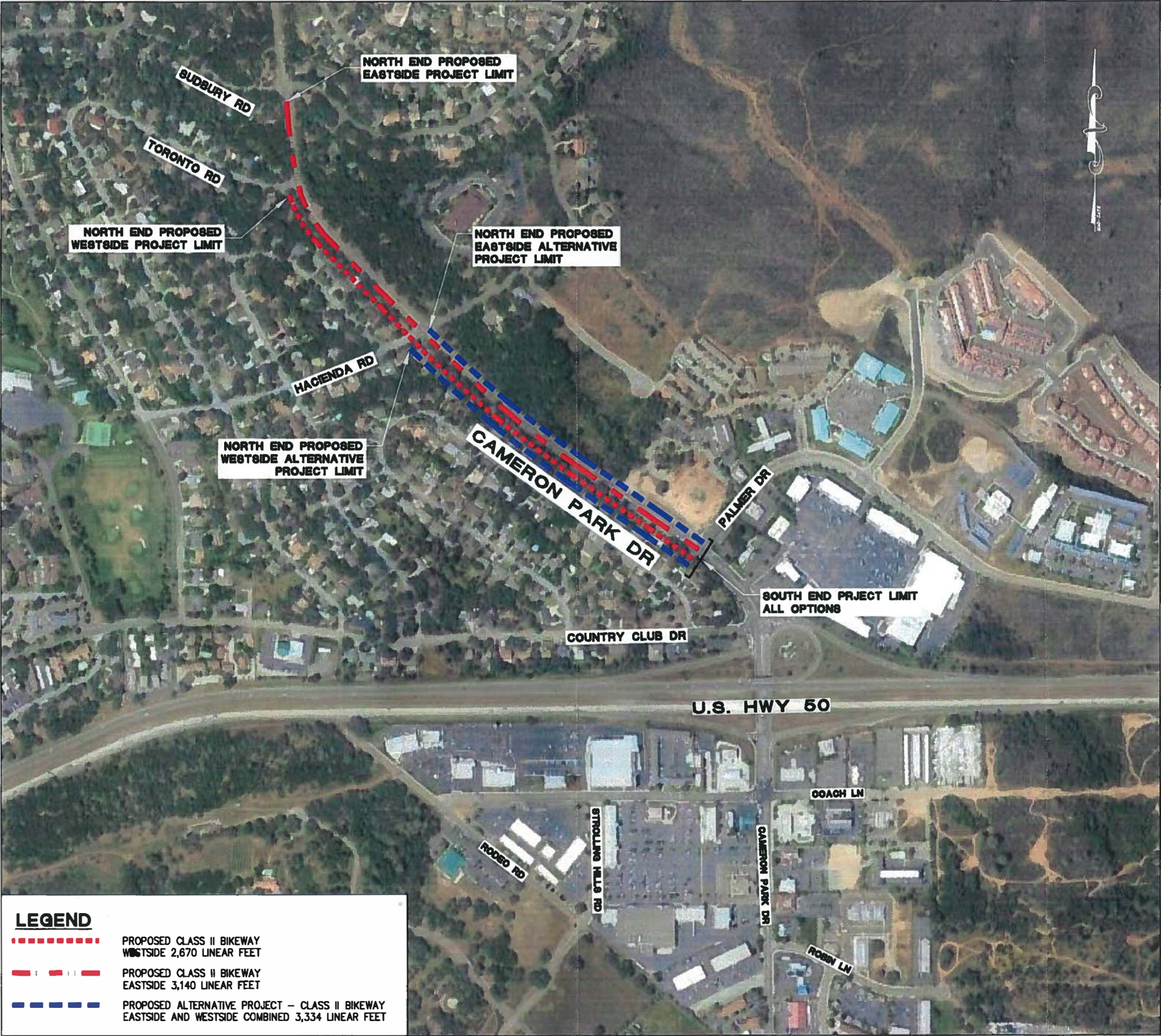


CROSS SECTION
EXISTING ROADWAY
NOT TO SCALE





FY 11/12 Motor Vehicle Emission Reduction Project Proposal, El Dorado County DOT, 3/28/11





Palmer Dr (east side of Cameron Park Dr) facing south
(Project limit on east side, south end)



Palmer Dr (west side of Cameron Park Dr) facing south
(Project limit on west side, south end)



Palmer Dr (east side of Cameron Park Dr) facing north



Palmer Dr (west side of Cameron Park Dr) facing north



Hacienda Rd (east side of Cameron Park Dr) facing south



Hacienda Rd (west side of Cameron Park Dr) facing south



Hacienda Rd (east side of Cameron Park Dr) facing north



Hacienda Rd (west side of Cameron Park Dr) facing north



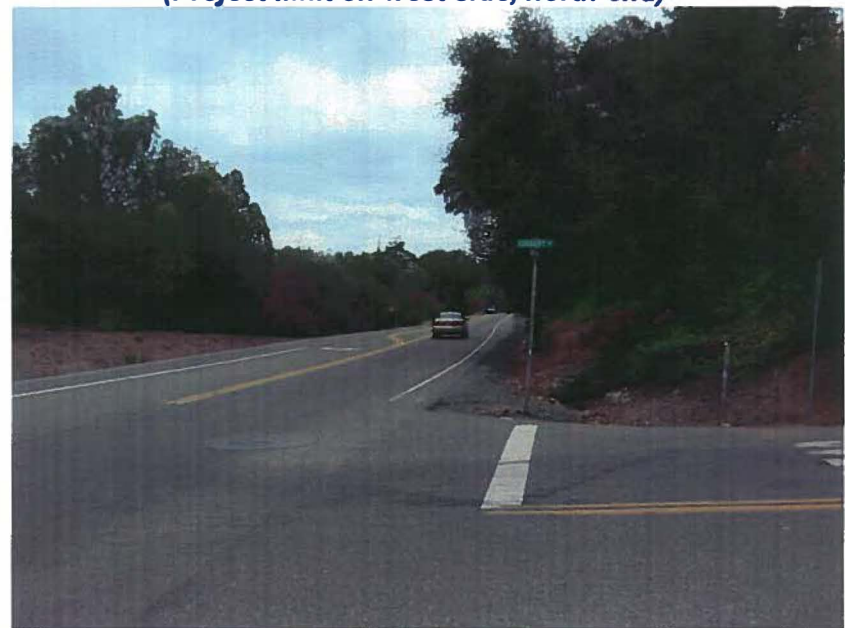
Toronto Rd (east side of Cameron Park Dr) facing south



**Toronto Rd (west side of Cameron Park Dr) facing south
(Project limit on west side, north end)**



**Sudbury Rd (east side of Cameron Park Dr) facing south
(Project limit on east side, north end)**



Sudbury Rd (east side of Cameron Park Dr) facing north

ENGINEER'S ESTIMATE

Project: Class II Bikeway on Cameron Park Drive from Palmer Dr to Sudbury Rd

Prepared by: Adam Bane, P.E., 2/15/2011

CONSTRUCTION COST ESTIMATE

ITEM NO.	ITEM	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	ITEM COST
1	Traffic Control System	LS	1	\$15,000.00	\$15,000
2	6" Thermoplastic Traffic Stripe (Sprayable) (2.4 miles)	LF	5,810	\$1.00	\$5,800
3	Bike Lane Roadside Signs	LS	1	\$2,500.00	\$2,500
4	Clearing and Grubbing	LS	1	\$2,400.00	\$2,400
5	Asphalt Concrete	Ton	860	\$101.00	\$86,900
6	Roadway Excavation	CY	420	\$50.00	\$21,000
7	Grading	LS	1	\$4,000.00	\$4,000
8	Remove and dispose of Ex. AC	LS	1	\$1,000.00	\$1,000
9	Dust Control	LS	1	\$3,000.00	\$3,000
	SUBTOTAL CONSTRUCTION COST				\$141,600
	Supplemental Items -				
	Supplemental 5%	5%			\$7,080
	Mobilization 10 %	5%			\$7,080
	Contingency	10%			\$14,160
	TOTAL CONSTRUCTION COST				\$170,000

PA&ED	9%			\$15,000
Design PS&E (PE)	29%			\$50,000
Construction Engr (Inspection)	18%			\$30,000
Right of Way Engineering(Certificate)				\$2,000

PA&ED				\$15,000
TOTAL CONSTRUCTION COST				\$170,000
Total PE(Includes PS&E Design and field investigations)				\$50,000
TOTAL CONSTRUCTION ENGR				\$30,000
TOTAL RIGHT OF WAY				\$2,000
TOTAL PROJECT COST				\$267,000

ENGINEER'S ESTIMATE EXHIBIT

Project: Class II Bikeway on Cameron Park Drive from Palmer Dr to Hacienda Rd

Prepared by: Adam Bane, P.E., 2/16/2011

CONSTRUCTION COST ESTIMATE

ITEM NO.	ITEM	UNIT OF MEASURE	ESTIMATED QUANTITY	ITEM PRICE	ITEM COST
1	Traffic Control System	LS	1	\$12,000.00	\$12,000
2	6" Thermoplastic Traffic Stripe (Sprayable) (2.4 miles)	LF	3,420	\$1.00	\$3,400
3	Bike Lane Roadside Signs	LS	1	\$1,500.00	\$1,500
4	Clearing and Grubbing	LS	1	\$2,000.00	\$2,000
5	Asphalt Concrete	Ton	385	\$106.00	\$40,800
6	Roadway Excavation	CY	190	\$51.00	\$9,700
7	Grading	LS	1	\$2,500.00	\$2,500
8	Remove and dispose of Ex. AC	LS	1	\$700.00	\$700
9	Dust Control	LS	1	\$2,200.00	\$2,200
	SUBTOTAL CONSTRUCTION COST				\$74,800
	Supplemental Items -				
	Supplemental 5%	5%			\$3,740
	Mobilization 10 %	5%			\$3,740
	Contingency	10%			\$7,480
	TOTAL CONSTRUCTION COST				\$90,000

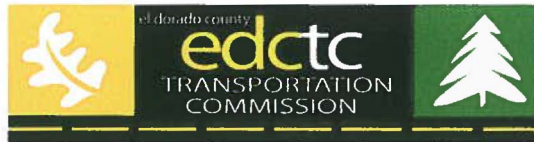
PA&ED	11%			\$10,000
Design PS&E (PE)	44%			\$40,000
Construction Engr (Inspection)	17%			\$15,000
Right of Way Engineering(Certificate)				\$2,000

PA&ED				\$10,000
TOTAL CONSTRUCTION COST				\$90,000
Total PE(Includes PS&E Design and field investigations)				\$40,000
TOTAL CONSTRUCITON ENGR				\$15,000
TOTAL RIGHT OF WAY				\$2,000
TOTAL PROJECT COST				\$157,000

ATTACHMENT F
Pages 20-26

Community Support Letters

Cameron Park Drive
Class II Bikeway Project



2828 Easy Street Suite 1 | Placerville CA 95667 | tel:530.642.5260 | www.edctc.org

Councilmembers Representing City of Placerville

Patty Borelli, Chair
Mark Acuna
Carl Hagen

Supervisors Representing El Dorado County

Jack Sweeney, Vice Chair
Ron Briggs
John Knight
Ray Nutting

Kathryn Mathews, Executive Director

March 3, 2011

Kerri Williams
Fiscal Administration Manager
County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Re: Letter of Support for El Dorado County DOT project proposal for AB2766 DMV Funding

Dear Ms. Williams,

The El Dorado County Transportation Commission (EDCTC) strongly supports the El Dorado County Department of Transportation's (DOT) project proposal for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010.

The proposed bikeway project will benefit bicyclists by providing a more visible and safer on-road bicycle facility to use for non-motorized access to jobs concentrated around the US 50/Cameron Park Drive Interchange. Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The average daily traffic volume is 20,000. Cameron Park Drive provides connectivity/access to jobs between the residential neighborhoods located on the east and west sides of Cameron Park Drive with the commercial/retail development located on the north and south sides of the US 50/Cameron Park Drive Interchange.

Thank you for your consideration of the El Dorado County DOT's project proposal for AB2766 DMV funding. Funding of this Class II bikeway project will help increase non-motorized transportation, reduce traffic congestion, and improve air quality for the residents of El Dorado County.

Sincerely,

Kathryn F. Mathews, AICP
Executive Director



2502 Country Club Drive, Cameron Park, California 95682
phone (530) 677-2231 • fax (530) 677-2201 • www.cameronpark.org

March 16, 2011

Kerri Williams
Fiscal Administration Manager
County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Re: El Dorado County Dept. of Transportation Project Proposal for AB2766 DMV Funding

Dear Ms. Williams,

On behalf of the Cameron Park Community Services District (CSD), I am writing this letter in support of the project proposal that El Dorado County Department of Transportation (DOT) is submitting for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010.

Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The average daily traffic volume is 20,000. Cameron Park Drive provides connectivity/access from the residential neighborhoods located on the east and west sides of Cameron Park Drive with the commercial/retail development located on the north and south sides of the US 50/Cameron Park Drive Interchange.

The proposed Class II bikeway project will benefit bicyclists by providing a more visible and safer on-road bicycle facility to use for non-motorized access to jobs concentrated around the US 50/Cameron Park Drive Interchange. It will also provide a linkage to El Dorado Transit which has a commuter stop on the south side of the Interchange. El Dorado Transit operates express commuter bus service in US 50 to the City of Folsom and downtown Sacramento. The commuter buses are equipped with bicycle carrier racks.

The Cameron Park CSD strives to provide and support services that enhance Cameron Park as a special place to live and work. The proposed Class II bikeway on Cameron Park Drive would provide Cameron Park residents with a healthy alternative mode of transportation to commute to work. Funding of this AB2766 DMV project proposal will help increase non-motorized transportation, reduce traffic congestion, and improve air quality in El Dorado County.

Sincerely,

Fred Smith, General Manager
Cameron Park Community Services District



EL DORADO TRANSIT

6565 COMMERCE WAY
DIAMOND SPRINGS, CA 95619-9454
(530) 642-5383
FAX (530) 622-BUSS
www.eldoradotransit.com

March 1, 2011

Terri Daly, Air Pollution Control Officer
El Dorado County Air Quality Management District
330 Fair Lane
Placerville, CA 95667

Re: Letter of Support for El Dorado County DOT project proposal for AB2766 DMV Funding

Dear Ms. Daly,

The El Dorado County Transit Authority supports the El Dorado County Department of Transportation's (DOT) project proposal for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010.

Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The roadway is currently two-lanes, undivided with shoulder conditions varying from unpaved (less than 2 feet wide) to 4 feet paved shoulders. Given the high traffic volumes (average daily traffic is 15,000 – 20,000) and high travel speeds (the posted speed limit is 45 mph), and varying shoulder conditions, there are several segments that are unsafe for bicycle usage. El Dorado County DOT's proposed project would widen the shoulders where needed, and add striping and bike lane symbols and signs. These much needed improvements will greatly enhance the safety of bicyclists riding along Cameron Park Drive.

The Cameron Park Drive Class II Bikeway will provide bicycle commuters who live in the neighborhoods located off Cameron Park Drive connectivity/access to jobs concentrated around the US 50/Cameron Park Drive Interchange. It will also provide a linkage to El Dorado Transit which has a commuter stop located on the south side of the US 50/Cameron Park Drive Interchange. El Dorado Transit buses are equipped with bicycle carrier racks.

Implementation of this project will provide safer travel for bicycle commuters to connect to El Dorado County Transit Authority bus service. Funding of this AB2766 DMV project proposal will help increase non-motorized transportation, reduce traffic congestion, and improve air quality for residents of El Dorado County.

Sincerely,


Mindy Jackson
Executive Director

2011 MAR -3 PM 2:09

RECEIVED
DOT



P.O. Box 341
Shingle Springs, CA 95682
web: www.sscpchamber.org
email: info@sscpchamber.org
phone: 530.677.8000
fax: 530.676.8313

Kerri Williams
Fiscal Administration Manager
County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Re: El Dorado County Dept. of Transportation Project Proposal for AB2766 DMV Funding

Dear Ms. Williams,

On behalf of the Shingle Springs/Cameron Park Chamber of Commerce, I am writing this letter in support of the project proposal that El Dorado County Department of Transportation (DOT) is submitting for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010.

Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The average daily traffic volume is 20,000. Cameron Park Drive provides connectivity/access from the residential neighborhoods located on the east and west sides of Cameron Park Drive with the commercial/retail development located on the north and south sides of the US 50/Cameron Park Drive Interchange.

The proposed **Class II bikeway** project will benefit bicyclists by providing a more visible and safer on-road bicycle facility to use for non-motorized access to jobs concentrated around the US 50/Cameron Park Drive Interchange. It will also provide a linkage to El Dorado Transit which has a commuter stop on the south side of the Interchange. El Dorado Transit operates express commuter bus service in US 50 to the City of Folsom and downtown Sacramento.

The Shingle Springs/Cameron Park Chamber of Commerce strives to support efforts that enhance Cameron Park as a special place to live and work. The proposed **Class II bikeway** on Cameron Park Drive would provide Cameron Park residents with a healthy alternative mode of transportation to commute to work. Funding of this AB2766 DMV project proposal will help increase non-motorized transportation, reduce traffic congestion, and improve air quality in El Dorado County.

Sincerely,

Linda L. Hopkins, Executive Director

Shingle Springs/Cameron Park Chamber of Commerce

2011 Elite Sponsors





2365 Iron Point Road, Ste. 300, Folsom, CA 95630

March 1, 2011

Kerri Williams
Fiscal Administration Manager
County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Re: Letter of Support for El Dorado County DOT project proposal for AB2766 DMV Funding

Dear Ms. Williams,

The 50 Corridor Transportation Management Association (TMA) supports the El Dorado County Department of Transportation's (DOT) project proposal for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010.

The proposed bikeway project will benefit bicyclists by providing a more visible and safer on-road bicycle facility to use for non-motorized access to jobs concentrated around the US 50/Cameron Park Drive Interchange. Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The average daily traffic volume is 20,000. Cameron Park Drive provides connectivity/access to jobs between the residential neighborhoods located on the east and west sides of Cameron Park Drive with the commercial/retail development located on the north and south sides of the US 50/Cameron Park Drive Interchange.

The TMA works with all jurisdictions along the 50 Corridor to improve mobility for all transportation modes. This bikeway project has been designated by the El Dorado County Bicycle Advisory Committee as one of significance to the entire Corridor because of the safe and efficient linkages it provides for commuters. Funding of this AB2766 DMV project proposal will help increase non-motorized transportation, reduce traffic congestion, and improve air quality in El Dorado County.

Sincerely,

A handwritten signature in blue ink that reads "Rebecca Garrison".

Rebecca Garrison
Executive Director

Lindell Price
Healthy Roads for Community Health
3672 Millbrae Road
Cameron Park, CA 95682
(916) 804-7316

March 9, 2011

Kerri Williams
Fiscal Administration Manager
County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Re: El Dorado County Dept. of Transportation Project Proposal for AB2766 DMV Funding

Dear Ms. Williams,

On behalf of Healthy Roads for Community Health, I am writing this letter in support of the project proposal that El Dorado County Department of Transportation (DOT) is submitting for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010.

Through education and advocacy, Healthy Roads for Community Health strives for safe, healthy transportation. The goal is a transportation system that provides mobility and health benefits for everyone, and invites walking, bicycling, access to public transit, economic vitality, and neighborhood engagement, while preventing deaths and injuries.

Better bicycle access to businesses along this busy segment of Cameron Park Drive will facilitate bicycle trips for shopping, commuting, and errands. The proposed bikeway project will benefit bicyclists by providing a more visible and safer on-road bicycle facility to use for non-motorized access to jobs concentrated around the US 50/Cameron Park Drive Interchange. Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The average daily traffic volume is 20,000. Cameron Park Drive provides connectivity/access to jobs between the residential neighborhoods located on the east and west sides of Cameron Park Drive with the commercial/retail development located on the north and south sides of the US 50/Cameron Park Drive Interchange.

Non-motorized projects such as the proposed Cameron Park Drive Class II Bikeway help to decrease traffic congestion, reduce emissions, improve air quality and enhance the overall health of our citizens. Healthy Roads for Community Health supports this proposed project and hopes that it is selected for AB2766 DMV funding.

Sincerely,



Lindell Price

4520 Lon Court
Diamond Springs, CA 95619
(530) 622-6340
March 3, 2011

Kerri Williams
Fiscal Administration Manager
County of El Dorado
Environmental Management Department
2850 Fairlane Court
Placerville, CA 95667

Re: El Dorado County Dept. of Transportation Project Proposal for AB2766 DMV Funding

Dear Ms. Williams,

On behalf of the El Dorado County Parks and Recreation Commission and the El Dorado County Trails Advisory Committee, I am writing this letter in support of the project proposal that El Dorado County Department of Transportation (DOT) is submitting for AB2766 DMV funding for the **Cameron Park Drive Class II Bikeway** project. This project is included as a high priority Tier 1 project for the Cameron Park/Shingle Springs Area in the El Dorado County Bicycle Transportation Plan adopted November 9, 2010. I served on the El Dorado County Bicycle Advisory Committee that provided review and input on the BTP updated last year.

The Commission and the Trails Advisory Committee are working hard to integrate of non-motorized means of transportation into the everyday lives of El Dorado County residents. We firmly believe that if people are provided a safe route to ride a bike or walk to work, school, shopping, they will do so. Non-motorized projects such as the proposed Cameron Park Drive Class II Bikeway help to decrease traffic congestion, reduce emissions, improve air quality and enhance the overall health of our citizens.

The proposed bikeway project will benefit bicyclists by providing a more visible and safer on-road bicycle facility to use for non-motorized access to jobs concentrated around the US 50/Cameron Park Drive Interchange. Cameron Park Drive is the primary north-south urban arterial serving the community of Cameron Park (estimated population 16,000). It extends from the US 50/Cameron Park Drive Interchange approximately three miles north to Green Valley Road. The average daily traffic volume is 20,000. Cameron Park Drive provides connectivity/access to jobs between the residential neighborhoods located on the east and west sides of Cameron Park Drive with the commercial/retail development located on the north and south sides of the US 50/Cameron Park Drive Interchange.

This bikeway project has been designated by the El Dorado County Bicycle Advisory Committee as one of significance to the entire Corridor because of the safe and efficient linkages it provides for commuters. Funding of this AB2766 DMV project proposal will help increase non-motorized transportation, reduce traffic congestion, and improve air quality in El Dorado County.

Sincerely,



Robert A. Smart, Jr.
El Dorado County Parks and Recreation Commissioner