EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2010-2030

Final

November 2010

Prepared By

el dorado county edctc TRANSPORTATION COMMISSION

El Dorado County
REGIONAL TRANSPORTATION PLAN
2010-2030

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The El Dorado County 2010-2030 Regional Transportation Plan (RTP) was developed by the EDCTC to document the policy direction, actions and funding recommendations intended to meet El Dorado County's short and long range transportation needs over the next twenty years. The RTP is designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system.

EXECUTIVE SUMMARY

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for El Dorado County, except for that portion of the County within the Tahoe Basin, which is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). One of the fundamental responsibilities which results from this designation is the preparation of the Regional Transportation Plan.

In general, Regional Transportation Plans are developed to provide a clear vision of the regional transportation goals, objectives, and policies, complimented by short-term and long-term strategies for implementation. The vision must be both realistic and fiscally constrained. The 2010-2030 RTP, pending review by the Sacramento Area Council of Governments (SACOG), will become the El Dorado County portion of the SACOG Metropolitan Transportation Plan.

Chapters 1 through 5 comprise the **Policy Element** of the RTP which develops the process for implementing the short-term and long-term transportation strategies. Chapter 1, Introduction; Chapter 2, Organizational Setting; and Chapter 3, Physical Setting provide the data on the background, relationships, and projections that provide the basis on which the RTP is developed. Chapter 4, Regional Transportation Issues summarizes the issues facing transportation planning, including: recreational travel, inter-jurisdictional coordination/integrated land use, congestion, growth, transportation funding, air quality, and safety. Chapter 5 identifies the mobility goals, objectives, and policies of the region.

Chapters 6 through 12 comprise the **Action Element.** The Action Element identifies the multi-modal projects that implement the RTP in accordance with the goals, objectives, and policies set forth in the policy element. Projects are included for both the short-term (up to 10 years) and long-term (20 years and beyond) horizons. Each transportation mode is addressed in the Action Element. Highlights of the proposed projects are identified below by transportation mode.

ROADWAY: The Roadway action plan includes regionally significant projects that are funded by Federal, State, or Local funds. Significant projects in the short-term horizon include High Occupancy Vehicle Lane extensions on US 50 from Bass Lake Road to Cameron Park, the Silva Valley Parkway Interchange, and also the Western Placerville Interchanges.

TRANSIT: The Transit action plan includes projects proposed in the El Dorado County short-range and long-range transit plans. Short-term projects include El Dorado Hills fixed route service, expanded service to Pollock Pines and other outlying areas, increased commuter service to Sacramento, and expanded Dial-a-Ride services.

AVIATION: The Aviation action plan includes projects proposed in the Airport Capital Improvement Programs (CIP). The airport CIPs are used to provide systematic direction for the future development and maintenance of the airports. Short-term projects include additional hangars at both the Placerville and Georgetown Airports, and plans for upgrading, maintaining, and improving the runways at all airports.

GOODS MOVEMENT: The Goods Movement action plan lays out a strategy for support of projects and improvements that will be necessary to ensure timely movement of goods and services to and through El Dorado County. Projects include supporting interregional movement of goods through use of airports and improvements to US 50 and State Route 49 to facilitate goods movement and access to jobs.

NON-MOTORIZED TRANSPORTATION: The RTP action plan for non-motorized transportation includes projects derived from the El Dorado County Bicycle Transportation Plan and from the City of Placerville Non-Motorized Transportation Plan. Short-term projects include a Bass Lake to El Dorado Hills connector bike path/bike route utilizing Old Bass Lake Road and Tong Road, a grade separated bicycle/pedestrian crossing of US 50 in El Dorado Hills, and bike lanes on Green Valley Road, and Cameron Park Drive.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM): The TSM action plan includes support and cooperative work for the development of regional rideshare programs, projects that support alternative transportation, school congestion mitigation and expanded use of alternative fuels.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS): The ITS action plan includes projects from the Tahoe Gateway Strategic ITS Plan. EDCTC works collaboratively with SACOG to help implement the actions outlined in the Strategic Plan. Projects include signal timing technology throughout El Dorado County, US 50 winter traffic management, US 50 traveler information, US 50 downhill speed warning sign near Camino, and ice detection and warning systems.

Chapter 13 is the **Financial Element** which summarizes the cost of implementing the projects in the RTP within a financially constrained environment. All anticipated transportation funding revenues are compared with the anticipated costs of the transportation projects identified in the action element. If shortfalls are identified, strategies are developed to potentially fund the otherwise unfunded projects.

Chapter 14 is the **Air Quality Conformity** discussion. The Sacramento Area Council of Governments (SACOG), as the designated Metropolitan Planning Organization for the Sacramento Metropolitan Area, is responsible for ensuring that regional transportation plans and programs conform to the State Implementation Plan. SACOG also has responsibility for making findings of conformity required under section 176(c) of the federal Clean Air Act within the designated Sacramento Ozone Non-attainment Area.

Chapter 15 introduces the **Environmental Document.** In accordance with the California Environmental Quality Act (CEQA), EDCTC prepared a Program Environmental Impact Report as a separate document. The CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15389) are the implementing regulations for CEQA and provide detailed information on CEQA compliance.

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Regional Transportation Plans are developed to provide a clear vision of the regional transportation goals, objectives, and policies, complimented by short-term and long-term strategies for implementation.

CHAPTER 1: INTRODUCTION

The El Dorado County 2010-2030 Regional Transportation Plan (RTP) was developed under the direction of the El Dorado County Transportation Commission (EDCTC). The RTP is designed to be a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system. This system includes but is not limited to: roadways, transit, aviation, goods movement, bikeways, pedestrian facilities, transportation systems management, and intelligent transportation systems. In addition, the RTP is action oriented and pragmatic, considering both the short-term (up to 10 years) and long-term (ten to 20 year) periods.

The RTP is developed to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082). The specific guidance of the California Transportation Commission Regional Transportation Plan Guidelines (adopted April 7, 2010) have been considered in developing this 2010-2030 RTP.

PURPOSE

In general, Regional Transportation Plans are developed to provide a clear vision of the regional transportation goals, objectives, and policies complimented by short-term and long-term strategies for implementation.

The vision for the RTP must be both realistic and fiscally constrained. In addition to providing a clear vision, the RTP serves the following specific functions:

- Provides an assessment of the current modes of transportation and the potential of new travel options within the region
- Predicts future needs for travel and goods movement
- Identifies and documents specific actions necessary to address the region's mobility and accessibility needs
- Identifies needed transportation improvements, in sufficient detail, to serve as a foundation for the:
  - ◊ Facilitation of the National Environmental Protection Act integration process decisions
  - ◊ Development of the Federal Transportation Improvement Program, the Regional Transportation Improvement Program, and the Interregional Transportation Improvement Program
  - ◊ Identification of project purpose and need
  - ◊ Development of an estimate of emission impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan
- Promotes consistency between the California Transportation Plan, the Regional Transportation Plan, and other transportation plans developed by cities, counties, special districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
- Provides a forum for:
  - ◊ Participation and cooperation throughout the planning process
  - ◊ Facilitation of partnerships that reconcile transportation issues which transcend regional boundaries
- Involves the public; federal, state, and local agencies; tribal governments; and local elected officials early in the transportation planning process so as to include them in discussions and decisions regarding the social, economic, air quality, and environmental issues related to transportation.

REGIONAL TRANSPORTATION PLAN REQUIREMENTS

REQUIRED ELEMENTS

Government Code Section 65080 states that Regional Transportation Plans shall include the following components.

A ***Policy Element*** that identifies mobility goals, objectives, and policies of the region

- This element outlines the process for implementation of the Regional Transportation Plan to guide decision-makers.

An ***Action Element*** that identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the policy element

- The institutional and legal actions needed to implement the Regional Transportation Plan and action plans are also discussed in this section, followed by a detailed assessment of all transportation modes.
- It is within the Action Element that priorities for regional transportation programs are established.

A ***Financial Element*** that summarizes the cost of implementing projects in the RTP within a financially constrained environment

- All anticipated transportation funding revenues are compared with the anticipated costs of the transportation programs and actions identified in the Action Element.
- If shortfalls are identified, strategies are developed to potentially fund the otherwise unfunded projects.

REQUIRED DOCUMENTATION

Environmental Documentation is required under the California Environmental Quality Act. The environmental documentation states whether there will be an environmental impact of implementing the projects listed in the plan and, if so, what those impacts will be. Depending upon the scope of the plan and the local environment, the appropriate environmental documentation may be a negative declaration, a mitigated negative declaration, or a full environmental impact report.

REGIONAL TRANSPORTATION PLAN PROCESS

The El Dorado County Transportation Commission is the Regional Transportation Planning Agency (RTPA) for El Dorado County, except for that portion of the County within the Tahoe Basin, which is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). One of the fundamental responsibilities which results from this designation is the preparation of the County's Regional Transportation Plan.

Under the terms of a Memorandum of Understanding between the EDCTC and the Sacramento Area Council of Governments (SACOG), entered into in June of 1993 and amended in June of 1994, EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan (MTP). This process is important to both the SACOG MTP and the EDCTC RTP, as it allows for a locally developed RTP to be included in the regional air quality conformity process. This locally developed RTP process includes a local consensus of policies, projects, programs, and funding decisions. The El Dorado County 2010-2030 RTP, pending review by SACOG, will become the El Dorado County portion of the SACOG MTP.

REGIONAL TRANSPORTATION PLAN DELIVERY SUCCESS

Delivery of transportation projects is characteristically a lengthy process requiring the advancement of a project from the planning phase through construction. Add to this the development of funding strategies and the overall life of a project from planning to construction can take a great deal of time. This timeline is one of the many reasons the RTP is developed to address transportation needs over a twenty year period. This long-horizon planning process allows for the necessary time to effectively deliver projects. The 2005-2025 RTP included a twenty year "shelf' of multi-modal projects which, in normal circumstances, would take at least twenty years to deliver. However, due to competitive successes through Proposition 1B and the American Recovery and Reinvestment Act of 2009, a great number of transportation projects listed in the 2005-2025 RTP were delivered in the five year period between 2005 -2010. The following Delivered Projects Fact Sheets, shown in Tables 1-1 through 1-7, highlight the delivery successes of the RTP over the last five years (2005-2010). Map 1-1 shows the general location of the delivered projects listed in the following tables.

Map 1-1: Delivered Projects (Map corresponds with Tables 1-1 through 1-6)

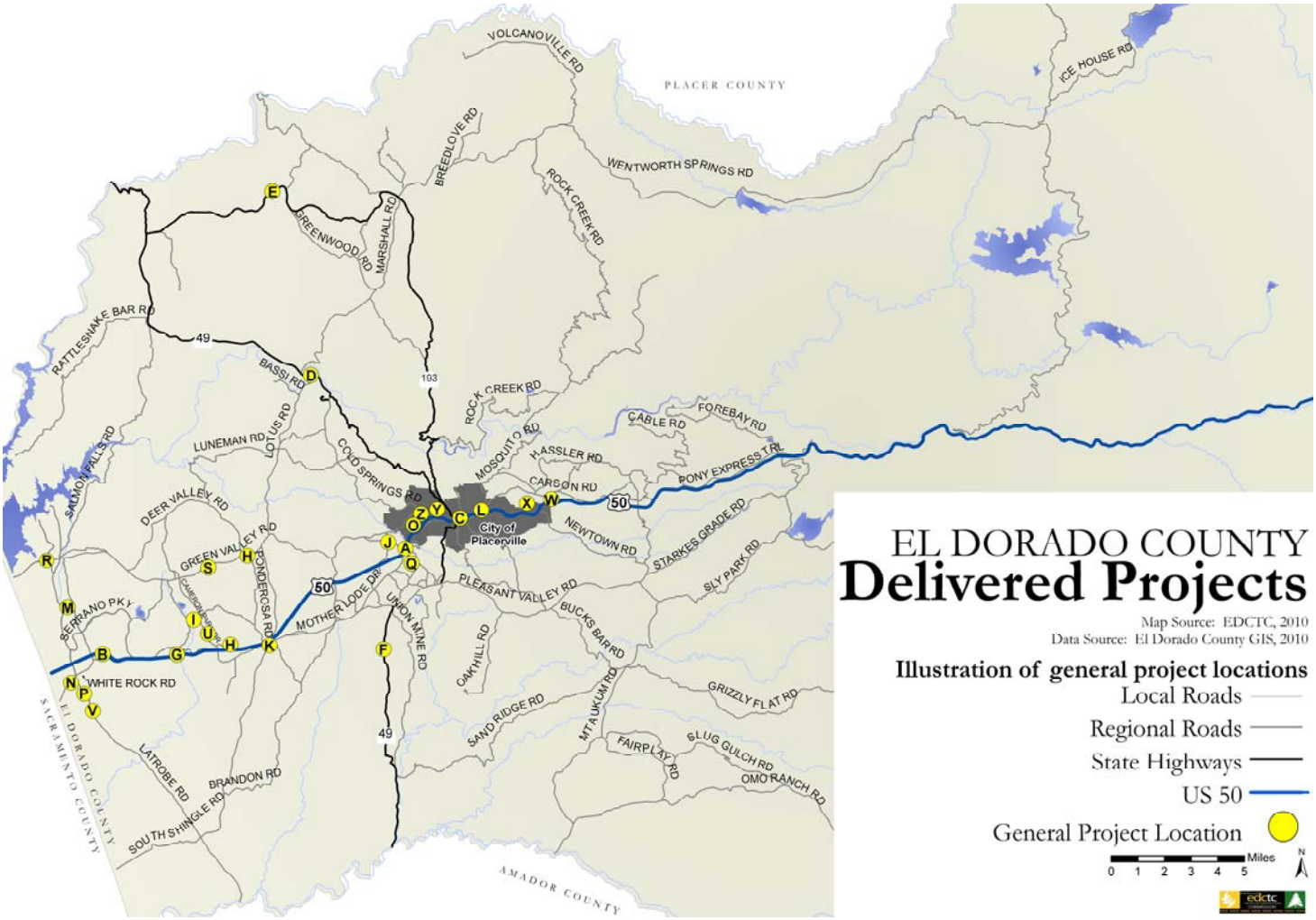


TABLE 1-1: REGIONAL ROADWAY NETWORK DELIVERED PROJECTS				
ACTION PLAN FACT SHEETS 2005-2025 RTP: Delivered Regional Roadway Network Projects				
Project Description	**Cost (2005 Dollars)**	**Responsible/Support Agencies**	**Program**	**Map Code**
US 50-Missouri Flat Interchange – Phase 1A: Replace US 50 overcrossing structure, widen Missouri Flat Road, install intersection improvements /channelization	$41,203,740	Caltrans, El Dorado County, DOT, EDCTC	Local Funds	A
US 50-Missouri Flat Interchange – Phase 1B: Reconfigure interchange and widen Weber Creek Bridges on US 50	$37,707,967	Caltrans, El Dorado County, DOT, EDCTC	STIP, Bond, ARRA, TE, SHOPP	A
High-Occupancy Vehicle Lanes – Phase 1: Install HOV lanes on US 50 from El Dorado Hills Blvd. to Bass Lake Grade	$47,908,000	Caltrans, El Dorado County DOT, SACOG, EDCTC	RSTP/CMAQ, Local Funds, Bond	B
US 50 – Placerville Operational Improvements: Improve aesthetic elements, and eastbound auxiliary lane on US 50 from Placerville Drive to Bedford Avenue	$46,337,000	Caltrans, City of Placerville, EDCTC	STIP, State and Regional TE	C
SR 49 Improvements: Install a two-way left turn lane, stop sign, and bicycle and pedestrian facilities from the South Fork American River Bridge #25-21 to Marshall Road in Coloma	$1,300,000	Caltrans, El Dorado Count, DOT, EDCTC	SHOPP	D
SR 193 Improvements: Construct a left-turn pocket approximately ten kilometers east of Cool at Sliger Mine Road	$556,000	Caltrans, El Dorado County, DOT	SHOPP	E
SR 49 Improvements: Widen and add shoulders from .2 kilometers south of Ore Court to .2 kilometers south of China Hill Road	$7,700,000	Caltrans, El Dorado County, DOT	SHOPP	F
Westbound US 50: Install on/off ramps and signalization at Cambridge Road and Merrychase Drive	$430,000	El Dorado County DOT, Caltrans, EDCTC	RSTP	G
Cameron Park Drive-Palmer Drive-Green Valley Road: Improve operations and perform safety analysis	$395,346	El Dorado County DOT, EDCTC	RSTP	H
Cameron Park Drive-Mira Loma Drive: Construct left-turn lanes at intersection	$400,000	El Dorado County DOT, EDCTC	RSTP	I
Missouri Flat Road-El Dorado Road: Construct left-turn lanes and signalize intersection	$460,000	El Dorado County DOT, EDCTC	RSTP	J
Mother Lode Drive: Install two-way left-turn widening from South Shingle Road to French Creek Road	$380,000	El Dorado County DOT, EDCTC	RSTP	K
US 50 – Hangtown Creek Beautification: Remove abandoned eastbound off-ramp at Main Street and re-establish riparian vegetation	$405,000	Caltrans, City of Placerville	State TE	C
Capital SouthEast Connector: Segment of Connector within El Dorado County	$2,446,356	SACOG, EDCTC, El Dorado County DOT, Connector JPA	Local Funds, Bond	N
Placerville Drive: Enhancements to Placerville Drive from US 50 to Canal Street	$564,780	City of Placerville, EDCTC	RSTP	O

Source: El Dorado County Regional Transportation Plan 2005-2025

TABLE 1-2: TRANSIT DELIVERED PROJECTS			
ACTION PLAN FACT SHEETS 2005-2025 RTP: Delivered Transit Projects			
Project Description	**Cost (2005 Dollars)**	**Responsible/ Support Agencies**	**Program**
Provide Transit Service to Planned Light Rail in Folsom: Upon opening of the Sacramento Regional Transit's Iron Point light rail service to Folsom, EDCTA began operation of the Iron Point Connector Commuter service from transit centers in the Placerville area. The schedule is timed to allow connections to other EDCTA routes serving Placerville, El Dorado Hills, Cameron Park, and Pollock Pines.	$178,290	EDCTA	TDA
Expand Transit Service on Pollock Pines, El Dorado/Diamond Springs, Folsom Lake College, and Cameron Park Routes: The El Dorado/ Diamond Springs, Folsom Lake College/El Dorado Center Route was improved to provide hourly service. The Pollock Pines Route was redesigned to provide an hourly "express bus" to and through Placerville. The Cameron Park route was increased to seven runs per day then was reduced to five runs per day in 2009 due to budget cuts.	$149,860	EDCTA	TDA
Expand Commuter Service to Meet Increasing Demand: Nine commuter buses were purchased that increase passenger capacity from 45 passengers per bus to 57 per bus. An additional peak hour commuter route was added from Placerville to the Iron Point Light Rail Station.	$71,850	EDCTA	TDA
Convert Placerville/Hangtown Shuttle to Fixed Route and Provide Complementary ADA Service: The Placerville/Hangtown Shuttle was converted to two fixed routes in the east and west directions and complimentary ADA service is now provided.	$51,800	EDCTA	TDA
Expand Dial-A-Ride Service: An additional Dial-A-Ride van was added for a three-year period but was reduced in 2009 due to budget cuts.	$114,810	EDCTA	TDA
Continuation of Direct Sacramento Commuter Bus Service: The commuter service to Sacramento remains an active and viable EDCTA service.	N/A	EDCTA	TDA
Expansion of local Hangtown Shuttle, Pollock Pines, and Folsom Lake College Routes: EDCTA implemented the Placerville Shuttle(s) East and West which are timed to provide convenient transfers to the Pollock Pines Shuttle, Cosumnes River College, Diamond Springs, and Cameron Park Routes.	$329,470	EDCTA	TDA
Increased Bicycle Rack Capacity on Transit Buses: EDCTA installed three bicycle capacity bike racks on all EDCTA buses.	$20,000	EDCTA, EDCTC	BTA

Source: El Dorado County Regional Transportation Plan 2005-2025

TABLE 1-3: AVIATION DELIVERED PROJECTS			
ACTION PLAN FACT SHEETS 2005-2025 RTP: Delivered Aviation Projects			
Project Description	**Cost (2005 Dollars)**	**Responsible / Support Agencies**	**Program**
Placerville Airport			
Engineering Design-East End Apron	$301,000	El Dorado County	El Dorado County, FAA, Caltrans
Construct a Service Access Road to East End Development	$6,830,000	El Dorado County	El Dorado County, FAA, Caltrans
Crack Repair and Slurry Seal Runway 5-23 Taxiways and Ramp	$236,900	El Dorado County	El Dorado County, FAA, Caltrans
Replace MIRL Runway 5-23, Relocate Threshold Runway 23, Remark Runway 5-23, Install PAPI Runway 23	$430,000	El Dorado County	El Dorado County, FAA, Caltrans
Runway Exit Taxiway East End	$35,400	El Dorado County	El Dorado County, FAA, Caltrans
Georgetown Airport			
Crack Seal and Slurry Seal Ramp and Hangars	$115,000	El Dorado County	El Dorado County, FAA, Caltrans
Ramp Security Lighting	$165,500	El Dorado County	El Dorado County, FAA, Caltrans

Source: El Dorado County Regional Transportation Plan 2005-2025

Placerville Airport

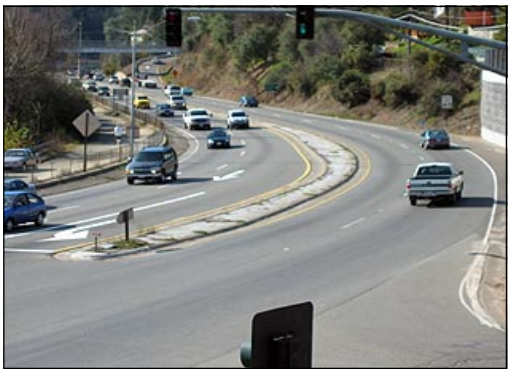
Cameron Park Air Park

Georgetown Airport

TABLE 1-4: GOODS MOVEMENT DELIVERED PROJECTS				
ACTION PLAN FACT SHEET 2005-2025 RTP: Delivered Goods Movement Efforts				
Project Description	**Cost (2005 Dollars)**	**Responsible/ Support Agencies**	**Program**	**Map Code**
US 50 HOV Lane Project El Dorado Hills to Bass Lake Grade: Added an HOV lane in both the east and westbound directions on US 50 in this area	$48,000,000	El Dorado County, Caltrans, EDCTC	CMIA, CMAQ, Local	B
Latrobe Road Improvements: Widened to four lanes between Suncast Lane and Golden Foothill Parkway south	$11,600,000	El Dorado County	Local	P
US 50 Operational Improvements Project: Added an auxiliary lane in the eastbound direction along US 50 within the City of Placerville improving goods movement capacity to and through the City of Placerville	$46,000,000	Caltrans, City of Placerville, EDCTC	STIP, ITIP, TE, Local	C
Missouri Flat Interchange Phase 1A: New interchange at Missouri Flat Road and US 50 provides for efficient goods movement between US 50 and the commercial areas of Diamond Springs	$41,000,000	El Dorado County, EDCTC	Local	A
US 50-Missouri Flat Interchange – Phase 1B: Reconfigured the interchange and widened Weber Creek Bridges on US 50	$37,707,967	Caltrans, El Dorado County, DOT, EDCTC	STIP, Bond, ARRA, TE, SHOPP	A

Source: El Dorado County Regional Transportation Plan 2005-2025

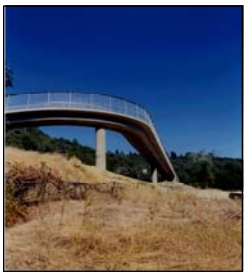
US 50 HOV Lane Under Construction



US 50 Placerville

TABLE 1-5: NON-MOTORIZED DELIVERED PROJECTS			
ACTION PLAN FACT SHEETS 2005-2025 RTP: Delivered Non-Motorized Projects			
Project Description	**Cost (2005 Dollars)**	**Responsible/ Support Agencies**	**Map Code**
Harvard Way Class I Bike Path: Bike Path between Clermont Way and Hawker Placer as a component of El Dorado Hills CSD Master Facilities Plan	$187,044	El Dorado Hills CSD, EDCTC	M
SPTC/El Dorado Trail Class I Bike Path: Ray Lawyer Drive to Missouri Flat Road	$2,000,000	El Dorado County, EDCTC	Q
Green Valley Road Class II Bike Lanes: County Line to 400' west of El Dorado Hills Boulevard	$50,000	El Dorado County	R
Green Valley Road Class II Bike Lanes: Cameron Park Drive to Pleasant Grove Middle School	$50,000	El Dorado County	S
White Rock Road Class II Bike Lanes: Joeger Cut-Off Road to Carson Crossing Road	$65,000	El Dorado County	N
Cameron Park Drive Class II Bike Lanes: Winterhaven Drive to Alhambra Drive	$525,000	El Dorado County	U
Latrobe Road Class II Bike Lanes: Golden Foothill Parkway to Towne Center Drive	$65,000	El Dorado County	V
El Dorado Trail Class I Bike Path: Parkway Drive to Los Trampas Drive	$670,000	El Dorado County DOT	X
El Dorado Trail Class I Bike Path: Mosquito Road to Clay Street	$270,000	City of Placerville	L
Green Valley Road Safe Routes to School Project: Sidewalk from Bass Lake Road to Pleasant Grove Middle School	$435,300	El Dorado County DOT	S
Canal Street Safe Routes to School Project: Sidewalk from Middletown Road to Markham School	$280,000	City of Placerville	Y
Placerville Drive Class II Bike Lanes: Canal Street to US 50 undercrossing	$133,000	City of Placerville, Caltrans	Z
State Route 49-Class II Bike Lanes: South Fork of the American River Bridge in Coloma to Marshall Road	$50,000	Caltrans	D
US 50-Missouri Flat Interchange – Phase 1B Bicycle Pedestrian Component: Bike/Pedestrian overcrossing eastbound lane of the Weber Creek Bridge	$5,100,000	El Dorado County DOT, Caltrans	A

Source: El Dorado County Regional Transportation Plan 2005-2025



El Dorado Trail: US 50 Overcrossing

Placerville Walk to School Day 2009

El Dorado Trail: Forni Road to Missouri Flat Road

TABLE 1-6: TRANSPORTATION SYSTEMS MANAGEMENT DELIVERED PROJECTS				
ACTION PLAN FACT SHEETS 2005-2025 RTP: Delivered Transportation Systems Management/ Transportation Demand Management				
Project Description	**Cost (2005 Dollars)**	**Responsible/ Support Agencies**	**Program**	**Map Code**
Vanpool Program at DST Output: Six vanpools run daily to and from DST Output	$120,500	EDCTC, 50 Corridor TMA	TMA Dues	N/A
El Dorado Transit Commuter Service to Iron Point Road Light Rail	$112,900	EDCTA	TDA	N/A
Construction of the Commerce Park-and-Ride Lot	$774,000	EDCTA	EDCTA	W
Smart Routes to School Website and Program	$60,000	EDCTC, 50 Corridor TMA	TMA Dues	N/A
Annual Walk to School Day and Bike Month Activities	$15,000	EDCTC, 50 Corridor TMA	EDCTC RPA	N/A
El Dorado County Government Center Commuter Club	$5,000	EDCTC, 50 Corridor TMA	EDCTC RPA	N/A

Source: El Dorado County Regional Transportation Plan 2005-2025

DST Vanpool

EDCTA Commuter Bus

TABLE 1-7: ITS DELIVERED PROJECTS				
ACTION PLAN FACT SHEETS 2005-2025 RTP: Delivered Intelligent Transportation Systems Projects				
Project Description	**Cost (2005 Dollars)**	**Responsible/ Support Agencies**	**Program**	**Map Code**
US 50-Operational Improvements Project, including Signal Synchronization	$46,000,000	Caltrans, City of Placerville, EDCTC	STIP, ITIP, TE, Local	C
US 50-Missouri Flat Interchange Ramp, including intersection coordination	$41,203,740	Caltrans, El Dorado County DOT, EDCTC	Local Funds	A
Green Valley Road-Francisco Drive Intersection, including signal coordination	N/A	El Dorado County DOT	Local Funds	R
Rural Safety Innovation Project	$380,000	Caltrans, El Dorado County DOT	Federal RSIP	W

Source: El Dorado County Regional Transportation Plan 2005-2025

Transportation planning is a cooperative process designed to foster involvement by all users of the system such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process conducted by the EDCTC and partner agencies.

CHAPTER 2: ORGANIZATIONAL SETTING

The El Dorado County Transportation Commission (EDCTC), as the designated Regional Transportation Planning Agency, has a number of roles in and responsibilities for the transportation activities of El Dorado County, as discussed below.

REGIONAL TRANSPORTATION PLANNING AGENCY DESIGNATION

The EDCTC was designated as the Regional Transportation Planning Agency (RTPA) for the western slope of El Dorado County on July 23, 1975, (and as amended April 4, 1979) per Article 11, Chapter 2, Division 3, Title 3 of the Government Code and organized per Chapter 3, Title 21 of the California Administrative Code. This planning and programming authority does not include that portion of the County within the Tahoe Regional Planning Agency (TRPA) planning boundaries (See Chapter 3, Map 3-2). TRPA is the RTPA for the Tahoe Basin area. The EDCTC is operated under a Joint Powers Agreement between El Dorado County and the City of Placerville, which was executed on June 6, 1995.

As the RTPA for El Dorado County, EDCTC has updated the Regional Transportation Plan for the County. EDCTC is responsible for developing and adopting a plan that conforms to the most recent version of the California Transportation Commission's Regional Transportation Plan Guidelines, adopted April 7, 2010, in order to ensure that EDCTC and member jurisdictions continue to receive state and federal transportation planning and construction funds.

Without an adopted RTP, Caltrans could not distribute funds to EDCTC and its jurisdictions to build those projects, nor could Caltrans build its own projects within the region.

OTHER AGENCIES

MEMBER JURISDICTIONS

The City of Placerville and County of El Dorado are member jurisdictions of the EDCTC. As members, each of the jurisdictions has direct input into EDCTC's decision-making process, both on a staff and commission level. The Commission consists of three members appointed by the El Dorado County Board of Supervisors and three members appointed by the Placerville City Council. The District 3 Director of Caltrans or their designated representative, and a representative from the City of South Lake Tahoe serve as ex-officio members of the Commission.

The input provided by the member jurisdictions directly affects the content and direction of the RTP. Member jurisdictions are represented on the EDCTC Technical Advisory Committee and RTP Advisory Committee. Further, member jurisdictions recommend specific projects to be included in the action plan of the RTP. Any project that requires federal or state funding must be included in the RTP in order to be eligible for funding. Many of the goals, objectives, and policies delineated in the RTP are implemented by the jurisdictions. The participation and agreement of all member jurisdictions, therefore, is critical in implementing the RTP.

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The California Transportation Commission is composed of members appointed by the Governor to oversee transportation funding in California. The CTC biennially adopts the State Transportation Improvement Program (STIP). The STIP is a five-year capital improvement program for state and federal transportation funding. EDCTC recommends projects in the local Regional Transportation Improvement Program (RTIP) to be considered by the CTC for inclusion in the STIP.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Virtually all federal and state planning and construction funds are administered through Caltrans to EDCTC and its member jurisdictions. As a result, Caltrans is responsible for monitoring and reviewing the activities of EDCTC to ensure that transportation planning and programming requirements associated with these funding programs are met. The RTP is the cornerstone of these requirements as the region plans a comprehensive transportation system which identifies what improvements are most needed and how they will be funded.

Most federal and state programs administered by Caltrans require projects to be identified in a current RTP following state and federal guidelines in order for such projects to be funded. Without an adopted RTP, Caltrans could not distribute funds to EDCTC and its jurisdictions to build those projects, nor could Caltrans build its own projects within the region. As the owner operator of the state highway system, Caltrans has a vested interest in ensuring that a complete and conforming RTP is adopted.

Caltrans representatives participate in the development and review of the RTP. The agency is represented on the EDCTC Technical Advisory Committee and RTP Advisory Committee. Caltrans' perspective on pertinent transportation issues is sought, and Caltrans recommends projects to be included in the action plan. When the draft RTP is completed, it is sent to Caltrans District 3 and Headquarters for comments. Further, Caltrans Headquarters distributes the draft RTP to the appropriate divisions, such as Mass Transportation and Aeronautics, for more specific review. The comments received as a result of the review conducted by the various divisions of Caltrans are then incorporated, as appropriate, in the final RTP.

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

The Sacramento Area Council of Governments is the Regional Transportation Planning Agency for Sacramento, Sutter, Yolo, and Yuba counties. In addition, SACOG is the federally designated Metropolitan Planning Organization (MPO) for the Sacramento Metropolitan Area. As a result, SACOG acts as the MPO for the western slope of El Dorado County within the Federal Ozone Non-attainment Area.

EDCTC has the responsibility for the development and adoption of the Regional Transportation Plan and the Regional Transportation Improvement Program for El Dorado County. SACOG has the responsibility for the development and adoption of the Metropolitan Transportation Plan and the Metropolitan Transportation Improvement Program. Additionally, SACOG is responsible for making findings of conformity required under Section 176 of the Federal Clean Air Act with the designated Federal Ozone Non-attainment Area. Under the terms of a Memorandum of Understanding, EDCTC and SACOG entered into in June of 1993 and amended in June of 1994, EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan.

ADVISORY COMMITTEES

The planning process includes systematic public participation and input from EDCTC advisory committees. The purpose of the advisory committees is to provide technical assistance, advice, and recommendations to EDCTC to aid in fulfilling its responsibilities for a coordinated transportation planning process within El Dorado County. Assistance and input for preparation of the RTP has been provided by the following EDCTC advisory committees.

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC is composed of the City Manager, selected department heads representing the City of Placerville, the Chief Administrative Officer and selected department heads representing El Dorado County, a representative from El Dorado County Transit Authority, the Caltrans District 3 Liaison, a Caltrans District 3 Project Manager, and the SACOG Liaison. The TAC advises the EDCTC on technical issues and transportation/policy issues that will come before the Commission. Meetings are held on a monthly basis.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

The Social Services Transportation Advisory Council is a diverse group of persons representing senior, handicapped, and limited means populations, as well as commuters. SSTAC members are recruited and appointed by the EDCTC in accordance with Transportation Development Act statutes. The SSTAC meets several times throughout the year to discuss transit needs in El Dorado County.

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE (RTP AC)

The RTP Advisory Committee includes invited representatives from jurisdictions, communities, transit operators, tribal governments, bicycle groups, pedestrian advocates, freight/goods movement interests, environmental groups, taxpayer associations, chambers of commerce, and social service agencies. The RTP AC, appointed by the EDCTC to reflect the diverse interest groups within El Dorado County, provides input during all phases of the RTP update process. Refer to Appendix B for RTP Advisory Committee meeting agendas.

BICYCLE ADVISORY COMMITTEE (BAC)

The Bicycle Advisory Committee assists EDCTC with bicycle and pedestrian issues including the development of bikeway and non-motorized plans. The BAC meets regularly to discuss pedestrian and bicycle issues with a focus on improving the bikeway network throughout El Dorado County as well as improving access and safety for bicyclists and pedestrians. The BAC was ratified by the EDCTC for the update of both the El Dorado County Bicycle Transportation Plan and the City of Placerville Non-Motorized Transportation Plan in 2008.

Additional advisory committees are established by the Commission on an as-needed basis. Refer to Appendix C for a listing of EDCTC Advisory Committees.

CONSULTATION WITH TRIBAL GOVERNMENTS

The Shingle Springs Rancheria, located in El Dorado County, is home to the Shingle Springs Band of Miwok Indians. EDCTC corresponded with the Tribal Chair early in the RTP planning process in order to insure consistency with Tribal plans and the RTP. Tribal leaders were included in all RTP AC correspondence and outreach (See Appendix E). The Shingle Springs Band of Miwok Indians actively collaborates on project specific issues such as expansion of the US 50 High Occupancy Vehicle Lane network.

GENERAL PUBLIC

The quality of life for El Dorado County residents has a direct correlation to the availability and efficiency of transportation. Consequently, general resident participation is crucial for the RTP to accurately address the transportation needs and demands of the local community. Throughout the development of the RTP, which is the primary planning document for transportation in El Dorado County, EDCTC actively solicits the participation of the general public.

General public involvement continues after a draft plan is produced through public meetings and a public hearing process. In addition, citizen comments are encouraged and accepted at any point during the plan development. The draft RTP and environmental documentation are made available at county libraries, jurisdiction offices, on the EDCTC web page, and at EDCTC offices. Citizens are invited to review the plan and make comments at a noticed public hearing which takes place prior to plan adoption by the Commission. In accordance with RTP guidelines, the public hearings for the RTP must be noticed and posted at least thirty days prior to the hearing date. The environmental documentation is also made available for public review in accordance with the California Environmental Quality Act and noticed prior to the public hearing.

OTHER PLANS AND PROGRAMS

The Regional Transportation Plan outlines the region's goals and policies for meeting current and future transportation needs and provides a foundation for transportation decision-making. Transportation

planning is conducted by several agencies at all levels of government in El Dorado County. The El Dorado County RTP is designed to be consistent with adopted plans and programs.

LOCAL GENERAL PLANS

Local governments prepare circulation elements governing street and transportation system improvements for incorporation into their local general plans and capital improvement programs. Local government circulation elements and capital improvement programs must be internally consistent with the land use elements of their general plans in order for the local general plan as a whole to be considered legally adequate. The Capital Improvement Program (CIP) contains improvements that are needed for implementation of the goals, policies, and uses designated by the general plan for that jurisdiction. Locally significant transportation improvements are ultimately proposed for inclusion in the RTP, if state or federal funds are used, or if the improvement is located on a regionally significant route. The RTP is consistent with existing general plans and local jurisdictions' capital improvement programs.

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

Federal Transit Law, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access Reverse Commute, and New Freedom programs be "derived from a locally developed, coordinated public transit-human services transportation plan." SAFETEA-LU further requires that the plan be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public."

The Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for Western El Dorado County was managed by Caltrans Division of Mass Transportation as a component of the statewide rural counties coordinated planning effort. The Coordinated Plan was completed in two phases.

- ◊ An Existing Conditions Report, which describes existing transportation services and programs and identifies service gaps and needs
- ◊ An identification of potential strategies and solutions to mitigate identified service gaps and needs, and development of a plan to implement those strategies

SHORT- AND LONG-RANGE TRANSIT PLAN

In 2002 EDCTC adopted a 2025 Long-Range Transit Plan and a Five-Year, Short-Range Transit Plan to improve and enhance transit services of El Dorado County. In July of 2008, the EDCTC adopted the updated 2012/2013 Short-Range Transit Plan. The Short-Range Transit Plan includes service recommendations, a capital plan, an institutional and management plan, and a financial plan for the fiscal years 2008/2009 through 2012/2013. The Long-Range Transit Plan also includes service recommendations, a capital plan, an institutional and management plan, and a financial plan extending to 2025. The RTP is consistent with the Short- and Long-Range Transit Plans.

EL DORADO COUNTY TRANSIT AUTHORITY PARK AND RIDE MASTER PLAN

The purpose of the Park-and-Ride Master Plan is to identify the policies, actions, and financing needed to ensure a continuous, adequate supply of parking capacity in El Dorado County to support the El Dorado County Transit Authority's (EDCTA's) commuter bus service, as well as carpooling, vanpooling, and other forms of shared rides.

EL DORADO COUNTY TRANSIT AUTHORITY TRANSIT DESIGN MANUAL

The El Dorado County Transit Design Manual is a handbook that provides EDCTA with transit improvement standards appropriate to the specific conditions of the transit organization and its area. The Design Manual provides specific standards for bus stop improvements and roadways along transit routes.

NON-MOTORIZED AND BICYCLE TRANSPORTATION PLANS

EDCTC has developed both the Non-Motorized Transportation Plan (NMTP) for the City of Placerville and the El Dorado County Bicycle Transportation Plan. Both plans include detailed lists of existing conditions, proposed projects, and goals, objectives, and policies to guide the development of projects and programs related to bicycle and pedestrian transportation. The RTP is consistent with the City of Placerville Non-Motorized Transportation Plan and the El Dorado County Bicycle Transportation Plan.

CITY OF PLACERVILLE PEDESTRIAN CIRCULATION PLAN (PED PLAN)

The development of the City of Placerville Pedestrian Circulation Plan, completed in 2007, was the logical next step to the NMTP. The Ped Plan expanded the sidewalk inventory of the NMTP to include all areas of the City of Placerville. The Ped Plan provides prioritized project proposals and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the ultimate construction and maintenance of an extensive sidewalk network throughout the City.

OTHER AGENCIES' REGIONAL TRANSPORTATION PLANS

Surrounding areas such as the Tahoe Basin, Placer County, Amador County, and the greater Sacramento region prepare RTPs addressing similar issues and state required criteria. These plans are intended to coordinate with each other and address efficient and convenient interregional connections. In addition, the Sacramento Area Council of Governments (SACOG) develops a six-county (Sacramento, Sutter, Yolo, Yuba, Placer, and El Dorado) Metropolitan Transportation Plan, which is consistent with the Placer County RTP and El Dorado County RTP. The SACOG MTP includes an air quality analysis that is required for the El Dorado County RTP. El Dorado County's RTP is consistent with the Regional Transportation Plans of surrounding areas.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

The RTIP is a five-year program of transportation projects for El Dorado County that includes projects nominated for inclusion in the State Transportation Improvement Program (STIP). The RTIP is adopted by EDCTC and is due to Caltrans and the CTC by December 15 of every odd year. The CTC adopts guidelines, policies, and procedures to guide the STIP process. Projects in the RTIP must be consistent with the adopted RTP in order to be programmed into the STIP.

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP)

The ITIP is prepared by Caltrans in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the California Transportation Commission (Commission) State Transportation Improvement Program Guidelines. The ITIP is a five-year program for improvement of interregional movement of people, vehicles, and goods. Projects in the RTIP must be consistent with the adopted RTP in order to be programmed into the ITIP.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

In every even year, the CTC adopts the RTIPs from the regions of California, together with the Caltrans Interregional Transportation Improvement Program, to form the STIP. The STIP is a biennial five-year programming document listing all major capital outlay projects to be funded from state transportation funds allocated by the CTC. In accordance with State law, the CTC may accept or reject a region's RTIP in its entirety but may not reject specific projects in the RTIP. The RTP is consistent with the adopted STIP.

SACRAMENTO REGIONAL CLEAN AIR PLAN

The Sacramento Federal Non-attainment Area for ozone includes the western slope of El Dorado County. The Sacramento Regional Clean Air Plan, or State Implementation Plan, was adopted in 1994 in compliance with the Federal Clean Air Act. Additionally, in September of 2006 the Global Warming Solutions Act (Assembly Bill 32 (AB 32)) to reduce greenhouse gas (GHG) emissions was signed into

law. The RTP must conform to the State Implementation Plan and AB 32. The El Dorado County Air Quality Management District is the local agency responsible for protecting the public and the environment from the effects of air pollution. The District's jurisdiction is all of El Dorado County, including the City of Placerville. The SACOG MTP includes an air quality conformity analysis that is required for the El Dorado County RTP.

RURAL URBAN CONNECTIONS STRATEGY

The SACOG Rural Urban Connections Strategy (RUCS) began in January of 2008. RUCS followed the lead of the SACOG Blueprint, which engaged a new approach to addressing land use, transportation, and environmental quality issues. It is anticipated that the RUCS project will provide an economic and environmental sustainability strategy for rural areas. EDCTC has been involved throughout the RUCS process to ensure the county's interests are represented in this analysis of the Sacramento region's rural growth and sustainability objectives. The RUCS will continue to be incorporated into the RTP as well as other local plans.

SACOG METROPOLITAN TRANSPORTATION PLAN

Similar to the RTP developed by EDCTC, SACOG is responsible for developing a Metropolitan Transportation Plan (MTP). The 2035 MTP, adopted on March 20, 2008, incorporates transportation improvements within the six county SACOG region based on growth projections for population, housing, and jobs. The 2035 MTP is the first of its kind in the SACOG region to make connections between land use, air quality, and transportation. A significant public participation process was incorporated into the 2035 MTP process including an 18 month public priority setting process.

DISTRICT SYSTEM MANAGEMENT PLAN

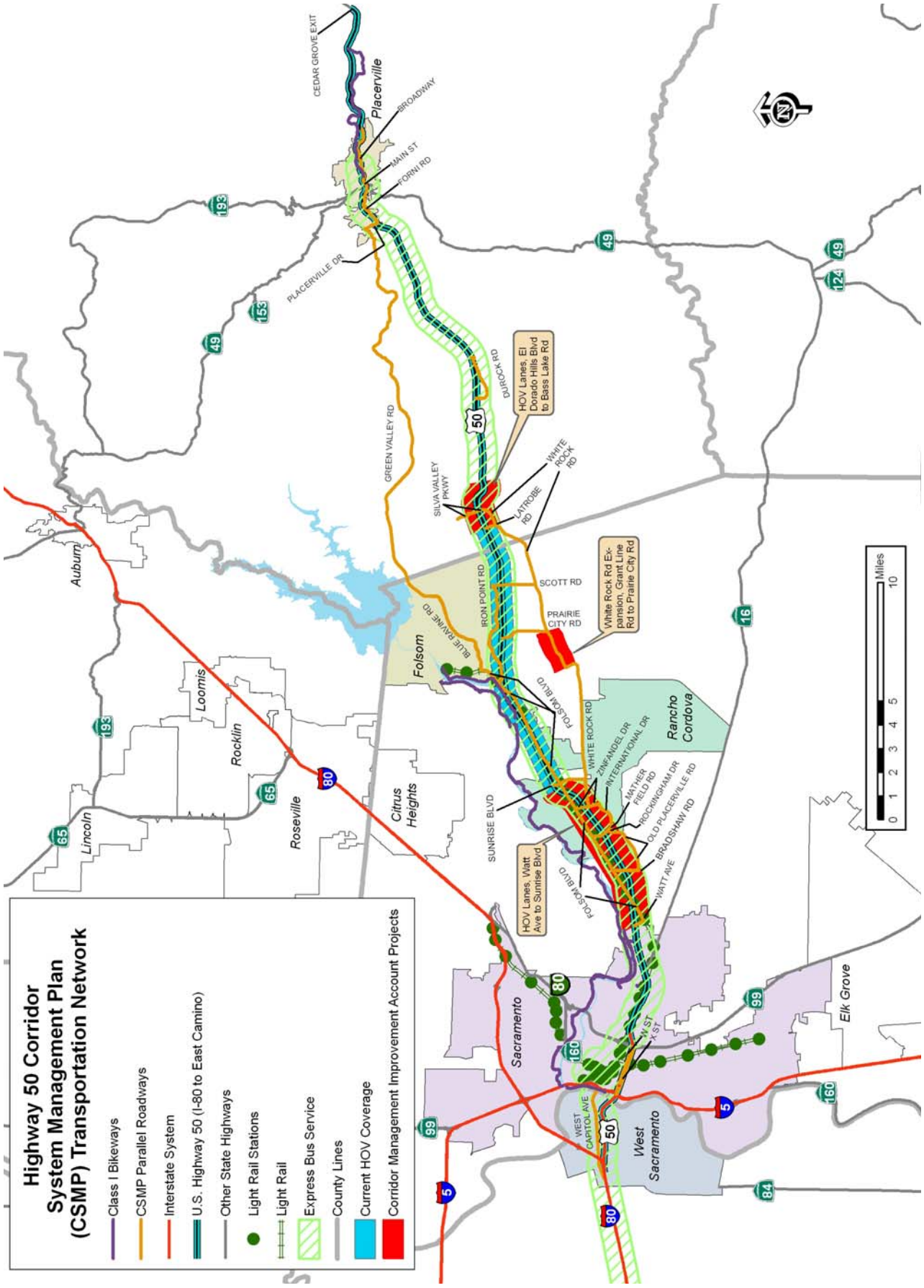
In June 2010, Caltrans completed a Mobility Action Plan (MAP) that serves as the District System Management Plan. The Caltrans District 3 MAP identifies key policies, programs, and actions that are intended to maintain, manage, and ultimately, enhance overall mobility within District 3. The MAP provides high level guidance on how the District is approaching long-term transportation needs in the region. The document will be regularly updated to respond to changing land use, transportation demand, financial, legal, community, and environmental conditions. The MAP is a 20-year strategic plan, focused primarily on the State Highway System (SHS), defining and describing how the transportation system will be managed with enhancement activities positioned in terms of multi-modal and multi-jurisdictional cooperation.

In addition, Caltrans has prepared Transportation Corridor Concept Reports (TCCR) for State Route (SR) 49, US 50, SR 89, SR 153, and SR 193. The TCCR is a long-term planning document that Caltrans prepares for every State Highway, or portion thereof, in its jurisdiction. The purpose of the TCCR is to determine how the State Highway will be improved and managed over a 20-year period so that it maintains a minimum acceptable Level of Service.

CORRIDOR SYSTEM MANAGEMENT PLAN

In addition to the District System Management Plan, Caltrans has initiated the process of developing Corridor System Management Plans (CSMP) for each district within the state (See Map 2-1). Each CSMP outlines transportation improvements for the State's most congested corridors. Consequently, the District 3 CSMP includes US 50 and parallel routes within El Dorado County. The CSMP evaluates existing conditions of the US 50 Corridor providing analysis of projected traffic conditions. Furthermore, the CSMP proposes traffic management strategies to enhance the mobility of the US 50 Corridor. The EDCTC has been involved throughout the process, providing local knowledge and support on specific issues within the county. The RTP is consistent with the strategies, actions, and improvements identified in the adopted CSMP that are needed to restore capacity. These include taking into consideration statewide and regional objectives which can include but are not limited to: multi-modal mobility, accessibility, environmental protection, and greenhouse gas reduction.

Map 2-1: Highway 50 CSMP



Source: Caltrans District 3 Local Assistance

El Dorado County is truly Gold Country, as it is where the California Gold Rush began. From the rolling El Dorado Hills, to the narrow streets of Placerville, all the way up the Pony Express Trail to Lake Tahoe, El Dorado County is rich in history.

CHAPTER 3: PHYSICAL SETTING

To set the framework in which the current and future transportation systems of El Dorado County function, a complete characterization of the area is needed. Information included in this section describes the location, population, and demographics of the county, as well as projections for the future employment, housing, and population.

LOCATION

El Dorado County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. The western portion of El Dorado County is characterized by rolling foothills, increasing in elevation to the east. The county is bordered by Placer County to the north, Amador County to the south, Sacramento County to the west, and the State of Nevada to the east. A portion of Lake Tahoe is located in El Dorado County. In total, El Dorado County contains 1,805 square miles ranging in elevation from 200 feet above sea level to 10,881 feet above sea level at the highest mountain peak.

Map 3-1: State Location El Dorado County

There are two incorporated cities in El Dorado County: Placerville, the County seat; and South Lake Tahoe, which is within the jurisdiction of the Tahoe Regional Planning Agency. Numerous unincorporated communities are located in El Dorado County. These include El Dorado Hills, Cameron Park, Shingle Springs, El Dorado, Diamond Springs, Latrobe, Fairplay, Somerset, Grizzly Flat, Camino, Pollock Pines, Coloma/Lotus, Garden Valley, Georgetown, Rescue, Mt. Aukum, Pleasant Valley, Kyburz, Strawberry, and Cool. Map 3-1 shows the location of El Dorado County in California, Map 3- 2 shows the location of designated places within El Dorado County.

CLIMATE

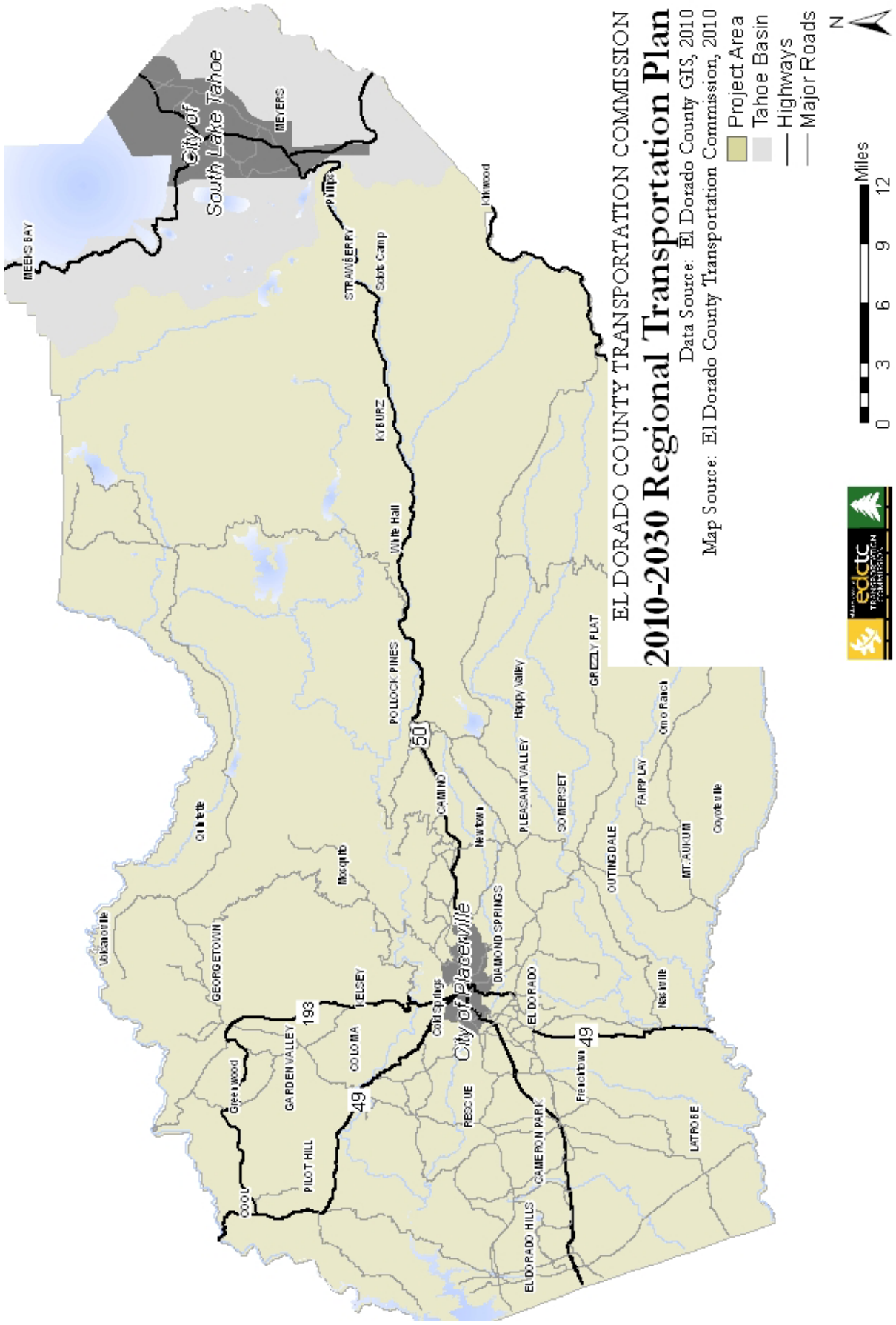
The weather in El Dorado County varies greatly depending on the elevation, from warm dry summers and mild winters in El Dorado Hills and Placerville to cool summers and snowy winters in South Lake Tahoe. Typically, temperatures in the lower elevations are higher in summer and winter, while mountain temperatures are lower. The rainy season in El Dorado County occurs between November and April, but excessive rainfall and damaging winter storms are rare. The Sierra Nevada snowfields are a major source of water for the region during the dry summer months as the snowmelt is captured in reservoirs along the western slope.

TABLE 3-1: TEMPERATURE AND PRECIPITATION IN EL DORADO COUNTY

Area	Average Temperature	Average Maximum Temperature	Average Minimum Temperature	Average Total Precipitation
Placerville	57.3	71.2	43.4	38.55
Georgetown	57.3	69.0	45.5	51.55
Tahoe City	43.4	56.1	30.6	31.85

Source: Western Regional Climate Center, http://www.wrcc.dri.edu/summary/climsmnca.html, Dec. 2005

Map 3-2: Cities and Places of El Dorado County



CHARACTER

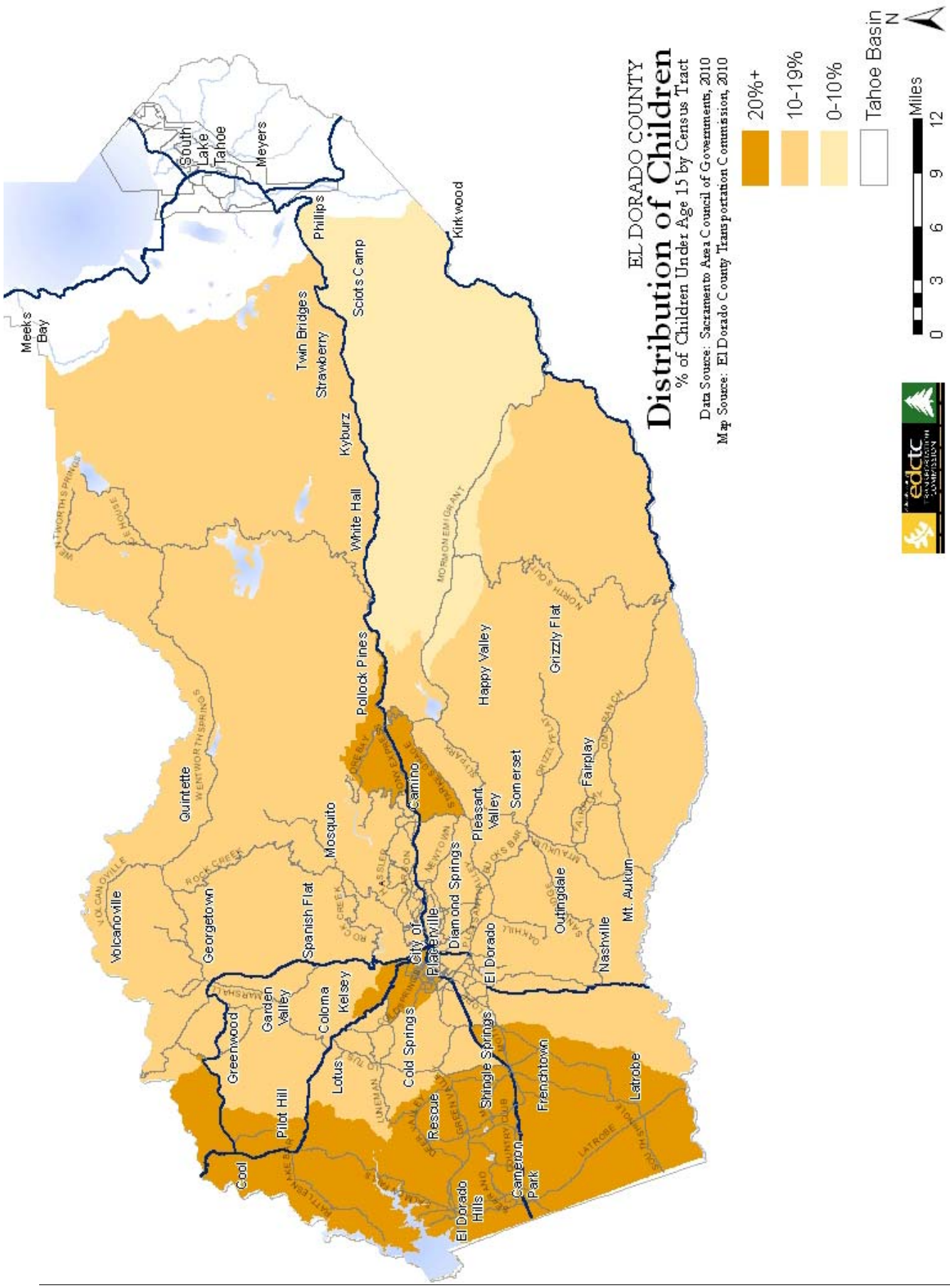
El Dorado County is truly Gold Country, as it is where the California Gold Rush began. From the rolling El Dorado Hills, to the narrow streets of Placerville, all the way up the Pony Express Trail to Lake Tahoe, El Dorado County is rich in history. The Marshall Gold Discovery State Historic Park in Coloma has a full-scale replica of Sutter's Mill and hosts up to 500,000 visitors annually.

El Dorado County Vineyard

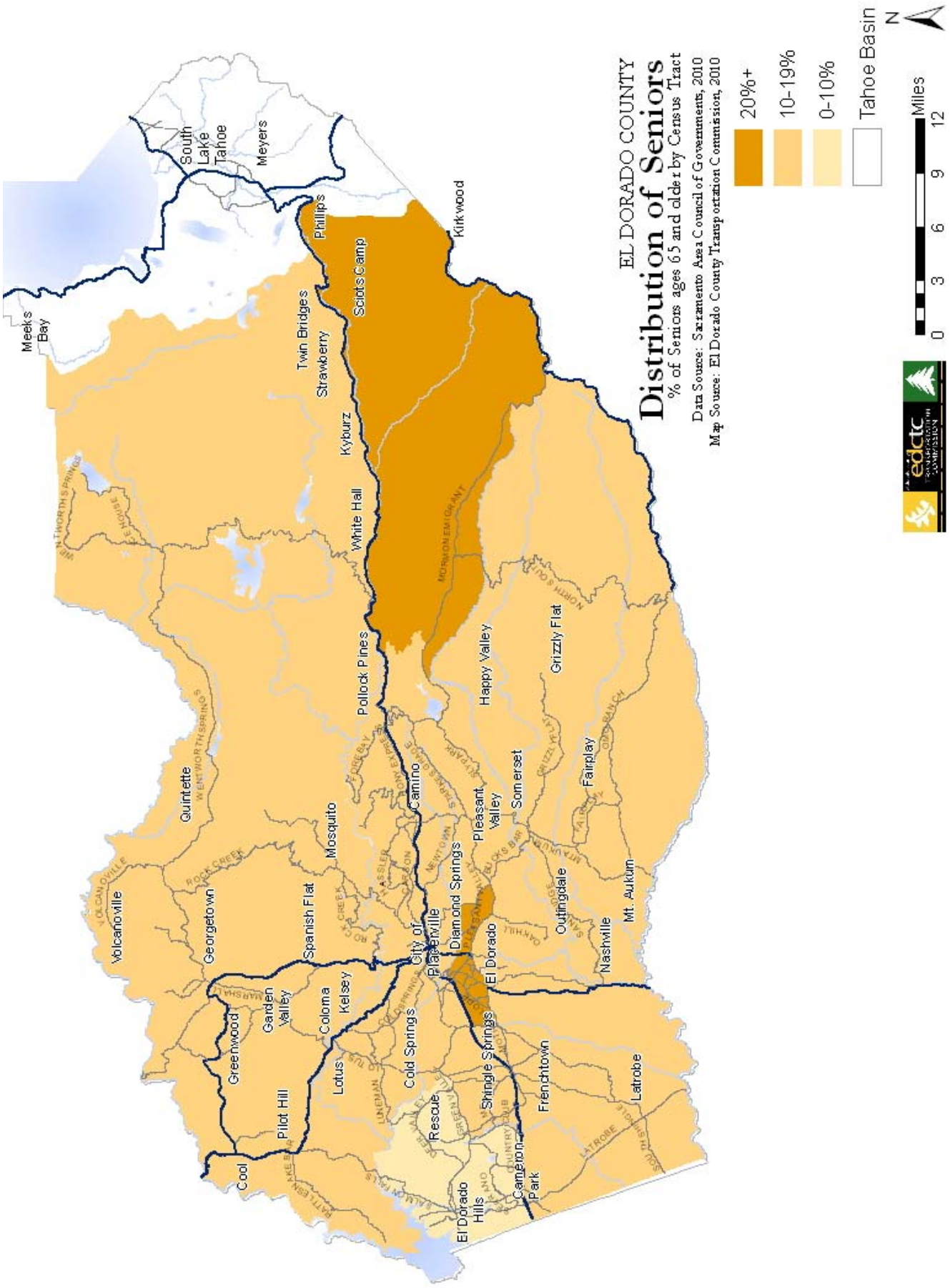
El Dorado County is rich in a diverse array of agricultural resources. The orchards of Apple Hill host thousands of visitors each fall for the apple harvest. The wineries of El Dorado have gained acclaim since 1984 when the County was designated by the federal government as an official wine district appellation with the El Dorado name. In 2001, the sub-region of Fairplay was given a similar designation. Of the 1,805 square miles in El Dorado County, over half is in public ownership in the form of national forests, parks, and recreational areas. The acres of public land combined with privately owned timberlands, parks, campgrounds, orchards, wineries, and recreational facilities preserve and promote open space for which the County is well known. The climate, geography, agriculture, recreation, and historical richness of El Dorado County make it a highly acclaimed destination and an outstanding place to live.

El Dorado County has diverse socio-economic, cultural, and lifestyle character which draws a wide array of residents and visitors. Among this diversity are groups of people with unique needs and demands, requiring access to multi-modal transportation such as bikeways, public transit, and emergency services. To effectively assess the concentrations of these uniquely dependent cohorts, Maps 3-3 and 3-4 are provided. Map 3-3 depicts the distribution of children under the age of 15, who may demand more of local pedestrian and bicycle connections to areas of interest throughout the community. Additionally, Map 3-4 depicts the concentrations of the older population, people over age 65, who may be more dependent on public transit and emergency services.

Map 3-3: Distribution of Children Under Age 15



Map 3-4: Distribution of Seniors Over Age 65



GROWTH ASSUMPTIONS

INTRODUCTION

As the Regional Information Center for the Sacramento area, the Sacramento Area Council of Governments has prepared and adopted population and employment forecasts for the development of the Regional Transportation Plan. The population and employment forecasts reflect the growth that is anticipated to occur within El Dorado County during the twenty-year horizon of this plan. SACOG developed the population and employment forecasts in consultation with the local jurisdictions and the 2000 Census.

POPULATION PROJECTIONS

The population forecasts included in the Regional Transportation Plan were developed by SACOG. Population forecasts are identified at varying intervals as shown in Table 3-2. Included for comparison purposes is the historical 2005 data for each jurisdiction.

TABLE 3-2: POPULATION PROJECTION 2005-2035

Jurisdictions	2005	2013	2018	2035
El Dorado County Total	154,428	182,087	194,832	225,032
Cameron Park – Shingle Springs	30,291	36,579	39,873	42,008
Coloma – Lotus	9,994	10,073	10,202	10,387
Diamond Springs	12,456	15,345	16,819	18,057
East Placerville	5,185	5,305	5,466	6,436
El Dorado High Country	3,497	3,571	3,526	4,331
El Dorado Hills	31,222	47,835	54,303	69,580
Georgetown	8,226	8,247	8,321	8,864
Mt. Aukum – Grizzly Flat	15,503	15,620	15,668	17,463
Pilot Hill	5,218	5,239	5,583	6,061
Pollock Pines	17,556	18,019	17,975	21,956
South Placerville	8,226	8,785	9,293	11,464
West Placerville	7,054	7,469	7,803	8,425

**Excludes Tahoe Basin*
Source: SACOG 2035 MTP

EMPLOYMENT PROJECTIONS

Employment forecasts included in the Regional Transportation Plan are derived from the expected increase in building square footage or acreage factor consistent with each local general plan. SACOG converted the building square footage or acreage factor into employment using calculated holding capacities consistent with those assumed for the local general plans. Employment forecasts are identified at varying year intervals as shown in Table 3-3. Included for comparison purposes is the historical 2005 data for each jurisdiction.

HOUSING PROJECTIONS

Housing forecasts are developed by SACOG. Housing forecasts are identified at varying year intervals as shown in Table 3-4. Included for comparison purposes is the historical 2005 data for each jurisdiction.

TABLE 3-3: EMPLOYMENT PROJECTIONS BY JURISDICTION: 2005-2035 EL DORADO COUNTY

EMPLOYMENT PROJECTIONS BY JURISDICTION: 2005-2035 EL DORADO COUNTY																				
Jurisdictions	2005 employment					2013 Employment					2018 Employment					2035 Employment				
	Retail	Office	Industrial	Public	Total	Retail	Office	Industrial	Public	Total	Retail	Office	Industrial	Public	Total	Retail	Office	Industrial	Public	Total
El Dorado County Total *	14,316	20,945	5,511	7,371	59,903	18,750	25,793	6,669	8,692	66,918	20,552	29,475	7,618	9,273	85,398	25,583	40,076	8,834	10,905	85,398
Cameron Park - Shingle Springs	2,530	3,536	838	607	10,839	3,982	4,923	1,040	894	12,902	4,783	5,258	1,588	1,272	15,727	6,397	5,758	2,203	1,370	15,728
Coloma 0 Lotus	230	305	133	170	852	236	307	133	177	858	239	310	133	177	979	251	361	182	185	979
Diamond Springs	900	1,023	288	418	2,630	900	1,023	288	418	2,737	985	1,046	288	418	5,509	2,291	1,426	327	1,465	5,509
East Placerville	295	783	164	111	1,425	299	851	164	111	1,430	302	852	164	111	2,934	416	2,321	86	111	2,934
El Dorado High Country	63	274	44	133	523	71	276	44	133	523	71	276	44	133	572	109	286	44	133	572
El Dorado Hills	2,020	6,458	2,592	727	17,706	4,131	9,014	2,828	1,734	21,851	4,750	11,995	3,228	1,878	28,904	5,282	17,882	3,581	2,159	28,904
Georgetown	312	555	172	281	1,320	312	555	172	281	1,340	327	559	172	281	1,443	408	582	172	281	1,443
Mt. Aukum - Grizzly Flat	1,008	193	33	182	1,421	1,011	196	33	182	1,421	1,011	196	33	182	1,707	1,235	258	33	182	1,708
Pilot Hill	136	171	75	116	490	134	168	73	116	584	169	197	73	145	642	184	202	73	183	642
Pollock Pines	988	614	207	754	2,624	1,024	640	207	754	2,691	1,061	670	207	754	3,872	1,449	1,392	278	754	3,873
South Placerville	4,300	4,990	767	1,980	13,237	4,327	5,473	1,438	1,999	13,741	4,529	5,746	1,438	2,028	15,816	5,190	6,844	1,592	2,189	15,815
West Placerville	1,534	2,045	202	1,894	6,835	2,322	2,367	252	1,894	6,840	2,325	2,369	252	1,894	7,293	2,370	2,764	265	1,894	7,293
TOTAL	28,632	41,892	11,026	14,744	119,805	37,499	51,586	13,341	17,385	133,836	41,104	58,949	15,238	18,546	170,796	51,165	80,152	17,670	21,811	170,798

**Excludes Tahoe Basin*
Source: SACOG 2035 MTP

TABLE 3-4: HOUSING UNIT PROJECTIONS BY JURISDICTION: 2005 – 2035 EL DORADO COUNTY

Housing Unit Projections																
Jurisdictions	2005 Dwelling Units				2013 Dwelling Units				2018 Dwelling Units				2035 Dwelling Units			
	Single Family	Multi-Family 2-4	Multi-Family 5+	Total	Single Family	Multi-Family 2-4	Multi-Family 5+	Total	Single Family	Multi-Family 2-4	Multi-Family 5+	Total	Single Family	Multi-Family 2-4	Multi-Family 5+	Total
El Dorado County Total*	55,487	1,146	4,113	70,866	64,746	1,307	4,813	75,478	69,048	1,374	5,058	87,151	79,055	1,720	6,556	527,918
Cameron Park – Shingle Springs	9,792	292	1,178	13,590	11,928	328	1,334	14,770	13,015	346	1,409	15,556	13,734	361	1,461	99,094
Coloma – Lotus	3,664	8	34	3,753	3,711	8	34	3,797	3,749	9	39	3,866	3,818	9	39	26,538
Diamond Springs	4,495	205	610	6,509	5,694	205	610	7,121	6,287	211	624	7,640	6,798	213	629	47,851
East Placerville	2,118	59	137	2,365	2,169	59	137	2,436	2,241	59	137	2,857	2,541	95	221	17,631
El Dorado High Country	1,534	4	16	1,574	1,555	4	16	1,574	1,555	4	16	1,926	1,907	4	16	11,705
El Dorado Hills	10,258	96	395	16,551	15,555	178	817	18,748	17,715	189	843	24,249	22,150	371	1,908	130,023
Georgetown	3,143	31	134	3,308	3,143	31	134	3,332	3,167	31	134	3,559	3,307	57	195	23,706
Mt. Aukum – Grizzly Flat	6,290	41	96	6,484	6,347	41	96	6,484	6,347	41	96	7,225	7,075	45	105	46,813
Pilot Hill	1,995	0	0	2,003	2,003	0	0	2,143	2,141	0	2	2,320	2,318	0	2	14,927
Pollock Pines	7,009	91	373	7,626	7,162	91	373	7,627	7,162	91	373	9,288	8,819	92	377	56,554
South Placerville	2,897	154	557	3,852	3,059	179	614	4,099	3,183	200	716	5,036	3,917	261	858	29,582
West Placerville	2,291	165	583	3,251	2,421	183	648	3,347	2,486	192	669	3,628	2,669	212	747	23,492
TOTAL	110,973	2,292	8,226	141,732	129,493	2,614	9,626	150,956	138,096	2,747	10,116	174,301	158,108	3,440	13,114	1,055,834

**Excludes Tahoe Basin*
Source: SACOG 2035 MTP

SUMMARY

El Dorado County's communities, cultural amenities, economic opportunities, and climate continue to attract new residents, workers, and businesses, creating a dynamic environment in which to plan for and implement transportation improvements. To examine how growth has impacted transportation, it is useful to examine historic growth trends. Table 3-5 displays key growth indicators shaping travel behavior in El Dorado County.

TABLE 3-5: GROWTH TREND FACTORS

	1980	1990	2000	2006	Total Change in 26 Years	% Change in 26 Years
Population	85,812	125,995	156,299	174,835	89,023	96
Households	32,505	46,845	71,278	65,310	32,805	99
Registered cars and trucks	52,325	114,953	164,839	163,241	110,916	47
Persons Over 16 in Labor Force	42,404	62,301	78,086	94,609	52,205	81
Persons who drove alone to work	25,433	43,213	54,656	64,805	39,372	65
Persons carpooling to work	7,349	8,397	9,599	10,581	3,232	69
Persons using public transit	752	920	1,294	1,187	435	64
Mean commute time *(in minutes)*	21	24	28	29	8	38
Persons 65 years and older	8,478	14,885	19,278	19,615	11,137	76
Median household income	$17,513	$35,058	$51,484	$68,640	$51,127	291

Includes Tahoe Basin
Source: US Census Bureau/ Department of Motor Vehicles

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Integrating transportation and land use planning is critical for responsible development. The planning agencies and jurisdictions work together to support and encourage land use patterns that promote alternatives to driving alone.

CHAPTER 4:
REGIONAL TRANSPORTATION ISSUES

REGIONAL ISSUES

El Dorado County is a growing, dynamic community. Population, housing, employment, and other key parameters all show continuous growth. This growth brings increasing demands on our transportation systems to maintain and enhance safety and efficiency. The purpose of this chapter is to introduce the various transportation modes and their interrelationships, and to discuss the key regional transportation issues currently facing El Dorado County and the greater Sacramento metropolitan area. Subsequent chapters build on this information, identifying overall goals and objectives for the transportation system, addressing specific needs, and developing an action plan for each transportation mode.

RECREATIONAL TRAVEL

Increasingly, the transportation needs of the recreation and tourism industries are impacting the transportation infrastructure. The demands for recreation-oriented travel need to be accounted for in all transportation planning, and these demands are unique. There are peak travel seasons and times of day that are different from the typical commute patterns. One of the challenges is providing a public transportation system that is convenient, flexible, and reliable enough to encourage visitors to leave their car behind and/ or negate the need to rent a car. Linking different modes conveniently (air, bus, bicycles, shuttles) is also important in providing a seamless transportation system for tourists and visitors.

Rafting the South Fork of the American River

INTER-JURISDICTIONAL COORDINATION/ INTEGRATED LAND USE

One of the prime motivations for the establishment of the EDCTC in 1975 was to provide a forum for inter-jurisdictional coordination on county-wide issues. Therefore, an ongoing fundamental responsibility of EDCTC is to continue to advance communication and coordination between jurisdictions on the variety of transportation-related issues facing the region. Such coordination is first necessary to ensure connectivity of roads, transit, bicycle and pedestrian paths, and other transportation systems to provide continuity and access between communities. Coordination is also critical to addressing transportation-related regional impacts, such as air quality and congestion. In a time of scarce governmental resources, coordination is even more important to ensure that those funds that are available are spent in the most efficient and effective manner possible. Intergovernmental coordination furthers this goal by developing county-wide transportation priorities, implementing studies and projects in cooperation with other counties, facilitating joint transportation projects, and anticipating and mitigating impacts of governmental decisions of one jurisdiction onto another.

Coordination both within El Dorado County and with neighboring jurisdictions in the Sacramento region is crucial in the effort to address transportation challenges along key corridors such as US 50 and State Route 49. Coordination among regional agencies such as Caltrans, the Sacramento Area Council of Governments (SACOG), Placer County Transportation Planning Agency, Amador County Transportation Commission, Tahoe Regional Planning Agency, El Dorado County Air Quality Management District, Sacramento Metropolitan Air Quality Management District, and others also plays an important role.

Integrating transportation and land use planning is critical for responsible development. The planning agencies and jurisdictions work together to support and encourage land use patterns that promote alternatives to driving alone. Land use decisions are made quickly – in contrast to transportation

infrastructure that may take decades to fund, design, and construct. A continuous dialogue, interdisciplinary approach, and proactive strategy is needed to keep land use decision-making and transportation investment in sync.

A relatively new development in multi-jurisdictional land use and transportation planning is the development of the Rural Urban Connections Strategy (RUCS) facilitated by SACOG. The RUCS is an effort to mitigate growth impacts on the rural to urban interface. Nowhere is this more important than in El Dorado County where encroaching urban development places pressures and demands on the rural landscape. EDCTC has been and will continue to work with SACOG on the RUCS project to ensure rural to urban transitional zones within the county are effectively planned and managed.

CONGESTION

As El Dorado County continues to grow, congestion on US 50 and local roads continues to increase. Commute times become longer, and the capacity of many roadways during peak periods is exceeded, bringing traffic to a crawl. Consequently, this diverts auto and truck traffic to parallel roadways not equipped to handle the increase in traffic. Successful implementation of congestion mitigation strategies requires significant additional funding, careful coordination with land use changes, and calculation of positive and negative impacts on air quality.

A number of strategies are necessary to address these congestion and capacity issues.

- Improving the availability, reliability, convenience, and frequency of public transportation
- Increasing the capacity of existing roadways and interchanges
- Promoting commute alternatives that remove vehicles from the road (e.g., telecommuting, bicycling, and transit)
- Providing connectivity between all transportation modes

GROWTH

The El Dorado County region continues to be faced with urban growth development pressures. The total county-wide population, excluding the Tahoe Basin, is expected to grow at an average of approximately 1.75% annually, for an estimated overall growth of over 31% between 2005 and 2035.

Housing units and employment are also expected to increase. Between 2005 and 2035, the number of housing units and employment are expected to grow over 17%. Along with continuing commercial and industrial growth, these trends indicate that transportation within, into, and out of El Dorado County will be key issues (Source: SACOG Draft 2035 MTP).

TRANSPORTATION FUNDING

Funding for transportation projects originates at the federal, state, and local levels. Detailed descriptions of these funding sources are provided in the financial element of this RTP. At the federal level, reauthorization of the Surface Transportation Bill, last signed into law on August 10, 2005, will determine whether the upward trend of federal funding will continue. This six-year surface transportation bill is otherwise known as SAFETEA-LU.

According the California Transportation Commission's yearly report to the legislature, state transportation faces two primary challenges: the state's ongoing budget deficits and the requirement of Green House Gas Emissions reductions through transportation and land use planning efforts set forth in Senate Bill 375 and Assembly Bill 32. Where the state once had a transportation program that was funded almost exclusively from user fees protected by the California Constitution (gasoline taxes and weight fees), the program is now dependent primarily on motor fuel sales taxes, without constitutional protection. From 2005-2009, transportation funds have been diverted to the General Fund deficit. From 2008-2010, the California Transportation Commission has been forced to stop making new allocations to projects from all three of the major components of the state transportation program: the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the

Traffic Congestion Relief Program. Cities and counties have not been receiving the state subventions committed to them in statute for local road rehabilitation and repair and state transit assistance. In the near term, transportation related projects may be spared significant shortfalls through the investments made by the American Recovery and Reinvestment Act of 2009.

At the local level, cities and counties may provide funds for transportation projects. These may include dedicated sales taxes, redevelopment funds, general funds, special grants, or other sources. Currently, El Dorado County has three separate transportation impact mitigation (TIM) accounts: El Dorado Hills TIM, US 50 TIM, and West Slope TIM. The TIM Fee Program includes eight designated fee zones: Zone 1 – East of Pollock Pines; Zone 2 – Cameron Park/Shingle Springs; Zone 3 – West of Placerville; Zone 4 – North County; Zone 5 – East of Placerville; Zone 6 – Pleasant Valley; Zone 7 – South County; and Zone 8 – El Dorado Hills. Additionally, the City of Placerville has a separate TIM Fee Program which generates funding for projects within the City Limits. Both the City of Placerville and the El Dorado County TIM Fee Programs generate considerable local funding for new transportation facilities and improvements required by new development.

Cold Springs Road after ARRA road rehabilitation

In summary, there are many more transportation projects than there are funds available to implement them. Future funding sources for state and local projects will continue to be dependent on the condition of the state budget and the state legislature's development of statewide transportation funding programs. Innovative approaches to transportation funding and development of new funding sources will also be needed to provide for the multi-modal transportation needs of the residents and businesses of El Dorado County. Some of these approaches might include: dedicated sales tax, raising existing taxes such as the gasoline/fuel tax, implementing toll roads or user fees, and public/private partnerships.

INCORPORATION OF EL DORADO HILLS

The El Dorado Hills Incorporation Committee was unsuccessful in getting voter approval to incorporate in 2005. However, another effort towards cityhood in the near future may occur. The composition of the Commission may be impacted by the proposed incorporation, as the newly incorporated city will be a "member agency" in accordance with the Joint Powers Agreement which established the EDCTC on June 6, 1995. The incorporation of El Dorado Hills will not result in changes to any revenue sources related to EDCTC programs and services, other than those allocated for transit services. EDCTC allocates federal and state funds on a priority basis following an evaluation and ranking of project nominations in accordance with fund source requirements and established priorities. The impact of the incorporation of El Dorado Hills on transit funding will be minimal if the newly incorporated City joins the El Dorado County Transit Authority (EDCTA). If El Dorado Hills does not join the EDCTA Joint Powers Authority, there will be a significant impact to the EDCTA revenues, but not a corresponding reduction of overhead costs to EDCTA.

AIR QUALITY

The primary source of air pollution in California is vehicle exhaust. As a result, transportation and air quality are closely linked. In fact, the Sacramento region, including El Dorado County, has been designated as a non-attainment area for air quality standards, which are specified by the California Clean Air Act of 1988 and the Federal Clean Air Act Amendments of 1991. California leads the nation in an effort to mitigate the impacts of automobile generated green house gas emissions (GHG). One of two recent legislative efforts to achieve this is known as Assembly Bill 32 (AB 32), signed into law as part of the California Global Warming Solutions Act of 2006. AB 32 requires that by 2020 the state's greenhouse gas emissions be reduced to 1990 levels, roughly a 25% reduction under business as usual

estimates. The second piece of legislation, Senate Bill 375 (SB 375), is more focused on reducing GHG emissions through the regional transportation planning efforts of the Metropolitan Planning Organizations. Therefore, EDCTC continues to work closely with SACOG and the El Dorado County Air Quality Management District to assess the impact of all transportation projects and planning efforts on air quality in the region.

SAFETY

Ensuring the safety of all travelers on all modes is a theme throughout all of the transportation projects in this RTP. Safety issues are incorporated from the policy and standards level through to implementation of safety-improvement projects. Such projects include the addition of shoulders where little or none exist, bikeways, newly designed intersections and interchanges that reduce the potential for car/bicycle conflicts, pedestrian and bicycle bridges and walkways, airport improvements, interchange improvements/upgrades, additional transit shelters and benches, and signal additions and/or improvements.

State funding exists for safety improvement projects for highways and safe routes to schools. However, the need for safety improvement projects far outstrips the available funding. Other funding is available for bicycle and bridge projects. State funds are also available for airport upgrades and improvements that impact safety and for updating the comprehensive land use plan for local airports (See Financial Element, Chapter 13).

REGIONAL ROAD NETWORK ISSUES

MAINTENANCE AND REHABILITATION

El Dorado County Road Maintenance

As traffic increases, the issues of roadway rehabilitation and maintenance, including vegetation management, become increasingly important to ensure safe and effective travel. In particular, investing in the maintenance of the existing infrastructure is a focus of road projects during the planning period. Roadways, bridges, and the associated infrastructure have a limited useful life, and funding must be available to maintain and, if needed, rehabilitate these facilities. In addition, rehabilitation projects may be needed to accommodate changes in travel patterns. Interchanges may need to be upgraded to accommodate more efficient movement of traffic. Additional paving work may be needed in response to the faster breakdown of pavement integrity resulting from increased truck traffic. Lanes may need to be added and shoulders may need to be widened or added.

Providing sufficient funding at the time it is needed to keep up with wear and tear and changes in traffic demands/patterns is crucial. Eighty-one percent of California's pavements are owned and maintained by cities and counties. The California State Association of Counties and League of California Cities, working with the California Regional Transportation Planning Agencies and the Rural Counties Task Force, released a Statewide Local Streets and Roads Needs Assessment in 2009, which assumed a ten year analysis period. According to the assessment, the statewide Pavement Condition Index is 68, which is classified "at risk". The total statewide funding needed to maintain pavements at a "best management practices" condition, in constant 2008 dollars, is over $99.7 billion, with an expected funding shortfall of over $71.4 billion.

Utilizing the county's pavement management program to determine priorities, maintenance and rehabilitation projects are added to the County's Five Year Capital Improvement Program (CIP). The most recent CIP was adopted by the County Board of Supervisors on March 2, 2009. To effectively implement the maintenance and rehabilitation projects for the 910 miles of western slope roadway included in the CIP, the County estimates an average yearly cost of approximately $2.7 million.

The City of Placerville Pavement Management Program estimates an average yearly need of $720,000 to effectively implement the maintenance and rehabilitation projects for the streets and roads in the City.

As maintenance and rehabilitation projects are undertaken, it is important to involve all modes in design decisions so that pedestrians, bicyclists, drivers, truckers, and transit can all move efficiently and safely.

EXPANSION

At the same time that El Dorado County is experiencing population growth, there has been a greater growth in the number of registered cars and trucks and in the number of persons commuting in single occupant vehicles. In order to address transportation needs associated with existing and projected growth, EDCTC and local jurisdictions are planning for expansion of the existing roadway systems. These plans, which focus on regional connectors such as US 50 and State Route 49, are detailed in the Regional Road Network, Chapter 6. These efforts involve regional partnerships with SACOG, Caltrans, the private and public sectors, local jurisdictions, and all users of these roadways. EDCTC continues to promote the development of US 50 parallel capacity roadways to reduce congestion and the reliance on US 50 for local trip purposes.

COMPLETE STREETS

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Governor Schwarzenegger signed AB 1358, the California Complete Streets Act of 2009, into law in September, 2008. AB 1358 requires a city or county's general plan to identify how the circulation of all users of the roadway, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation will be accommodated. Such accommodations may include sidewalks, bike lanes, crosswalks, wide shoulders, medians, and bus pullouts, among others. In addition to the typical complete streets application, EDCTC also encourages implementation of Intelligent Transportation Systems throughout the region and coordination with utilities to include rural broadband. AB 1358 is also a key strategy to help improve air quality and reduce greenhouse gas emissions. Further, integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than constructing retrofits later.

TRANSIT ISSUES

COMMUTER TRANSIT

El Dorado County Transit Authority Commuter Bus

El Dorado County ranges from sparsely populated rural areas to more densely populated urban areas. With the county's increasing population comes an increasing demand for transit service to more people over larger areas. Over the past twenty-year period, the number of persons using public transportation to commute to work has increased significantly. As the emphasis shifts from local bus service to regional services, the creation of multi-jurisdictional agreements for ongoing funding of transit will become even more important. The convenience and reliability of transit services plays a key role in encouraging transit use as opposed to single-occupancy vehicle commuting. In particular, convenience can be provided by designing transit services that are as seamless as possible. Transit can also play a role in mitigating the jobs/housing imbalance by providing tailored commuter services. Light Rail and/or Bus Rapid Transit services along selected corridors may prove helpful in enhancing convenience and providing a viable alternative to driving.

Other more specific factors also contribute to the need for increased transit:

- The Americans with Disabilities Act requires the expansion of paratransit services to specific areas complementary to fixed-route service
- Welfare-to-Work programs are expected to have a significant impact on local transit systems as the state enacts policies and programs to require more welfare recipients to get jobs
- State and federal clean air legislation and transportation demand management principles call for the increased use of transit to offset and reduce automotive vehicle emissions
- Commuter bus service to provide quick connections between El Dorado County and Downtown Sacramento has been a consistent need cited by El Dorado County citizens
- The aging of the population also contributes to the demand for transit and paratransit services, as people become unable to drive themselves. This increased demand includes non-emergency medical transportation
- As the entire Sacramento region grows, interregional connections between areas such as El Dorado County, South Placer County, and Rancho Cordova will become increasingly important

COMMUNITY TRANSIT SERVICE

Regular and convenient local community transit service is a fundamental key to increasing transit ridership. While local service currently exists in Cameron Park, adjacent El Dorado Hills is recognized as an important activity center not currently well served by El Dorado Transit. An evaluation of potential transit demand in El Dorado Hills indicates significant transit demand in the social service realm, particularly among teens, seniors, and the disabled. In addition, the major employment centers in the southern portion of El Dorado Hills generate a potential for transit ridership. Through this RTP, funding options will need to be explored to improve local community transit service in the Cameron Park and El Dorado Hills areas. The coordination of bicycle and pedestrian facilities with local transit stops is recognized as an important factor in encouraging and maintaining transit ridership on local routes. It is recognized that at one end of their trip or the other, virtually all transit passengers also travel on foot or on bicycle.

REGIONAL CONNECTIONS TO THE WEST

Regional connections to the west are one of the most prominent transportation issues in El Dorado County. As El Dorado County works to manage a jobs-housing imbalance over the next twenty years, the daily movement of people to and from jobs to the Sacramento Valley west of El Dorado County will remain consistent. The existing El Dorado Transit Commuter Service to downtown Sacramento is a popular and valuable service to the citizens of El Dorado County. In order to maximize the convenience and efficiency of the commuter service, El Dorado County will need to maintain and improve safety and access at transit stops and park-and-ride lots as well as maximize use of the existing US 50 High Occupancy Vehicle (HOV) Lanes. Convenient and timely regional connections to Folsom health care facilities and light rail stations remain as key components of regional transit service. An emerging regional connection is the Capital SouthEast Connector project which will ultimately provide a transportation facility connecting El Dorado County with the City of Elk Grove. As the Capital SouthEast Connector project moves forward, El Dorado County will need to consider potential light rail options as well as options for a county line transit transfer center.

COORDINATION WITH SCHOOLS/COLLEGES

Transit coordination with schools and school transportation would benefit transportation services between the two public entities. Transit service to local colleges, and well as regional connections to colleges west of El Dorado County in Folsom or Sacramento, will need to be identified and coordinated with existing regional transit connections in Folsom and Rancho Cordova.

Transit coordination with schools and school transportation would benefit transportation services.

AVIATION ISSUES

AIRPORT LAND USE COMMISSION

As the Airport Land Use Commission (ALUC) for the western slope of El Dorado County, EDCTC continues to support efforts to identify and utilize available funding at the state and federal level for airport infrastructure improvement, planning, and expansion as warranted. Additionally, EDCTC is responsible for the review of proposed projects in and around the three airports within their jurisdiction which include the Georgetown, Placerville, and Cameron Park Airports. These airports support three primary functions throughout El Dorado County; public and private regional air transportation, goods transport, and emergency, fire, and rescue.

EMERGENCY RESPONSE

The rural and remote character of the county requires that operations of each airport be maintained to ensure the safety, security, and prosperity of residents. To guarantee this fundamental function, it is important to continue improving upon emergency response times and capacity. One critical aspect of emergency air services is the continued planning and development of the surface transportation network connecting emergency service providers to airport facilities via an efficient streets and roads network. Consequently, planning for efficient surface to air transportation networks will add to the success of each of the three functions of county airports, but most importantly enhance emergency vehicle access. Additionally, to effectively provide emergency services, technological advancements must be maintained at each airport to ensure the most up to date and current information systems are utilized.

ECONOMIC IMPACTS

In addition to providing emergency and transport services to local and regional residents, El Dorado County airports are a major contributor to the economic prosperity and viability of the community. However, they are often overlooked as such and are challenged by limited exposure throughout the region and state as strong economic players. Increased exposure and awareness may draw potential employers and businesses in high tech and high wage industries that are generally dependent on efficient and reliable air transport. Additionally, increased awareness would reveal opportunities for regional public and private travel opportunities. Increasing awareness of the county's airports would add value to the marketing efforts of agri-tourism, outdoor recreation, and other local attractions and local economic drivers.

DEVELOPMENT PRESSURE

El Dorado County airports continue to experience increased development pressures on-site and surrounding the facilities. Consequently, it is imperative that each airport update and implement Airport Land Use Compatibility Plans (ALUCP) that outline appropriate land use types for areas on and near each airport. The Georgetown and Placerville Airport Compatibility Land Use Plans (CLUP), now referred to as ALUCP, were adopted in 1987, and updated in 1996. The Cameron Park Airport CLUP, now referred to as ALUCP, was adopted in 1986 and has not been updated since. Therefore, it is clear that the three ALUCPs are outdated and in dire need of revision and modernization to effectively serve as a method for managing the impacts of adjacent developments and land uses. Updated ACLUPs will provide the county with more accurate oversight and management with regard to encroaching developments ensuring their sustainability and ongoing operation.

INFRASTRUCTURE ENHANCEMENT/EXPANSION

As challenges are overcome El Dorado County airports will be positioned to add services, enhance infrastructure, and expand when necessary. Enhancement efforts such as these are included in the Airport Capital Improvement Program, included within the El Dorado County Capital Improvement Program 2010 in APPENDIX H, which outlines specific projects such as increased tie down and hangar capacity, runway repaving, and technological advancements. Implementation of these and other improvements will add greatly to each airport and ensure that the three major air transportation functions serving the county are maintained into the future.

GOODS MOVEMENT ISSUES

As population and traffic increase, the ability to move goods efficiently and safely within and through El Dorado County will be an ever-increasing challenge. Efficient goods movement is essential for the local and regional economy.

The majority of goods movement in El Dorado County is provided by truck transportation. US 50 is an important truck route for the region of Northern California. Truck traffic, as a percentage of Average Annual Daily Traffic, ranged from 3.1% to 6.5% on US 50 and from 3% to 14.2% on State Route 49 in El Dorado County in 2007 (Caltrans traffic volumes website). It is important to consider the needs of all road users (e.g., residents, truckers, buses, bicyclists) when planning for goods movement.

Regional air freight, utilized extensively by manufacturers in El Dorado County, is handled either at Sacramento International Airport or at Mather Airport. Because air freight is market-driven, it is impossible to predict exactly what the demand for it will be in the future, which airport will be used, and to what extent.

NON-MOTORIZED TRANSPORTATION ISSUES

Bicyclists and pedestrians share the use of transportation facilities with motorized vehicles for both recreation and transportation. Non-motorized transportation can provide a viable alternative to motorized transportation if the design of new and/or rehabilitated facilities considers the need for bicyclists and pedestrians to have access to safe travel, direct routes, well maintained facilities, and off-road options when necessary. In addition to providing an alternative mode of transportation, non-motorized transportation also provides ancillary benefits such as reduced congestion, improved air quality, and improved public health. Land use coordination can have an impact on people's choice of travel mode by connecting non-motorized transportation facilities to activity centers, particularly in the most densely populated areas of the county, and providing safe routes to schools. To facilitate non-motorized transportation this RTP recommends inclusion of non-motorized travel needs in all phases of land use and transportation planning, design, and implementation. Through discussions with the public and EDCTC agency partners, four overarching themes emerged concerning non-motorized transportation issues: safety, access, connectivity, and funding.

El Dorado Trail Weber Creek Trestle Bridge

Closing gaps in the non-motorized transportation system will enhance connectivity and expand opportunities for non-motorized transportation in the county.

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The first Overall Goal of the RTP is to preserve and develop an integrated, multi-modal transportation system which facilitates the movement of people, information, goods, and services through and within the region.

CHAPTER 5:
GOALS, OBJECTIVES, AND POLICIES

As part of the planning process, the Regional Transportation Plan establishes goals, objectives, and policies to guide the development and management of the region's transportation systems. The goals, objectives, and policies of the Regional Transportation Plan were prepared in accordance with the California Transportation Commission 2010 RTP Guidelines. EDCTC's goals, objectives, and policies were developed to address the regional transportation issues presented in Chapter 4.

Goals are general statements of what we want the future to be like. These statements should reflect the region's needs and priorities.

Objectives are specific, quantifiable steps toward the realization of those goals.

Policies are statements that provide direction for decisions to help attain these goals and objectives.

The goals and objectives are used as guiding principles to choose among various options for transportation improvements. Therefore, they should be attainable and realistic. In addition, the goals should relate to present conditions and expected changes in those conditions.

Transportation performance measures consist of a set of objective, measurable criteria used to evaluate the performance and effectiveness of the transportation system, policies, plans, projects, and programs. Performance measures in the RTP set the context for evaluating the effectiveness of the plan by furthering goals, objectives and policies. Performance measures are provided for each goal in order to assess the priorities in the Action Element and are consistent with the guidance in section 6.19 of the 2010 California RTP Guidelines. The STIP Guidelines identify performance measures to evaluate the effectiveness of specific projects in achieving the RTP's goals, objectives and policies.

OVERALL GOALS

- Preserve and develop an integrated, multi-modal transportation system which facilitates the movement of people, information, goods, and services through and within the region
- Maintain and upgrade a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region
- Make the most economical and efficient use of transportation revenues in providing transportation services and facilities, optimizing the movement of people, goods, and information
- Provide a safe, convenient, and efficient transportation system that meets the mobility needs of people of all incomes, ages, and physical conditions
- Support the achievement of state and federal air-quality standards
- Provide effective, convenient, coordinated transit service that serves employment centers, activity centers and facilities, and offers a viable option to single-occupant vehicle travel
- Identify and pursue new sources of funds for expansion and improvement of the overall transportation system
- Incorporate public outreach efforts as a component of the planning process and encourage input from all interest groups and individuals
- Provide for transportation services, facilities, and vehicles that cause the least amount of environmental impact and yield environmental benefits wherever feasible
- Strengthen coordination, cooperation, and consistency between local partner agencies to maximize the effective use of transportation resources
- Promote a transportation system which minimizes dependence on long-distance, single-occupant vehicle commute trips

GOAL 1: HIGHWAYS/STREETS/REGIONAL ROADWAYS

Provide and maintain a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region

Objective A: Identify and prioritize improvements to the roadway system

Policies:

US 50 Westbound near Bass Lake Road

1. Identify roadways in need of major upgrading to meet standards for safety, operations, and design, in coordination with Caltrans and local jurisdictions, and plan their improvement through capital improvement programming
2. Encourage local jurisdictions to develop and implement pavement management systems that identify and prioritize road maintenance projects
3. Implement capacity increasing strategies that encourage the use of alternative modes, such as HOV lanes
4. Incorporate Intelligent Transportation Systems strategies where feasible
5. Develop parallel capacity to US 50 and State Route 49 to reduce congestion and the reliance on US 50 and State Route 49 for local trip purposes
6. Develop a plan to evaluate and prioritize roadway projects consistent with funding, pavement condition, and traffic volumes
7. Ensure that improvements to the roadway system comply with best environmental practices

Objective B: Maintain roadways at acceptable standards

Policies:

1. Identify and eliminate unsafe conditions on local and regional roadways in coordination with Caltrans and local jurisdictions
2. Prioritize the roadway projects which address safety standards
3. Maintain roads in the most cost effective manner given available resources
4. Encourage local jurisdictions to develop standards to incorporate complete streets concepts

HIGHWAYS/STREETS/REGIONAL ROADWAYS PERFORMANCE MEASURES

- Improve traffic safety and operations throughout the region
- Maintain reliable traffic operations in order to decrease travel time variability
- Ensure adequate funding to maintain regional roadways in accordance with adopted Pavement Management Programs
- Maintain pavement conditions at a good or better Pavement Condition Index

GOAL 2: PUBLIC TRANSIT

Promote effective, convenient, and desirable public transit for residents of and visitors to El Dorado County

Objective A: Tailor transit service provision to the area's population characteristics

Policies:

1. Prioritize transit services in areas where the greatest operational efficiencies exist (i.e., urbanized areas)
2. Encourage the development of new and innovative transit systems, particularly in rural areas
3. Support transit projects which serve visitors and residents for commute and recreation trip purposes
4. Encourage coordination of inter- and intra-county transit service

Objective B: Promote a transit system that is responsive to the needs of transit dependent persons

Policies:

1. Update and implement the Coordinated Public Transit – Human Services Transportation Plan in coordination with the El Dorado County Transit Authority, social service agencies, and the Consolidated Transportation Service Agency
2. Assist with the ongoing implementation of the Americans with Disabilities Act
3. Promote the provision of discount fares for the elderly, disabled, and students
4. Work with transit operators to assist social service agencies in providing transportation for Access to Jobs clients
5. Utilizing the Coordinated Public Transit – Human Services Transportation Plan, work to improve services through coordination between social service transportation and public transit
6. Work with transit providers and social service transportation providers to improve or increase transit services to rural and remote areas

El Dorado Transit Commuter Bus in Sacramento

Objective C: Develop and encourage the use of public transit as a primary transportation alternative

Policies:

1. Encourage transit operators to provide inter- and intra- county transit routes which are responsive to the needs of commuters
2. Promote coordination with regional transit and paratransit systems, including light rail
3. Involve the business and industrial sector of the region in meeting the transportation needs of their employees and clients
4. Develop and implement a multi-lingual marketing program to promote public transit as a primary transportation option, raise public awareness of the various systems, and increase understanding of how to use them

Objective D: Provide an effective and efficient transit system that best utilizes available resources

Policies:

1. Establish and maintain a performance monitoring system which evaluates the effectiveness of transit service as outlined in the Transportation Development Act

2. Ensure that transit services continue to meet all state and federal requirements for funding, including those for farebox recovery ratios
3. Promote an effective and efficient transit planning process
4. Incorporate Intelligent Transportation Systems strategies where feasible

PUBLIC TRANSIT PERFORMANCE MEASURES

- Maintain public transit ridership productivity that meets the standards established in the adopted Western El Dorado County Short-Range and Long-Range Transit Plan
- Maintain a ratio of public transit fare revenue to operating cost sufficient to meet State and Federal funding requirements

GOAL 3: AVIATION

Promote and preserve aviation facilities and services that complement the regional transportation system

Objective A: Promote the development, operation, preservation, and maintenance of a regional system of airports

Policies:

1. Promote the development of airport facilities and services necessary to satisfy user requirements
2. Encourage the development of aviation system facilities that serve as a regional economic stimulus, including but not limited to aircraft maintenance, and flight training
3. Recognize and support the role of public use airports in accommodating the County's general and agricultural aviation needs
4. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts
5. Promote the safe, orderly, and efficient use of airports and air space and compatible land uses that are consistent with the Airport Compatibility Land Use Plans

Objective B: Update and revise Airport Master Plans as necessary

Policies:

1. Assist jurisdictions with the development of Airport Master and Layout Plans for public airports that address current and forecast conditions
2. Recognize the need for comprehensive and coordinated aviation planning

Objective C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system

Policies:

1. Support projects that integrate air transport facilities with other modes of transportation, including street and road access, emergency access, public transit, and pedestrian and bike paths
2. Support projects that facilitate goods movement utilizing the regional system of airports
3. Promote road system maintenance, consistent with County Road Standards, that support goods movement and emergency services for each airport

AVIATION PERFORMANCE MEASURES

- Maintain or increase airport operations for business, recreation, and goods movement, within safety and capacity guidelines
- Review the Airport Compatibility Land Use Plans every five years and update as needed

GOAL 4: GOODS MOVEMENT

Provide for the safe and efficient movement of goods through and within El Dorado County

Objective A: Promote a balance of roads and airports for the improvement of goods transport

Policies:

1. Support projects that facilitate interregional, multi-modal goods transport to commercial and industrial areas wherever feasible.
2. Support projects that facilitate interregional goods movement utilizing the regional system of airports.
3. Support projects that address the timely movement of goods and services throughout the region.

Objective B: Mitigate conditions that transporters of goods deem dangerous or unacceptable

Policies:

1. Encourage local jurisdictions to develop pavement management systems that identify and prioritize road maintenance projects.
2. Encourage local jurisdictions to provide proper road geometry on roadways intended to accommodate truck traffic.
3. Improve US 50 in order to facilitate goods movement and access to jobs.

GOODS MOVEMENT PERFORMANCE MEASURES

- Improve operations for commercial/agricultural vehicles
- Maintain reliable travel times for freight mobility

GOAL 5: NON-MOTORIZED TRANSPORTATION

Promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system

Objective A: Plan and develop a continuous and easily accessible pedestrian and bikeway system within the region

Policies:

1. Ensure that local jurisdictions have current Bikeway Master Plans that comply with state standards
2. Encourage the completion of existing non-motorized systems and facilities, with an emphasis on closing gaps and providing connectivity to activity centers
3. Consider Class I and II bikeways as preferred linkages in the bicycle facilities network
4. Use Class III bike routes as connectors only when necessary
5. Develop a visually clear, simple, and recognizable bicycle route map
6. Encourage the development of abandoned railroad rights-of-way, rail banked corridors, irrigation ditches, and utility easements for non-motorized facilities
7. Ensure accessibility to non-motorized facilities within new developments
8. Pursue alternative funding mechanisms for the development of bicycle and pedestrian facilities
9. Consider use of non-motorized facilities by mobility-challenged users
10. Locate crosswalks to promote efficient pedestrian travel

Objective B: Provide a pedestrian and bikeway system that emphasizes the safety of people and property

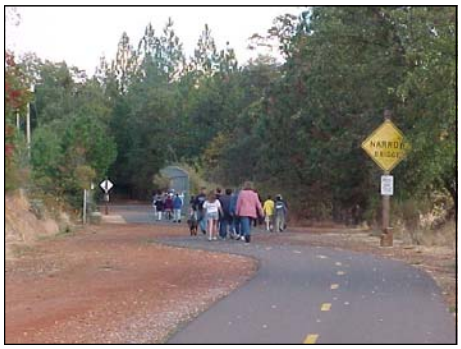
Policies:

1. Encourage the adoption of local bicycle ordinances
2. Encourage secure facilities for bicycle storage at major activity center locations
3. Require all bicycle facilities funded through the Transportation Development Act to be designed in accordance with the State Bikeway Design Criteria, Chapter 1000 of the Highway Design Manual
4. Develop ordinances to define direction of travel for pedestrians, equestrians, and bicyclists on shared-use facilities
5. Do not allow advertising, including sandwich boards, to be placed in non-motorized right-of-ways
6. Encourage local jurisdictions to develop a system to identify intersections that have sub-standard or are missing crosswalks and/or curb cuts

Objective C: Integrate pedestrian and bicycle facilities into a multi-modal transportation system

Policies:

1. Incorporate non-motorized facilities when implementing improvements or new developments to the existing roadway network
2. Prioritize roadway and street designs that avoid bicycle-auto, pedestrian-auto, and bicycle-pedestrian conflicts
3. When maintenance is being performed to the roadway system, include maintenance work to the adjoining non-motorized facility, including upgrading the non-motorized facility to current design standards
4. Promote "Complete Streets" to facilitate non-motorized transportation
5. Include sidewalks, meandering walkways, and/or shoulders on all new construction
6. Encourage collaboration between local jurisdictions for the development, construction, and maintenance of non-motorized facilities
7. Develop a level of service measurement system for bicycle and pedestrian facilities



El Dorado Trail Walk to School Day

NON-MOTORIZED PERFORMANCE MEASURES

- Improve bicycle and pedestrian options for commuter and recreational travel
- Add facilities, such as bike lockers and parking, to support bicycling in El Dorado County
- Close gaps in the bicycle and pedestrian network to connect residential, commercial, and other activity centers
- Reduce accident rates to below the statewide average or better through improved safety measures
- Maintain capacity for bikes on El Dorado Transit vehicles
- Increase the numbers of bicycle and pedestrians commuters

GOAL 6: TRANSPORTATION SYSTEMS MANAGEMENT

Promote the use of alternative transportation to reduce the negative impacts of single-occupant vehicle travel

Objective A: Create a multi-modal and multi-jurisdictional transportation network between major residential areas, educational and recreational facilities, and employment centers

Policies:

1. Prepare and distribute transit service information to educational, commercial, recreational, employment, and civic centers
2. Consider proximity to major travel origins and destinations in sighting of new multi-modal transportation facilities
3. Encourage local jurisdictions to consider the proximity of multi-modal transit facilities when planning for educational, social service, and major employment and commercial facilities
4. Encourage schools to promote the use of bus transportation and ridesharing while discouraging use of single-occupant vehicles
5. Promote mixed use development to include multi-modal transit facilities

Objective B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner

Policies:

1. Support the use of public transportation as a transportation control measure to reduce traffic congestion and vehicle emissions
2. Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots
3. Work with the Regional Rideshare Partnership and appropriate agencies to coordinate ridesharing activities and goals
4. Provide outreach and education to media, employers, and the general public to promote awareness of the positive impacts of alternative transportation
5. Encourage implementation of a TDM ordinance for large businesses in El Dorado County

TRANSPORTATION SYSTEMS MANAGEMENT PERFORMANCE MEASURES

- Implement strategies to offset any increase in future emissions due to population and employment growth and expected increases in vehicle miles traveled
- Support transportation projects which are consistent with the motor vehicle emissions budget in the State Implementation Plan
- Integrate land, air, and transportation planning in order to facilitate the development of the most efficient and effective transportation system possible

GOAL 7: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING

Integrate land use, air quality, and transportation planning to create a balanced and comprehensive transportation system

Objective A: Provide transportation planning support services to local jurisdictions regarding the countywide transportation impacts of local land use decisions

Policies:

1. Encourage local jurisdictions to reconsider adopted Level of Service standards to balance growing capacity, cost of infrastructure, and quality of life
2. Encourage local jurisdictions to seek a balance of housing and employment land uses within their communities to reduce vehicle miles travelled and to encourage alternative transportation modes
3. Encourage local jurisdictions to protect corridors and rights-of-way, when identified, for future transportation facilities through the adoption of specific plans, zoning ordinances, and general plans
4. Support continued review of development proposals in order to encourage alternative transportation modes

Objective B: Provide transportation infrastructure that meets existing and future needs

Policies:

1. Encourage local jurisdictions to develop roadways that complement planned growth patterns, economic development programs, and requirements of infrastructure to support adjacent land uses
2. Encourage local jurisdictions to review and assess the impact of new development proposals on transit system demand
3. Encourage local jurisdictions to consider the use of Complete Streets practices for new development and redevelopment, especially in commercial, industrial, and high-density residential areas
4. Provide infrastructure for the bicycle and pedestrian, senior, and disabled users of the transportation system

Objective C: Ensure that transportation projects minimize and address vehicle emissions

Policies:

1. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods
2. Promote projects that demonstrate measurable reduction of air pollution
3. Develop plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments in coordination with the El Dorado County Air Pollution Control District
4. Evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards in coordination with the Sacramento Area Council of Governments
5. Ensure all planning efforts comply with the intent of Senate Bill 375 and Assembly Bill 32

Objective D: Work with local jurisdictions, Tribal Governments, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that El Dorado County jurisdictions have maximum participation and control in the transportation and land use decision-making process

Policies:

1. Develop mechanisms such as Memoranda of Understanding and Joint Powers Agreements between local jurisdictions to accomplish planning and implementation of multi-jurisdictional transportation projects and programs
2. Facilitate the coordination and implementation of local and regional transportation programs to improve mobility and air quality
3. Coordinate transportation planning with local jurisdictions and the Shingle Springs Rancheria

Objective E: Participate in state, regional, and local transportation planning efforts to ensure coordination of transportation system expansion and improvements

Policies:

1. Ensure coordination, cooperation, and consistency among all level of transportation planning efforts
2. Build coalitions with key private sector and community groups to develop transportation solutions

3. Execute coordination of inter-jurisdictional transportation projects in coordination with Caltrans and other appropriate agencies

INTEGRATED LAND USE COORDINATION PERFORMANCE MEASURES

- Utilize land use forecasts to ensure land use coordination is consistent with adopted general plans as the basis for multi-modal transportation planning

GOAL 8: FUNDING

Secure maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of transportation facilities and services

Objective A: Obtain funding for vital transportation needs through all conventional sources

Policies:

1. Ensure that required planning documents are current, meet planning regulations and guidelines, and qualify for federal and state transportation funding sources
2. Maximize use of federal and state transportation funding sources
3. Assist local jurisdictions to identify and obtain grant funding
4. Maximize allocations of statewide funds, such as State Highway Operation Protection Program and Interregional Transportation Improvement Program, for regional projects, in coordination with the California Transportation Commission, Caltrans, local jurisdictions, and other regional agencies
5. Promote the funding of operational improvements that will improve traffic flows and increase system capacity at relatively low cost
6. Promote the funding of operational improvements, maintenance, and modernization of public transit services and facilities
7. Promote funding of maintenance for existing infrastructure as a top priority
8. Promote the funding of non-motorized projects which are part of a regional or community-wide plan and increase accessibility to recreational, commercial, residential or educational facilities
9. Prioritize transportation funding according to regional transportation system benefit
10. Promote funding of transportation projects consistent with provisions included in adopted general plans

Objective B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient

Policies:

1. Encourage local jurisdictions to continue to utilize Transportation Impact Mitigation Fee programs which link the financing of new or expanded facilities and services to the development that is creating the need for such facilities
2. Consider alternative fund sources such as local transportation sales taxes, local option motor vehicle fuel taxes, public/private partnerships, peak hour congestion pricing, and bond measures in the event funding shortfalls for needed projects occur
3. Develop new sources of funding for road rehabilitation and maintenance in coordination with the League of California Cities, California State Association of Counties, Regional Council of Rural Counties, legislators, transportation groups, and other interested parties
4. Explore the feasibility of implementing a local option sales tax for transportation purposes

FUNDING PERFORMANCE MEASURES

- Pursue all funding opportunities for transportation facilities and services in El Dorado County
- Pursue development and implementation of new funding sources
- Ensure full utilization of programmed funds in the region

PROJECT CONSISTENCY

The eligibility criteria for many funding programs include a requirement that the project be consistent with the goals, objectives, and policies of the Regional Transportation Plan. The following list of project categories is consistent with this RTP document (in no priority order).

- Projects that meet the needs of persons whose mobility is limited by inaccessible transportation systems
- Transportation maintenance and preservation projects
- Capacity increasing projects only where alternative solutions would not be practical or cost-effective
- Connections between urbanized areas of the county of at least highway standard roads and reasonable public transit service to meet demand
- Projects to enhance the movement of agricultural, commercial, and industrial goods
- Projects that maintain the interregional integrity of the state highway system
- Projects to enhance surface connections to airports
- System management, demand management, and other transportation control measures included in trip reduction ordinances and/or air quality attainment plans
- Multi-occupant vehicle systems, such as public transit, ridesharing projects, and park-and-ride facilities
- Bicycle and pedestrian projects
- Transportation projects that facilitate higher density or mixed-use development, to the extent desired by local communities
- Projects that are shown to reduce congestion without construction of new facilities for single-occupant vehicles

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Regional roadways and the connections which they provide are key components of the social and economic vitality of El Dorado County.

CHAPTER 6:
REGIONAL ROAD NETWORK

El Dorado County's transportation system is primarily focused around the roadway network. Most in-county travel is by automobile because low-density development patterns and topography have limited the viability of facilities or services related to transit, bicycles, and pedestrians. According to the 2007 data profile estimates of the US Census, almost 90 percent of all trips from home to work by County residents were made by automobile. Although automobile travel is the primary function of the roadway network, it also serves a variety of other users including freight haulers, buses, bicyclists, pedestrians, and in some locations, equestrians.

Commuting, shopping, recreation, and shipping are responsible for most of the travel demand on the regional transportation system. The Lake Tahoe Basin is a popular recreational attraction, as is the Eldorado National Forest, with destinations such as Desolation Wilderness. Other attractions include the South Fork of the American River, Marshall Gold Discovery State Historic Park, Folsom Lake, Jenkinson Reservoir, historic downtown Placerville, wine country, and Apple Hill. Visitors come primarily from population centers to the west of El Dorado County, such as Sacramento and the San Francisco Bay Area. Employment for a large portion of the residents of the western portion of the County is in the greater Sacramento area, for which US 50 serves as the main commute route.

REGIONAL ROAD NETWORK EXISTING CONDITIONS

HIGHWAYS

State highways in El Dorado County include freeways and conventional highways which are operated and maintained by the California Department of Transportation (Caltrans). These highways are an integral part of the County's transportation system, serving inter-county and inter-city traffic. Interstate and US numbered routes are also part of the state highway system, which is maintained by Caltrans. El Dorado County has one US Highway (US 50) and four other State Routes (SR 49, 89, 153, and 193). Map 6-1 shows the State and Federal Highways throughout El Dorado County.

US 50

US 50 is the "backbone" transportation facility in El Dorado County, providing connections to Sacramento County and the state of Nevada. It accesses nearly all of the recreation areas and tourist attractions for visitors from Sacramento and the San Francisco Bay area. US 50 is also the major commute route to employment locations in the greater Sacramento region and the major shipping route for movement of freight and goods by truck. It is the primary transportation corridor extending through El Dorado County from west to east and serves all of the County's major population centers, including El Dorado Hills, Cameron Park, Diamond Springs, Shingle Springs, Placerville, Camino, and South Lake Tahoe. US 50 is a two-lane, conventional highway at the east end (Echo Summit), and a six-lane freeway (including HOV lanes) at the west end. The 2008 peak month Average Daily Traffic (ADT) ranges from 101,000 at the west end of the County at Latrobe Road to 19,000 near Echo Summit to the east (http://traffic-counts.dot.ca.gov/2008all/r044-50i.htm). The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is used for many routes, such as US 50, because it is more representative of traffic conditions than the annual ADT. Caltrans' 2007 Annual Truck Traffic Study estimates truck traffic on US 50 between 3% and 7% of total vehicle volumes (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2007all.htm).

SR 49

SR 49 serves north-south traffic throughout the Sierra Nevada foothills. In and near El Dorado County, SR 49 is a two-lane conventional highway that runs from Plymouth in Amador County through El Dorado, Diamond Springs, Placerville, Coloma, Pilot Hill, and Cool to Auburn in Placer County. The portions of SR 49 between Plymouth and Placerville, Placerville and Coloma, and Cool and Auburn contain sections that are narrow, winding, and steep. These narrow segments of SR 49 are without shoulders and provide few passing opportunities, although there are a limited number of turn-outs. The road has many horizontal curves, some with speed advisories as low as 15 mph. SR 49 is a primary transportation corridor for El Dorado County. Commuters use the roadway in large part to reach US 50 in or near Placerville or Interstate 80 in Placer County, while substantial amounts of recreational traffic use the roadway to reach wineries, river rafting, historical sites, parks, ski resorts, and other locations. 2008 peak month Average Daily Traffic ranges from 2,300 to 15,600, with the highest volumes in the City of Placerville and also near the El Dorado County - Placer County line (http://traffic-counts.dot.ca.gov/2008all/r044-50i.htm). Caltrans' 2007 Annual Truck Traffic Study estimates truck traffic on SR 49 between 3% and 14% of total vehicle volumes (http://traffic counts.dot.ca.gov/truck2007final.pdf).

SR 193

SR 193 runs from SR 49 in Placerville north to Georgetown and connects back with SR 49 in the town of Cool. SR 193 is a two-lane highway interconnecting the communities of Cool, Greenwood, Georgetown, Kelsey, and Chili Bar, as well as various local roads to other communities and recreation/forestry resources, and SR 49 at Placerville near US 50. This highway traverses mainly mountainous terrain and is generally 28 feet wide (far less than the Caltrans 40-foot standard for this type of highway) except for a wider section near Georgetown and a wider section north of the City of Placerville. The portion near the South Fork of the American River to the end of the route contains steep, winding sections which feature particularly poor horizontal sight distances. Logging and agricultural trucks make use of these sections, but trucks with a kingpin-to-rear-axle length of greater than 30 feet are advised against using the portion near the South Fork of the American River. Segments with higher demand and mountainous terrain result in a current Level of Service D and a concept Level of Service E. 2008 peak month Average Daily Traffic ranges from 2,500 near the City of Placerville and increase to 7,200 near Cool (http://traffic-counts.dot.ca.gov/2008all/r180197i.htm). Caltrans' 2007 Annual Truck Traffic Study estimates truck volumes averaging 6% on SR 193 (http://traffic-counts.dot.ca.gov/truck2007final.pdf).

SR 89 AND SR 153

The other two state highways in El Dorado County are SR 89 and SR 153. SR 89, a north-south route in the northern Sierra Nevada, runs entirely within the Lake Tahoe Basin portion of El Dorado County, and consequently is under the jurisdiction of the Tahoe Regional Planning Agency. 2008 peak month ADT for SR 89 ranges from 3,150 at the El Dorado County line to 26,000 at the junction with US 50 near South Lake Tahoe. SR 153 is a one half-mile long road that provides access from SR 49 to the Marshall Monument in Coloma and does not support regional traffic. 2008 peak month ADT on SR 153 ranges from 170 to 2,500 (http://traffic-counts.dot.ca.gov/2008all/r087-91i.htm).

REGIONAL SIGNIFICANCE CRITERIA

The El Dorado County Department of Transportation (DOT) maintains a travel demand forecasting model which includes freeways, highways and arterials, both divided and undivided. For the purposes of the travel demand forecasting model, DOT listed roads by the categories shown in Table 6-1. These category listings differ from the road classifications used by the Federal Highway Administration (FHWA), but are utilized to assess existing and future Levels of Service for regional roadways in El Dorado County.

The City of Placerville General Plan Circulation Plan Diagram identifies major and minor arterials, and collector and local streets. For purposes of this RTP, the City of Placerville's major and minor arterials are included in the regional network.

MAP 6-1: State and Federal Highways in El Dorado County

TABLE 6-1: COUNTY TRAVEL DEMAND FORECASTING ROADWAY FUNCTIONAL CATEGORIES **	
Code	**Highway Functional Category**
2R	Minor 2-Lane Highway
2U	Major 2-Lane Highway
4M	4-Lane Highway
2A	2-Lane Arterial
4AU	4-Lane Undivided Arterial
4AD	4-Lane Divided Arterial
6A	6-Lane Arterial
2F*	2-Lane Freeway
2FA*	2-Lane Freeway Plus Auxiliary Lane
3F*	3-Lane Freeway
3FA*	3-Lane Freeway Plus Auxiliary Lane
4F*	4-Lane Freeway

**Indicates one direction of travel*

***For Travel Demand Model purposes only*

A regional route of significance is defined by FHWA as "a facility which serves regional transportation needs (such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum, all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

The federal functional classification serves as an important measure, as federally-funded road projects must be on roads with a federal functional classification of urban collector, or major rural collector or higher. Appendix F incorporates all roadways included in the County model, but divides those roadways by segment as they are classified by FHWA. Based upon these criteria, the regional network consists of the facilities displayed in Map 6-2.

Level of Service F

REGIONAL ROAD NETWORK NEEDS ASSESSMENT

ROADWAY CAPACITY AND LEVEL OF SERVICE (LOS)

The LOS was calculated for each roadway segment in the regional roadway system to evaluate the quality of existing traffic conditions. LOS is a general measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as follows:

Existing LOS for the regional roadway network was calculated using traffic count data from the El Dorado County Department of Transportation and Caltrans, and applying those traffic numbers to the County's operational class and peak hour level of service thresholds shown in Table 6-3. The El Dorado County standard for peak hour level of service thresholds is LOS E in Community Regions, as defined in the General Plan, and LOS D everywhere else. Appendix G contains a list of regional roadways, their traffic counts, and subsequent LOS.

TABLE 6-2: LEVEL OF SERVICE GRADES

LOS A	Represents free-flow travel with an excellent level of comfort and convenience and the freedom to maneuver
LOS B	Represents stable operating conditions; however, the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom
LOS C	Has stable operating conditions; however, the operation of individual users is substantially affected by the interaction with others in the traffic stream
LOS D	Represents high density; however, stable flow; users experience severe restrictions in speed and freedom to maneuver, with poor levels of comfort and convenience
LOS E	Represents operating conditions at or near capacity; speeds are reduced to a low but relatively uniform value; freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience; unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions
LOS F	Used to define forced or breakdown conditions; this condition exists wherever the volume of traffic exceeds the capacity of the roadway; long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion

Source: Highway Capacity Manual (HCM) Transportation Research Board 2000

MAP 6-2: Regional Roadway Network of El Dorado County

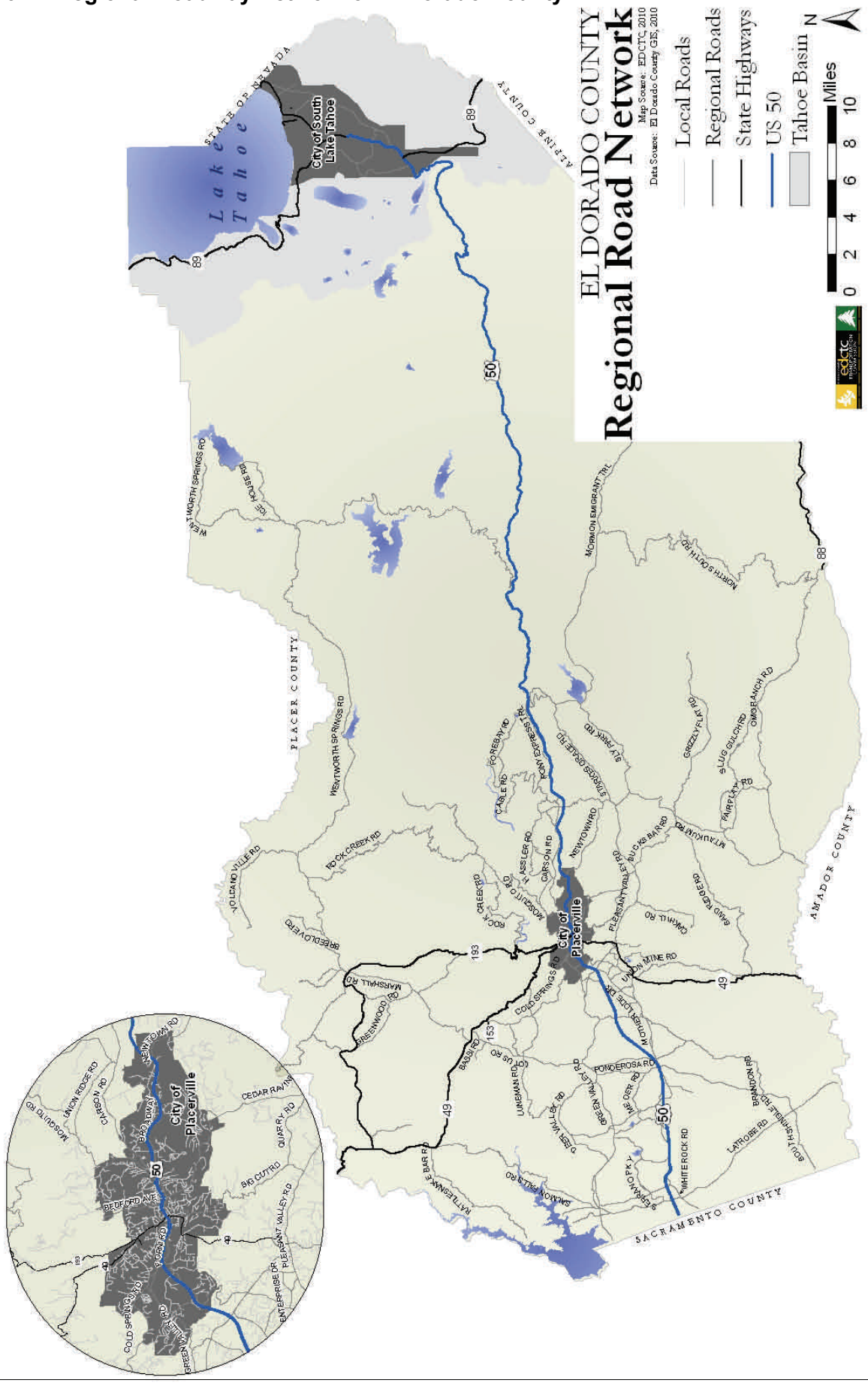


TABLE 6-3: OPERATIONAL CLASS AND PEAK HOUR LEVEL OF SERVICE THRESHOLDS					
Operational Class	Peak Hour Level of Service Threshold				
	A	B	C	D	E
Minor 2-lane Highway	90	200	680	1410	1740
Major 2-lane Highway	120	290	790	1600	2050
4-lane multilane Highway	1070	1760	2530	3280	3650
2-lane Arterial			970	1760	1870
4-lane Arterial, undivided			1750	2740	2890
4-lane Arterial, divided			1920	3540	3740
6-lane Arterial, divided			2710	5320	5600
8-lane Arterial, divided			3720	7110	7470
2-Freeway lanes*	1110	2010	2880	3570	4010
2-Freeway lanes plus Auxiliary lane*	1410	2550	3640	4490	5035
3-Freeway lanes*	1700	3080	4400	5410	6060
3-Freeway lanes plus Auxiliary lane*	2010	3640	5180	6350	7100
4-Freeway lanes*	2320	4200	5950	7280	8140

*Indicates one direction of travel

MEASURE Y AND 2004 GENERAL PLAN POLICIES

In 1998, El Dorado County voters adopted an initiative known as Measure Y, the "Control Traffic Congestion Initiative." The initiative added several policies to the 1996 General Plan intended to prevent traffic congestion from worsening in the County. The initiative provided that the new policies should remain in effect for ten years and that the voters should be given the opportunity to readopt those policies for an additional ten years.

With the July 2004 adoption of the El Dorado County General Plan, Goal TC-X was added to include the policies in Measure Y along with other policies related to traffic congestion, as follows:

> ***GOAL TC-X: To coordinate planning and implementation of roadway improvements with new development to maintain adequate Levels of Service on County roads.***

In November 2008, a new Measure Y was approved by the voters revising the previous Measure Y policy. The new policy has a time horizon extending to 2018 and now reads:

> ***Policy TC-Xa: The following policies shall remain in effect until December 31, 2018 unless extended by the voters prior to that time.***

1. Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, LOS F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange, or intersection in the unincorporated areas of the County.

2. The County shall not add any additional segments of US Highway 50, or any other roads, to the County's list of roads that are allowed to operate at Level of Service F without first getting the voters' approval or by a four-fifths vote of the Board of Supervisors.

3. Developer-paid traffic impact fees, combined with any other available funds, shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

TABLE 6-4: ROADS IN EL DORADO COUNTY ALLOWED TO OPERATE AT LEVEL OF SERVICE F		
Roadway	**Segment(s)**	**Max. V/C***
Cambridge Road	Country Club Drive to Oxford Road	1.07
Cameron Park Drive	Robin Lane to Coach Lane	1.11
Missouri Flat Road	US Highway 50 to Mother Lode Drive	1.12
	Mother Lode Drive to China Garden Road	1.20
Pleasant Valley Road	El Dorado Road to SR 49	1.28
US Highway 50	Canal Street to junction of S 49 (Spring Street)	1.25
	Junction of SR 49 (Spring Street) to Coloma Street	1.59
	Coloma Street to Bedford Avenue	1.61
	Bedford Avenue to beginning of Freeway	1.73
	Beginning of Freeway to Washington Overhead	1.16
	Ice House Road to Echo Lake	1.16
SR 49	Pacific/Sacramento Street to four-lane section	1.31
	US Highway 50 to SR 193	1.32
	SR 193 to County Line	1.51

Source: El Dorado County Department of Transportation 2009
* Maximum Volume to Capacity (Max. V/C) is the ratio of demand flow rates to capacity for a given transportation facility.

REGIONAL ROAD NETWORK ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element, and must conform with the air quality State Implementation Plan. The following tables list the short-term and long-term regional road network projects. For those projects which have an estimated completion date, the year of expenditure dollar is provided as well as the 2010 expenditure dollar. The year of expenditure dollar is adjusted based on inflation factors provided by SACOG.

Eastbound US 50 HOV Lane Construction near Bass Lake Road

The Regional Road Network Action Plan implements Goal 1 of the Policy Element of this RTP, which pertains to highways, streets, and regional roadways:

◊ ***Provide and maintain a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods through and within the region***

TABLE 6-5: REGIONAL ROAD NETWORK SHORT-TERM ACTION PLAN (2010-2020)					
Project Description	**Completion Year**	**Cost Estimate - Year of Expenditure Dollars**	**Cost Estimate - 2010 Dollars**	**Responsible Support Agencies**	**Funding Programs**
City of Placerville Road Rehabilitation	Ongoing	N/A	$5,156,398	City of Placerville, EDCTC	RSTP, Local Funds
El Dorado County Road Rehabilitation	Ongoing	N/A	$26,630,544	El Dorado County DOT, EDCTC	RSTP, Local Funds
Bucks Bar Road at the North Fork Cosumnes River - Bridge Rehabilitation	2013	$4,876,000	$4,648,555	Caltrans, El Dorado County DOT, EDCTC	RSTP, Traffic Impact Fees, HBP, Local Funds—Ten-Year Capital Improvement Program El Dorado County: Bridge Projects
Green Valley Road at Tennessee Creek - Bridge Replacement	2014	$7,920,000	$7,400,543		
Green Valley Road at Weber Creek - Bridge Replacement	2014	$11,232,000	$10,473,344		
Ice House Road Bridges Maintenance Project	2011	$1,224,000	$1,154,373		
Mosquito Road Bridge at South Fork of American River - Bridge	2011	$316,200	$316,373		
Newtown Road at South Fork of Weber Creek - Bridge	2013	$3,392,000	$3,177,142		
Rubicon Trail at Ellis Creek - Bridge Replacement	2012	$1,000,480	$962,929		
Sly Park Road at Clear Creek Crossing - Bridge Replacement	2012	$4,295,200	$4,134,849		
Wentworth Springs Road at Gerle Creek - Bridge Replacement	2012	$1,320,800	$1,265,475		
US 50/Cameron Park Drive Interchange Improvements, Phase 1	2019	$70,440,000	$58,737,400	Caltrans, El Dorado County DOT, EDCTC	RSTP, Traffic Impact Fees, HBP, Local Funds—Ten-Year Capital Improvement Program El Dorado County: Interchange Projects
US 50/Camino - Parallel Capacity PA&ED, PS&E	2020	$5,325,900	$4,332,441		
US 50/El Dorado Hills Boulevard Interchange Improvements	2020	$34,932,000	$28,357,826		
US 50/Missouri Flat Road Interchange Improvements - Phase 1C	2019	$1,940,400	$1,617,001		
US 50/Ponderosa Road Interchange - Durock Road Realignment	2014	$7,711,200	$7,140,752		
US 50/Ponderosa Road - North Shingle Road Realignment	2019	$6,000,000	$5,016,122		

Continued on next page

TABLE 6-5: REGIONAL ROAD NETWORK SHORT-TERM ACTION PLAN (2010-2020) (Continued)					
Project Description	**Completion Year**	**Cost Estimate - Year of Expenditure Dollars**	**Cost Estimate -2010 Dollars**	**Responsible Support Agencies**	**Funding Programs**
US 50/Ponderosa Road – South Shingle Road Interchange Improvements	2020	$28,413,000	$23,087,950	Caltrans, El Dorado County DOT, EDCTC	RSTP, Traffic Impact Fees, HBP, Local Funds—Ten-Year Capital Improvement Program El Dorado County: Interchange Projects
US 50/Silva Valley Parkway Interchange - Phase 1	2014	$64,800,000	$60,014,105		
US 50/Silva Valley Parkway Interchange - Phase 2	2019	$17,040,000	$14,200,000		
Cameron Park Drive/ Green Valley Road Improvements	2019	$8,292,000	$6,909,103	Caltrans, El Dorado County DOT, EDCTC	Traffic Impact Fees, SHOPP, Local Funds, HSIP, SLPP—Ten-Year Capital Improvement Program El Dorado County: Intersection Projects
Green Valley Road/ Deer Valley Road Improvements	2011	$1,122,000	$1,067,387		
Pleasant Valley Road (SR 49)/Patterson Drive Signalization	2013	$6,921,800	$6,529,008		
Pleasant Valley Road at Oak Hill Road Improvements	2012	$1,144,000	$1,081,367		
White Rock Road/Post Street Signalization	2020	$583,020	$474,836		
Bass Lake Road Frontage Improvements - Silver Springs	2014	$2,160,000	$2,015,538	Caltrans, El Dorado County DOT, EDCTC	RSTP, Traffic Impact Fees, Local Funds, HSIP, HR3—Ten-Year Capital Improvement Program El Dorado County: Roadway Projects
Cameron Park Drive Widening - Durock Road to Coach Lane	2019	$10,920,000	$9,088,350		
Cold Springs Road Realignment at Mount Shasta Lane	2012	$1,144,000	$1,024,400		
Country Club Drive - Silva Valley Parkway to the "Old Lincoln Highway"	2013	$14,883,000	$12,037,552		
Country Club Drive Extension - Silver Dove Road to Bass Lake Road	2020	$1,845,000	$1,467,000		
Diamond Springs Parkway - Phase 1	2013	$34,450,000	$32,477,905		

Continued on next page

TABLE 6-5: REGIONAL ROAD NETWORK SHORT-TERM ACTION PLAN (2010-2020) (Continued)

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2010 Dollars	Responsible Support Agencies	Funding Programs
Durock Road Widening - Robin Lane to S. Shingle Road	2019	$11,016,000	$9,180,000	Caltrans, El Dorado County DOT, EDCTC	RSTP, CMAQ, Traffic Impact Fees, Local Funds, HSIP, HR3—Ten-Year Capital Improvement Program El Dorado County: Roadway Projects
Green Valley Road Widening - County Line to Francisco Drive	2012	$9,568,000	$9,200,941		
Headington Road Extension - Missouri Flat Road to El Dorado Road	2019	$15,240,000	$12,721,857		
Latrobe Road North of Ryan Ranch Road (Milepost 7.0-7.35)	2011	$1,719,292	$1,714,150		
Latrobe Road Widening (2-4 lanes) - Suncast Lane to Golden Foothill Parkway South	2010	$11,675,904	$11,675,904		
Latrobe Road Widening (2-4 lanes) - Golden Foothill Parkway South to Investment Blvd	2020	$5,289,000	$4,310,495		
Latrobe Road/White Rock Road Connector	2020	$30,135,000	$23,959,663		
Metal Beam Guardrail Installation - Various Locations	2020	$824,100	$672,000		
Palmer Drive to Wild Chaparral Drive connection	2020	$12,177,000	$9,903,000		
Salmon Falls Road Realignment	2012	$1,144,000	$1,133,400		
Saratoga Way Extension – Phase 1	2019	$18,360,000	$15,279,510		
Silva Valley Parkway Widening (2-4 lanes)	2011	$2,652,000	$2,643,918		
Silver Springs Parkway to Green Valley Road	2014	$8,784,000	$7,200,000		
Silver Springs Parkway to Bass Lake Road	2014	$7,776,000	$6,373,773		
White Rock Road Widening (2-4 lanes) - Latrobe Road to Monte Verde Drive/Windfield Way Intersection	2011	$1,550,400	$1,515,186		
White Rock Road Widening (2-4 lanes) - Monte Verde Drive to US 50/Silva Valley Parkway Interchange	2020	$30,161,100	$25,626,538		
High Occupancy Vehicle Lane Extension - Phase 2A: US 50-Bass Lake Grade to Cameron Park Drive	2014	$26,892,000	$24,865,174		
High Occupancy Vehicle Lane Extension - Phase 2B: US 50-Cameron Park Drive to Ponderosa Road	2020	$27,921,000	$22,637,000		
Total		$635,255,600	*See Next Page*		

TABLE 6-5: REGIONAL ROAD NETWORK SHORT-TERM ACTION PLAN (2010-2020) 2010 DOLLARS (Continued) (Year of Completion Not Available for City of Placerville Projects)			
Project Description	**Cost Estimate**	**Responsible Support Agencies**	**Funding Programs**
Point View Drive from Broadway to Smith Flat Road - Extend two-lane road	$2,205,000	Caltrans, City of Placerville, EDCTC	RSTP, Traffic Impact Fees, STIP, Local Funds, HBP, CMAQ—City of Placerville TIM Fee Program 2008
Ray Lawyer Drive Extension	$8,122,000		
Coleman Street Extension	$1,762,000		
Emigrant Ravine Road Extension	$15,422,000		
Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	$3,169,000		
Placerville Drive Widening - Ray Lawyer Drive to Cold Springs Road	$10,352,000		
Placerville Drive Widening - Cold Springs Road to US 50	$6,515,000		
Washington Street and Turner Street Widening	$9,458,060		
Bush Court/Roddan Court	$705,482		
Ray Lawyer Drive Extension-West	$16,046,000		
Cold Springs Road Connector	$3,865,000		
Pedestrian Circulation Improvements	$6,000,000		
Combellack Road Extension	$3,466,000		
Blairs Lane over Hangtown Creek - Replace 1 lane bridge with 2 lane bridge	$3,175,202		
Mallard Lane Extension	$3,756,000		
Wiltse Road	$4,728,000		
Main Street/Cedar Ravine/Clay Street Roundabout	$4,555,997		
Western Placerville Interchanges Phase 1A	$5,000,000		
Western Placerville Interchanges - Phase 1B - US 50-Interchange and operational improvements at Placerville Drive and Forni Road/Fair Lane	$34,800,000		
Schnell School Road Traffic Signal	$550,000		
US 50 Broadway Eastbound Exit (#47) - Signalization and Ramp Extension	$2,000,000		
Seismic Retrofit for Smith Flat Road Undercrossing	$58,221,618	Caltrans	SHOPP
Placerville US 50 Culvert Rehab - East of Placerville, at various locations along US 50	$4,296,000	Caltrans	SHOPP
US 50 Wildlife Crossings - Construct Wildlife Crossings between Placerville and Strawberry	$1,630,002	Caltrans	SHOPP
Total	**$745,409,438** (Includes total of all projects in 2010 Dollars)		

Source: El Dorado County CIP 2010

Source: City of Placerville TIM fee program 2008

TABLE 6-6: REGIONAL ROAD NETWORK LONG-TERM ACTION PLAN (2020 and Beyond) 2010 DOLLARS		
Project Description	**Cost Estimate**	**Responsible Support Agencies**
High Occupancy Vehicle Lane Extension - Phase 3: US 50-Ponderosa Road to Greenstone Road	$34,730,208	Caltrans, El Dorado County DOT, EDCTC
Ray Lawyer - Forni Road to SR 49 Parallel Capacity Improvements	$40,000,000	Caltrans, El Dorado County DOT, City of Placerville, EDCTC
Gateway Drive/Broadway Roundabout	$1,286,000	Caltrans, City of Placerville, EDCTC
Mosquito Road Interchange	$60,000,000	Caltrans, El Dorado County DOT, EDCTC
Main Street Realignment at Spanish Ravine Road	$8,121,768	Caltrans, El Dorado County DOT, EDCTC
Mallard Lane/Ray Lawyer Drive Extension	$10,785,362	Caltrans, City of Placerville, EDCTC
Broadway Traffic Signals/Mosquito Road and Blairs Lane	$1,032,650	Caltrans, City of Placerville, EDCTC
El Dorado County Capital Improvement Program: Future Projects (See APPENDIX H)	$326,684,019	El Dorado County DOT, EDCTC
US 50 Camino Corridor Safety Improvements	$33,629,000	El Dorado County DOT, EDCTC
SR 49 Realignment	$28,800,000	El Dorado County DOT, EDCTC
Total	**$545,069,007**	

Source: El Dorado County CIP 2010

Source: City of Placerville TIM fee program 2008

PROJECT DESCRIPTIONS

The following project descriptions are for some of the projects listed in the Regional Roadway Network Short- and Long-Term Action Plans. For additional project descriptions see the El Dorado County Capital Improvement Program and City of Placerville Capital Improvement Program listed in Appendix H.

US 50 HOV Lane Phase 1 in Progress (El Dorado County Line to Bass Lake Road)

US 50 HIGH OCCUPANCY VEHICLE LANE EXTENSION PHASE 2A

This is a joint project between El Dorado County and Caltrans and is a component of the greater El Dorado County/US 50 HOV network extending HOV lanes from the El Dorado County line to Shingle Springs. Phase 2A includes construction of HOV lanes from the Bass Lake Grade to Cameron Park Drive. Project approval and environmental documents have been completed by Caltrans. Caltrans is advancing the design of this project through a cooperative agreement.

US 50 HIGH OCCUPANCY VEHICLE LANE EXTENSION PHASE 2B

This is another component of the El Dorado County/US 50 HOV network, a joint project between El Dorado County and Caltrans. Phase 2B includes the construction of HOV lanes on US 50 from Cameron Park Drive to Ponderosa Road. Project approval and environmental documentation have been completed by Caltrans. Caltrans is advancing the design of this project through a cooperative agreement.

US 50 HIGH OCCUPANCY VEHICLE LANE EXTENSION PHASE 3

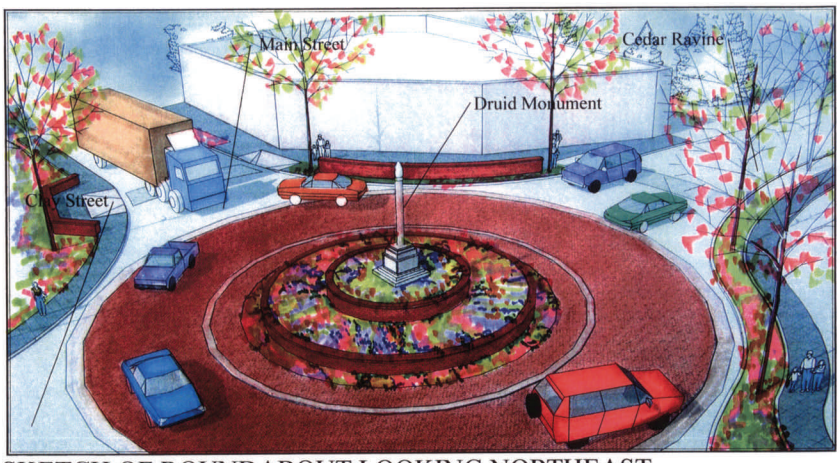
Phase 3 is the final segment of the El Dorado County/US 50 HOV network, a joint project between El Dorado County and Caltrans. Phase 3 will extend the HOV lanes on US 50 from Ponderosa Road to Greenstone Road in Shingle Springs. The schedule and funding for Phase 3 are to be determined.

US 50 WESTERN PLACERVILLE INTERCHANGES

The project will provide for improvements on and around US 50 at the western end of the City of Placerville. Improvements include the replacement and widening of the Forni Road/Placerville Drive overcrossing at US 50 and operational improvements to the Forni Road/Placerville Drive/US 50 interchange. New ramps will be constructed at the Ray Lawyer Drive overcrossing as well as two auxiliary lanes in both directions between the Forni Road/Placerville Drive/US 50 interchange and Ray Lawyer Drive interchanges. Additional roadway improvements will be made to Forni Road, Placerville Drive, and Fair Lane. The entire project is currently in the Plans, Specifications, and Estimates phase with a Phase 1A project being advanced as the first component of construction. The Phase 1A project includes the Ray Lawyer Drive westbound US 50 onramp and associated auxiliary lane to the Placerville Drive westbound offramp.

MAIN STREET/CEDAR RAVINE/CLAY STREET ROUNDABOUT

This project will realign Cedar Ravine, Clay, and Main Streets to intersect at a four-way intersection using a roundabout in lieu of the current all-way stop signs as a means of improving traffic flow and safety. The project will be constructed in conjunction with the Clay Street Highway Bridge Replacement and Rehabilitation project. The environmental analysis for this project will include the proposed segment of El Dorado Trail between Clay Street and Bedford Avenue. The City is anticipating construction to begin in the summer of 2011.



SKETCH OF ROUNDABOUT LOOKING NORTHEAST

City of Placerville Proposed Main Street Transit and Roadway Improvements

Prepared By C. Gary Hyden Planner/Landscape Architect April 2005

US 50 CAMINO CORRIDOR SAFETY IMPROVEMENTS

The proposed safety improvements will be developed from Still Meadows Road to near Upper Carson Road in the Camino area and include the widening of US 50 for installation of a concrete median barrier from Still Meadows Road to Upper Carson Road to close the median. As a result of installing a closed median barrier, north-south access to and from US 50 will be significantly impacted. In order to mitigate for the changed north-south access along US 50 for Camino area drivers, the intersection at Pondorado Road will be improved on the south side of US 50 to allow vehicles to turn right-in/right-out from US 50. A 1400-ft eastbound auxiliary lane on US 50 will exit at Pondorado Road which connects to Vista Tierra Drive at an all-way stop controlled three-way intersection. Pondorado Road will be extended in a northeasterly direction via an undercrossing at US 50 with connection to Carson Road on the north side of US 50. Carson Road will be realigned and improved to accommodate additional traffic in this area.

Carson Road Before 2010 Rehabilitation

ROAD REHABILITATION

Road rehabilitation is an ongoing effort by both the City and County. The ongoing maintenance of the roadway is performed based upon the Pavement Management Program for each respective municipality. In 2009 EDCTC programmed $4,750,512 in American Recovery and Reinvestment Act (ARRA) RSTP funding to road overlay projects throughout El Dorado County and the City of Placerville. Project selection was based upon the City and County Pavement Management Systems which measure the condition of the pavement on all local roadways.

El Dorado Transit provides people with mobility and access to employment, community resources, medical care, and recreational opportunities throughout the region. It benefits those who choose to ride and those who have no other transportation options available.

CHAPTER 7: TRANSIT

EL DORADO COUNTY TRANSIT AUTHORITY

Transit services in western El Dorado County are provided through a joint powers agreement between the El Dorado County Transit Authority (EDCTA), County of El Dorado, and City of Placerville. The EDCTA is governed by a five-member Board of Directors, with three members appointed by the County Board of Supervisors and two members appointed by the Placerville City Council. Additionally, a Transit Advisory Committee is made up of nine members, representing both private and public interests. The Transit Advisory Committee has the responsibility for reviewing the operation of the transit system, monitoring levels of transit service in relation to funding constraints, and providing advice and recommendations to the Executive Director.

Public Transportation in the El Dorado County portion of the Tahoe Basin is coordinated by BlueGO. BlueGO is a service of the South Tahoe Area Transit Authority with administrative support provided by the Tahoe Regional Planning Agency. BlueGO is a non-profit community based corporation in Nevada charged with operating public transit services in the Tahoe Basin of El Dorado and Douglas Counties, and is not under the jurisdiction of the El Dorado County Transportation Commission or EDCTA.

EDCTA operates a wide range of services including local fixed routes, deviated fixed routes, demand response, intercity commuter service, and contracted social service transportation. The following describes each of the existing services in detail.

TRANSIT EXISTING CONDITIONS

FIXED ROUTE SERVICES

Fixed route service is characterized by transit vehicles, usually larger buses, which travel a specified route and stop at fixed locations (i.e. bus stops) on a fixed schedule. Riders utilize this service by simply traveling to a bus stop at the appointed time. No pre-arrangement or reservation is necessary. EDCTA operates the Placerville Shuttle as a fixed route transit service.

- ◊ **PLACERVILLE SHUTTLE EAST/WEST** provides fixed-route service mainly along the US 50 corridor between Broadway near Point View Drive in Placerville and the Forni Road/Missouri Flat Road Transfer Center in Diamond Springs

In accordance with the American's with Disabilities Act (ADA) guidelines, complimentary paratransit service is provided in the Placerville Shuttle service area within three-quarters of a mile of the route. EDCTA reports that total one-way ridership for the Placerville Shuttle was 65,437 for the 2008/2009 fiscal year.

DEVIATED FIXED ROUTE SERVICES

Deviated fixed route transit service is a hybrid of fixed route and paratransit service. This type of service has a basic underlying route that includes a few specific points with specific arrival times, like a fixed route service. However, between those specific points, the bus can deviate off the route a limited distance (usually up to three-quarters of a mile) to pick up and drop off passengers eligible for services under the ADA at locations they request. People may board the bus at the fixed stops without prior arrangement. If a pick-up is needed off-route, a request must be called in to the dispatcher. Most deviated fixed route services are operated in small communities or rural areas that seek to fulfill the needs of a variety of transit users within a single system. EDCTA reports that total one-way ridership for all deviated fixed routes was 128,819 for the 2008/2009 fiscal year. A summary of deviated fixed route services provided by EDCTA is detailed below.

- **POLLOCK PINES/CAMINO, EAST/WEST** provides deviated fixed route service along the US 50 Corridor between Pony Express Trail and Sly Park Road in Pollock Pines and the Missouri Flat/Forni Road transfer center in Diamond Springs
- **DIAMOND SPRINGS SHUTTLE** provides hourly deviated fixed route service eleven times per day in the community of Diamond Springs from the Missouri Flat/Forni Road transfer center to downtown Diamond Springs, Pleasant Valley Road, El Dorado Road, and Mother Lode Drive
- **CAMERON PARK SHUTTLE** provides deviated fixed route service six times per day between the Missouri Flat/Forni Road transfer center in Diamond Springs and Cameron Park
- **FOLSOM LAKE COLLEGE - EL DORADO CENTER SHUTTLE** provides hourly deviated fixed route service ten times per day from the Missouri Flat/Forni Road transfer center to Folsom Lake College-El Dorado Center
- **SATURDAY EXPRESS, EAST/WEST** provides hourly deviated fixed route service for seven hours on Saturdays and limited service days between the Missouri Flat/Forni Road transfer center and Safeway Plaza in Pollock Pines
- **GRIZZLY FLAT ROUTE** provides round trip deviated fixed route service on Thursdays between the Missouri Flat/Forni Road transfer center and Grizzly Flat Road southeast of Placerville

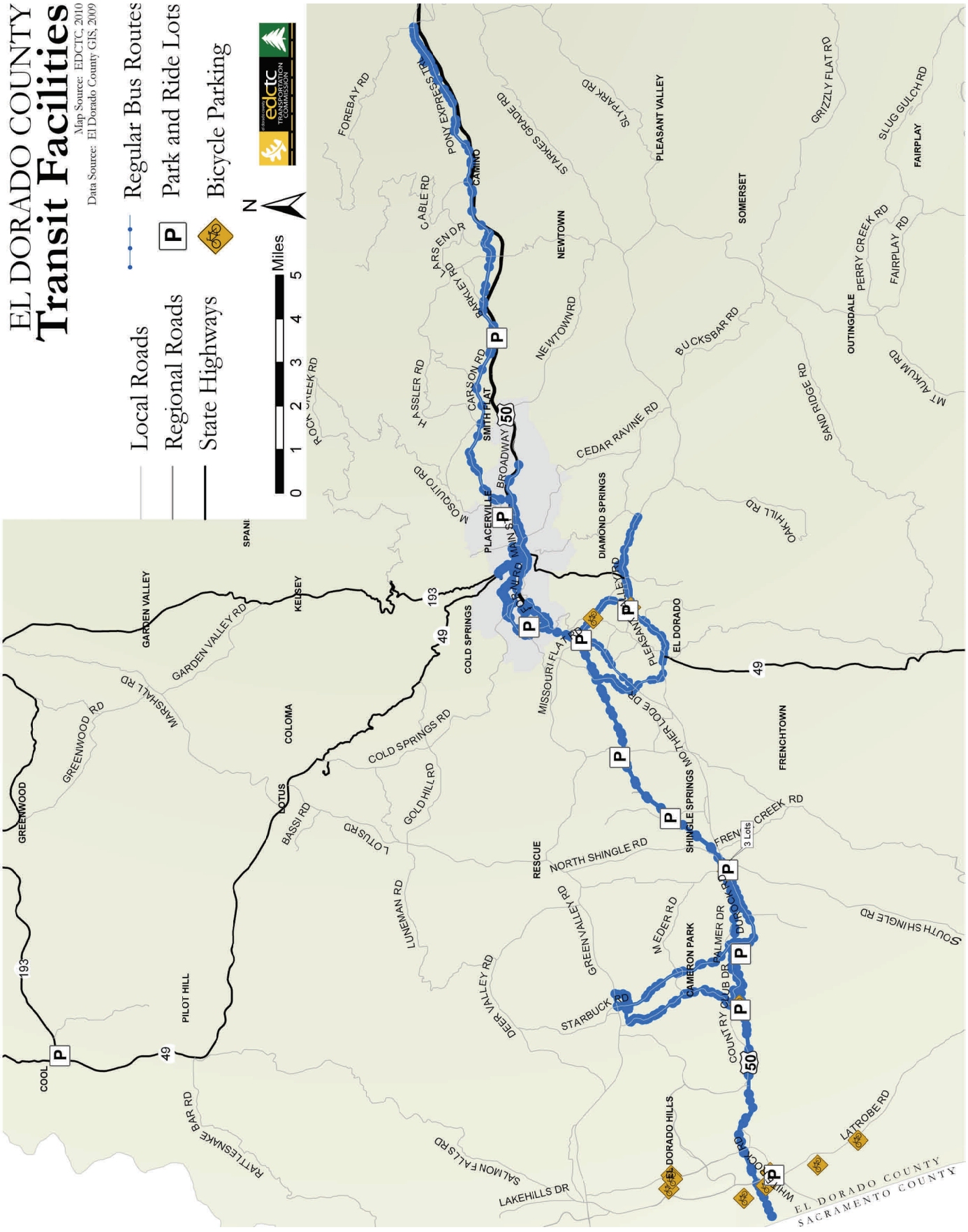
Local fixed and deviated fixed route services are shown in Map 7-1. A summary of fixed and deviated fixed route service and their current fares is provided in Table 7-1.

TABLE 7-1: LOCAL FIXED AND DEVIATED FIXED ROUTE SUMMARY

Route	Fares*	Times
Placerville Shuttle East/West	General $1.50 Senior/Disabled $0.75 Students K-12 $0.75	7:00 AM – 6:00 PM, Mon-Fri
Pollock Pines/Camino East/ West	General $1.50 Senior/Disabled $0.75 Students K-12 $0.75	6:40 AM-5:35 PM, Mon-Fri
Diamond Springs Shuttle	General $1.50 Senior/Disabled $0.75 Students K-12 $0.75	7:00 AM-5:35 PM, Mon-Fri
Cameron Park Shuttle	General $1.50 Senior/Disabled $0.75 Students K-12 $0.75	6:25 AM-6:14 PM, Mon-Fri
Folsom Lake College-El Dorado Center Shuttle	General $1.50 Senior/Disabled $0.75 Students K-12 $0.75	7:35 AM-5:00 PM, Mon-Fri
Saturday Express East/West	General $1.50 Senior/Disabled $0.75 Students K-12 $0.75	9:00 AM-4:37 PM, Mon-Fri
Grizzly Flat Route	General $10.00 Senior/Disabled $5.00 Students K-12 $5.00	Thursdays By Request
Note: There is a $0.50 additional fare charge, per trip, per person for off-route deviations. There is a $0.25 charge for transfers.		

**www.eldoradotransit.com 2010*

MAP 7-1: El Dorado County Transit Facilities



COMMUTER SERVICE

Commuter service operates on a fixed route during peak hour commute periods. Commuter routes often travel a long distance, taking commuters from suburbs to central business districts or to other suburbs with concentrations of employers. Pick-up and drop-off locations are minimized in order to provide direct and timely service. Vehicles are usually large transit coaches, often equipped with more comfortable seating than typical transit coaches, and may provide reading lights and restrooms on board. Fares are usually higher than other types of transit service due to the tailored nature of commuter service.

The EDCTA Sacramento commuter service operates nine buses that provide eleven different routes and time schedules to destinations in downtown Sacramento, as well as two buses providing AM/PM peak service to the Folsom Iron Point area, including a connection to light rail. Reverse commute routes are also provided Monday through Friday for those wishing to travel east to El Dorado County during the AM hours. EDCTA reports that for the 2008/2009 fiscal year, commuter service one-way trips totaled 158,385.

A summary of commuter services and fares is shown in Table 7-2.

TABLE 7-2: COMMUTER SERVICES AND FARES

Route	One-Way Fare*	Times
Sacramento Commuter	$5.00	5:20 AM-9:26 AM and 2:40 PM-6:24 PM, Mon-Fri
Iron Point Connector	$2.50	6:00 AM-9:45 AM and 4:00 PM-7:45 PM, Mon-Fri
Reverse Commute	$5.00	7:00 AM-10:30 AM and 2:00 PM-6:24 PM, Mon-Fri

**www.eldoradotransit.com 2010*

DIAL-A-RIDE SERVICE

Paratransit, or Dial-a-Ride service, is a curb-to-curb or door-to-door service comparable to taxi service, but often with a shared ride component. Smaller vehicles, such as sedans or vans, are used to pick up and drop off people at the locations they request within the operating range of the system. Like taxis, rides must be pre-arranged and scheduled up to three weekdays in advance. Like buses, rides may be shared by many different people.

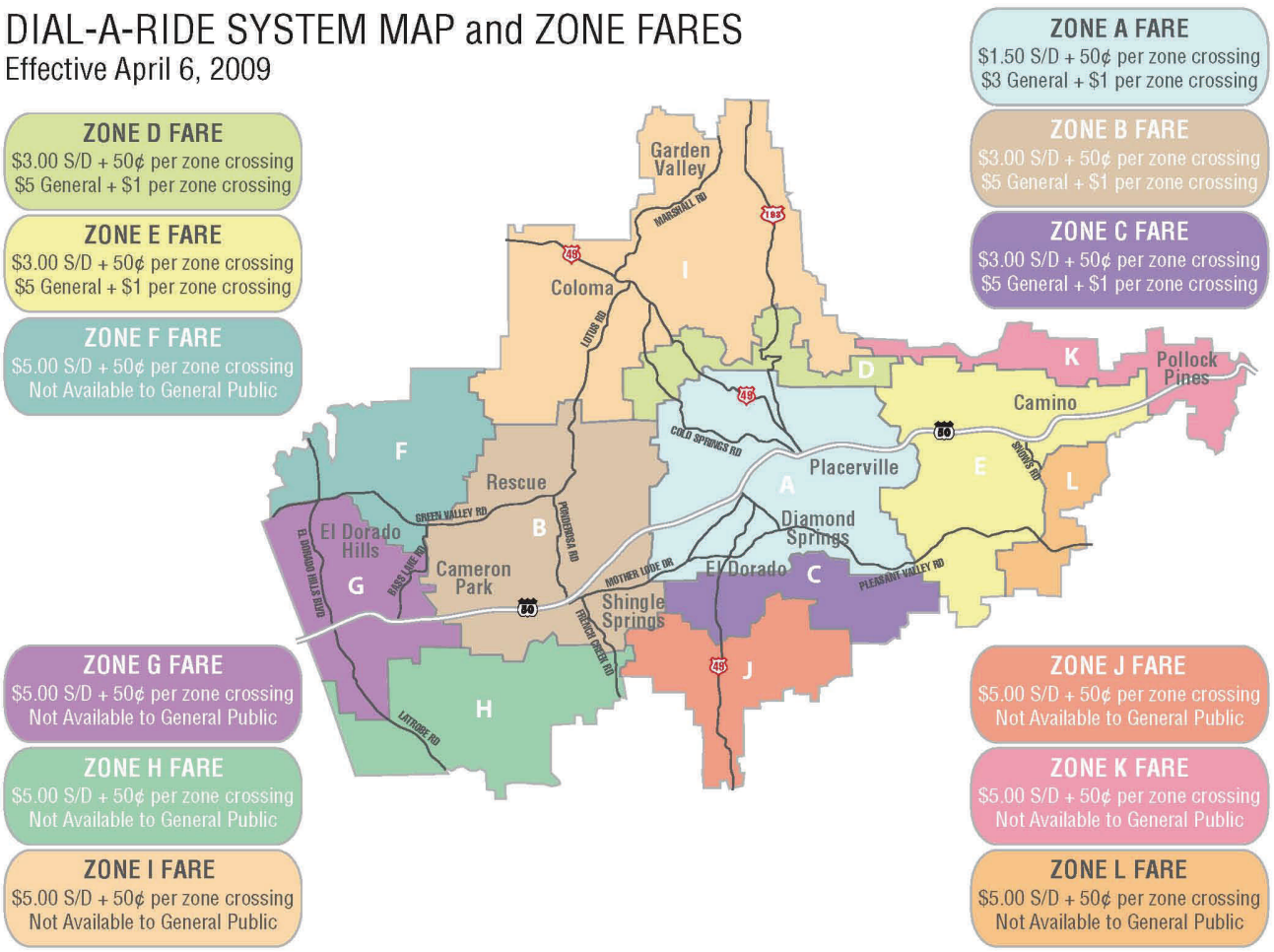
EDCTA provides on-demand, curb-to-curb transportation primarily for seniors and disabled passengers, with limited access available for the general public. The Dial-a-Ride service is in addition to the approximate three-quarter mile route deviations that can be requested on the local fixed route system. Fares are calculated on a zone system that is based on the length of the trip. Additional charges are applicable dependent on base fare and zone boundary crossings. (Refer to Map 7-2, Dial-A-Ride System Map and Zone Fares, and Table 7-3 for Dial-A-Ride base fares). Ridership on Dial-A-Ride has increased substantially in recent years to more than 31,068 passenger trips, and nearly 310,619 vehicle miles of travel during the 2008/2009 fiscal year.

TABLE 7-3: DIAL-A-RIDE FARES AND HOURS OF OPERATION

General Public	Senior/Disabled	Hours of Operation
One-Way Base Fare $3.00-$5.00	One-Way Base Fare $2.00-$5.00	Monday – Friday 7:30 AM-5:00 PM Saturday and Sunday 8:00 AM-5:00 PM

Source: Dial-a-Ride System Map and Zone Fares; April 6, 2009

MAP 7-2: DIAL-A-RIDE SYSTEM MAP AND ZONE FARES



Map Source: EDCTA

SAC-MED NON-EMERGENCY MEDICAL APPOINTMENT TRANSPORTATION

SAC-MED is a public, shared-ride, non-emergency medical appointment transportation service for seniors, disabled, and general public passengers, with rides scheduled on a first-come, first-served basis. This program was implemented in October 2001 and, due to its success in meeting stated goals and objectives, was formally adopted into the on-going EDCTA program in October 2002. SAC-MED operates two days a week on Tuesday and Thursday. Arrival times for Sacramento County destinations are dependent upon the number of appointments scheduled for that day. EDCTA reports for the 2008/2009 fiscal year, the SAC-MED service provided 659 passenger trips.

CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA)

As the designated CTSA for the Western Slope of El Dorado County, EDCTA is responsible for the coordination and/or consolidation of social service agency transportation. EDCTA public transportation programs serve the elderly and developmentally disabled persons, ADA eligible individuals, re-emerging employees, students, transit-dependent persons, and commute passengers.

EDCTA has held the CTSA designation since 1993 and has taken steps to improve and coordinate social service transportation in El Dorado County. Among the actions that El Dorado Transit has taken consistent with the CTSA designation is its role as transportation provider for the following human service agencies.

El Dorado County Senior Day Care Center

- EDCTA provides subscription Dial-a-Ride service to the clients of the Senior Day Care Center. The program, operated by the El Dorado County Department of Human Services, serves homebound seniors with mental and physical disabilities.

Alta California Regional Center

- Alta contracts with EDCTA to offer transportation for clients in the Placerville area. Alta California Regional Center provides assistance to individuals with developmental disabilities, including at-risk infants and their families.
- Mother Lode Rehabilitation Enterprises Inc. (M.O.R.E), a nonprofit agency located in Placerville, provides services to disabled individuals, including vocational and life skills training, job placement, and a creative arts program. EDCTA transports M.O.R.E clients to the program site through a contract with the Alta California Regional Center.

OTHER SOCIAL SERVICE TRANSPORTATION SERVICE PROVIDERS

The social service transportation providers listed below were compiled in conjunction with the development of the existing transportation services inventory conducted during the development of the 2008 Western El Dorado County Coordinated Human Services Transportation Plan.

SNOWLINE HOSPICE

Snowline Hospice is a nonprofit, community-based organization dedicated to meeting the unique physical, emotional, and spiritual needs of those who are nearing the end of life's journey. Volunteers, at their discretion and using personal vehicles, may provide transportation on a client-by-client basis.

CHOICES TRANSITIONAL SERVICES

Choices Transitional Services operates four programs, offering training in areas of self-help, advocacy, pre-employment, and community integration for adults with developmental disabilities. Transportation for shopping, employment, medical appointments and community activities is provided by staff members using personal vehicles. Reimbursement for mileage is provided through funding from the Alta California Regional Center.

MOTHER LODE REHABILITATION ENTERPRISES, INC. (M.O.R.E.)

In addition to the services described above, M.O.R.E. operates a 15-passenger van that is used to transport clients who reside at Pathways, a group home in Placerville. The agency also utilizes a seven passenger minivan and a Ford Escort to provide transportation on community outings. Two Ford extended cab pickup trucks take program participants to job sites. All vehicles are driven by staff members.

GOLD COUNTRY RETIREMENT CENTER

Utilizing one 20-passenger bus equipped with a wheelchair lift, Gold Country Retirement Center provides transportation to its senior and disabled residents. Trips are provided for non-emergency medical appointments, shopping, and social activities.

ESKATON VILLAGE

Eskaton Village has two vehicles used to provide transportation for its senior and disabled residents. On Tuesdays and Thursdays, a 20-passenger bus with a wheelchair lift takes individuals shopping and to medical appointments. This vehicle, along with the agency's seven passenger minivan, is also utilized for transportation to social events and activities.

AREA 29 AGENCY ON AGING (AAA)

Area 29 Agency on Aging is responsible for the administration of senior programs in El Dorado County for residents 60 years and older. The AAA develops and implements the Area Plan for Senior Services. Funding for transportation is limited to the Senior Shuttle program, which provides service in Placerville and El Dorado Hills for weekly shopping.

COMMERCIAL SERVICE

PRIVATE TAXI SERVICE

Western El Dorado County is served by two privately owned taxi companies. Both Lightning Taxi and Extreme Taxicab provide 24 hour service and will take passengers as far as South Lake Tahoe and the Sacramento Airport. El Dorado County is also served by the Folsom Airporter and Foothill Flyer which provide airport shuttle service.

AMTRAK

Daily bus service is available in El Dorado County from Placerville to the Amtrak Station in Sacramento. This service is only available to ticketed Amtrak passengers.

El Dorado Transit Park-and-Ride Lot near El Dorado Hills

PARK-AND-RIDE LOTS

Park-and-Ride lots provide a place for commuters in single-occupant vehicles to transfer to public transit or carpools. El Dorado County has 14 Park-and-Ride facilities with most facilities concentrated along US 50. Six of these lots are served by EDCTA (see Map 7-1 for EDCTA lot locations). These parking sites encourage ridesharing by providing a safe, attractive, and convenient place to leave a personal vehicle in order to use public transportation or another form of ridesharing. Expansion of the existing parking lots or construction of new lots is planned as a result of population growth in El Dorado County, as well as to support the High Occupancy Vehicle lanes on US 50 and continued expansion of the commuter bus service. See Appendix L for Park-and-Ride lot summary table.

OTHER TRANSPORTATION SERVICES

The American Cancer Society and Veteran Services utilize volunteer transportation to provide free service outside of El Dorado County. Sierra Pulmonary offers door-to-door service within El Dorado County and will help riders transfer in and out of the vehicle and buildings. EDCTA also operates an annual Fair Shuttle during the El Dorado County Fair and a seasonal Apple Hill Shuttle Service, primarily during the month of October.

TRANSIT NEEDS ASSESSMENT

This process includes consultation with the SSTAC, identification of local transit needs that may be reasonably met, adoption of a resolution of finding, and funding of those unmet needs which can be reasonably met. Currently, the EDCTA utilizes all existing Transportation Development Act funds for transit purposes. EDCTC is responsible for conducting an Unmet Transit Needs Assessment prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrian and bicycles. Forecasted operational expenditures for projects in the short-term and long-term horizons are included in Tables 7-4 and 7-5.

EDCTA's annual operating cost for the 2008/2009 fiscal year was $5,225,351. With implementation of additional services, that number could increase to $5,991,200. With gradual implementation of all the services proposed in the short-range action plan (Tables 7-4 and 7-5), the annual operating cost is projected to rise to $6,546,800 (which assumes an annual inflation rate of 3%).

2008 SHORT-RANGE TRANSIT PLAN

EDCTC worked with a consultant to develop a five-year, Short-Range Transit Plan to improve and enhance transit services for Fiscal Years 2008/09 to 2012/13. This planning document presents and reviews the characteristics of the study area, including demographic factors. A thorough review of existing land use and transportation plans is then presented. The operating history of transit services is reviewed and demand for transit services in the study area are evaluated. Finally, a detailed, financially constrained Short-Range Transit Plan is presented for the future improvement of EDCTA services.

Forecasted capital expenditures to support these operations come primarily from Federal and State grant programs. The 2008 Short-Range Transit Plan estimates EDCTA's capital expenditures at $9,147,100 for the five year period between fiscal years 2008 and 2012. Forecasted transit revenues, summarized in Financial Element, Chapter 13, reinforce the trend that future capital and operational expenditures will be equal to or greater than planned revenue sources. Consequently, no funds are available to increase transit service beyond existing levels, or to add to projects already identified in the short- and long-range transit plans.

THE SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

The SSTAC maintains the responsibility for reviewing potential transit needs and productivity recommendations in the region through EDCTC's public involvement process. The SSTAC membership includes a diverse group of persons representing senior, disabled, and limited means populations. In accordance with TDA Section 99238.5, the SSTAC will hold at least one public hearing a year to solicit comments on public transportation. Opportunity for public comment is also provided, in collaboration with EDCTA, during project-specific timeframes, such as the Short-Range Transit Plan and the Coordinated Public Transit – Human Services Transportation Plan. In addition, the public is invited to attend and provide comments regarding transit needs at any of the EDCTC or EDCTA monthly Commission/Board of Directors meetings.

TRANSIT ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identifies the short-term horizon as a period up to ten years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element and must conform with the air quality State Implementation Plan.

The Transit Action Plan implements Goal 2 of the Policy Element of this RTP, which pertains to public transit:

- ***Promote effective, convenient, and desirable public transit for residents of and visitors to El Dorado County***

TABLE 7-4: TRANSIT SHORT-TERM ACTION PLAN (2010-2020) 2010 DOLLARS		
Goal	**Description**	**Annual Cost**
El Dorado Hills Fixed Route Circulator	Activity Centers in El Dorado Hills will be served by a single bus circulating through north and south routes that include regular stops and designated on-demand stops. The route will also provide direct transfers to the Iron Point Connector.	$316,800
Extend Local Route Service One Hour in Evening	Add one additional evening run on Placerville Routes, the Diamond Springs Route, the Pollock Pines Route, and the Cameron Park Route. One additional hour of Dial-a-Ride service would be added for complementary paratransit service in the Placerville area.	$121,400
Sunday Service on Local Routes	Four buses would provide service on the Placerville Local, Diamond Springs, Pollock Pines, and Cameron Park Routes from roughly 9:00 am to 5:00 pm. In addition, a Dial-a-Ride van would provide complementary paratransit service in the Placerville area.	$82,500
Sunday Taxi Voucher Program	Eliminate existing Sunday Dial-a-Ride service and implement a Sunday Taxi service program. Dial-a-ride passengers would be served by a local taxi company, charged the existing Dial-a-Ride fare and be required to sign a voucher documenting their trip. The taxi company then submits the voucher to EDCTA for a full refund.	$46,800
Modify Placerville Route to Serve Eskaton	Once the Eskaton development is nearly built out, modifying the Placerville Route to serve the development is expected to increase fare revenue without requiring additional subsidy.	$2,000
Modify Placerville Route to serve Mallard Lane Developments	Once the Mallard Lane development is nearly built out, modifying the Placerville Route to serve the development is expected to increase fare revenue without requiring additional subsidy.	$800
Provide Commuter Service from Folsom to El Dorado Hills	Provide dedicated service from the Iron Point Light Rail Station in Folsom to major employers in El Dorado Hills	$186,000
Reinstate Commuter Service to Rancho Cordova	Provide two scheduled trips to Rancho Cordova employment sites during the AM and PM peak periods using two buses.	$193,100
Georgetown-Cool-Auburn Service	A service would be established to operate one day per week with one morning and one afternoon run.	$14,000
Provide Sac-Med Service One Additional Day per Week	Providing SAC-MED service one additional day per week is estimated to serve 360 passenger trips per year.	$22,800
Expand Dial-A-Ride Service	Currently no additional ridership capacity exists during peak periods for Dial-a-Ride. Adding approximately 12 vehicle service hours per weekday (increasing the peak vehicles in operation by two) would help to meet existing and future demand.	$261,700
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service	$5,991,200
TOTAL (Over 10 Years)		**$72,391,000**

TABLE 7-5: TRANSIT LONG-TERM ACTION PLAN (2020 AND BEYOND) 2010 DOLLARS		
Goal	**Description**	**Annual Cost**
Implementation of the Express/ Community Route Alternative	Increase Iron Point Connector Service to hourly express route runs along the 50 Corridor between Placerville Station and Folsom LRT at Iron Point. Reconfigure the Cameron Park Route to an hourly community shuttle and implement an El Dorado Hills fixed route.	$618,300
Continuation of Dial-A-Ride services	As augmented to address increases in population and changing mobility needs of the region	$203,500
Coordination with schools and transit service	Include design review to provide children with transportation alternatives	NA
Coordination with neighboring transit agencies	Ensure connections to neighboring transit agencies are as efficient and convenient as possible.	NA
Other Potential Future Service Improvements	Skier service to Sierra-At-Tahoe Ski Area or service to South Lake Tahoe. Implementation of these additional improvements will be dependent upon obtaining additional financial resources.	NA
Contract for Provision of Weekly Georgetown / Cool / Pilot Hill Service to Auburn	To serve the public transit needs of the northwestern portion of the county, including the communities of Georgetown, Cool and Pilot Hill, EDCTA will fund services to and from Auburn, so long as financial and institutional issues can be addressed. This service will be operated one day a week initially, with a single morning run and a single afternoon run.	$11,200
Pursue Transit Extension into El Dorado County	Variations include light rail, enhanced bus, or bus-rapid transit	$900,000
County Line Transit Center	Develop a multi-modal transit center and regional fueling station in the vicinity of the Sacramento/El Dorado County line south of US 50 north of White Rock Road.	$5,425,000
County Line Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	$2,031,000
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service	$6,546,800
TOTAL (Over 10 Years)		**$157,358,000**

Local airports play an important role in the safety, efficiency, and sustainability of communities. Airports improve the quality of life and enhance mobility by connecting communities with business services, emergency response, fire suppression, law enforcement, tourism, and travel. Airports are a critical element of the regional transportation network and must be maintained as development pressures grow and communities expand.

CHAPTER 8: AVIATION

Aviation facilities in El Dorado County include both public and private airports and helipads serving commercial, recreational, medical, military, fire, and search and rescue needs. There are three public use airports on the west slope in El Dorado County: the Cameron Park Airpark, Georgetown Airport, and the Placerville Airport. There are also several private use airports and helipads in the County. There are no commercial or military airports on the west slope of El Dorado County. Map 8-1 displays the location of the public use airports in on the west slope of El Dorado County.

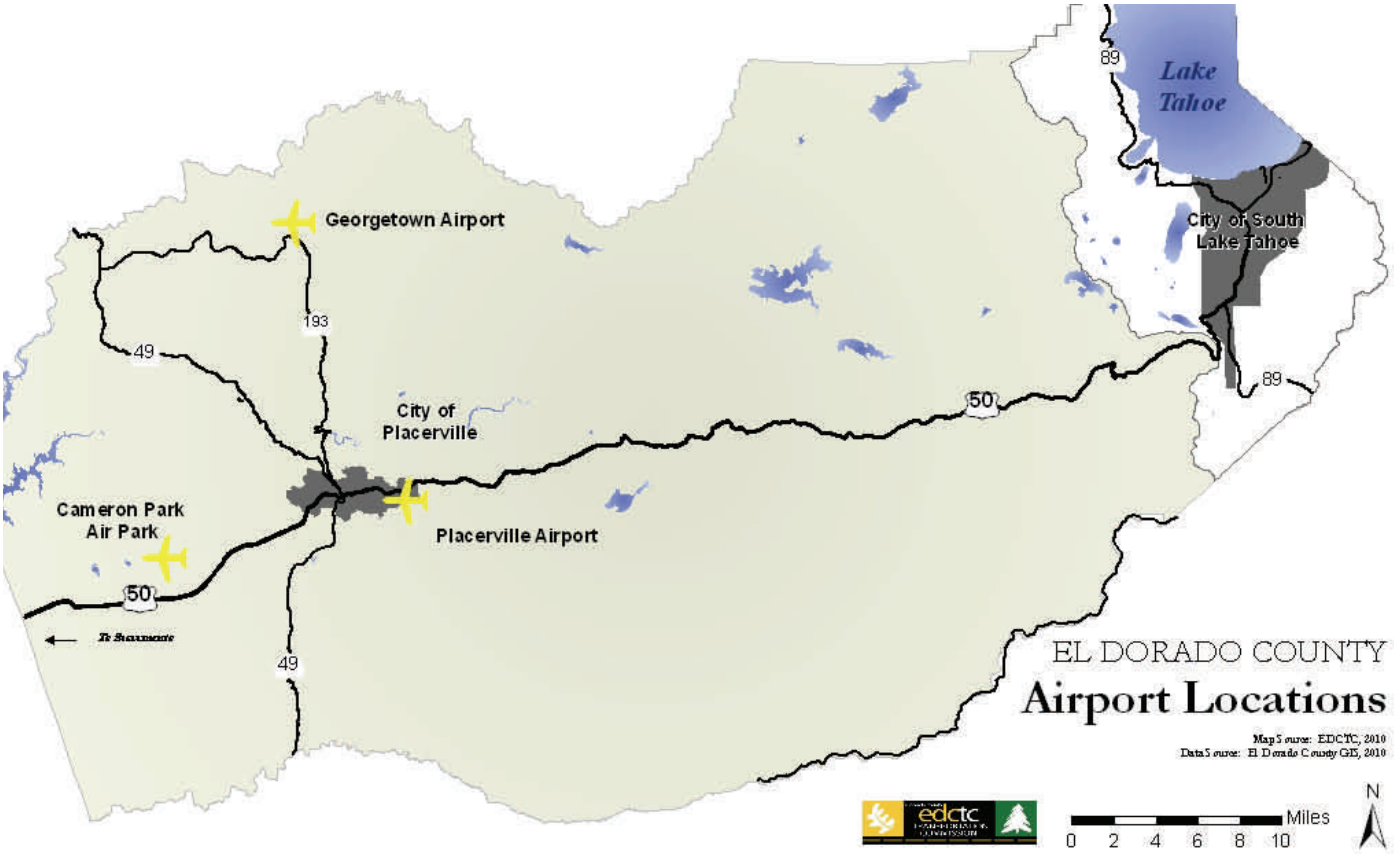
The California Department of Transportation, Division of Aeronautics classifies the Cameron Park and Georgetown airports as Community General Aviation (GA) Airports. Community GA airports provide access to other regions and states and are located near small communities or in remote locations. They serve, but are not limited to, recreational flying, training, and local emergencies. They accommodate predominately single-engine aircraft under 12,500 pounds and provide basic or limited services for pilots or aircraft.

The Placerville Airport is classified as a Regional GA Airport. Regional GA Airports provide the same access as Community GA airports, but may provide international access, and are located in an area with a larger population base than Community GA airports. They have a higher concentration of business and corporate flying, and accommodate most business, multi-engine, and jet aircraft. They also provide services for pilots and aircraft including aviation fuel, have published instrument approach, and may have a control tower.

The South Lake Tahoe Airport is located in El Dorado County in the City of South Lake Tahoe. The airport is within the planning boundaries of the Tahoe Regional Planning Agency, and therefore, is included in the Tahoe Regional Transportation Plan.

El Dorado County Search and Rescue Helicopter

MAP 8-1: LOCATION OF PUBLIC USE AIRPORTS IN EL DORADO COUNTY (Excluding Tahoe Basin)



AVIATION EXISTING CONDITIONS

CAMERON PARK AIRPARK

The Cameron Park Airpark is the smallest of nine unique Airport Districts in California. The District is a special district similar to a Community Services District or Fire District governed by an elected Board of Directors and run by an on-site airport manager. The El Dorado County Board of Supervisors formed the District on December 1, 1987.

Cameron Park Airpark

The Cameron Park Airpark encompasses 50 acres within the County and is responsible for paying the costs of maintenance and operation of the airport and the taxi lane/streets within the adjacent subdivision, Air Park Estates. The District is made up of 136 parcels: 125 residential (plane port lots) and 11 commercial. There are 105 existing plane port lots and 20 undeveloped residential parcels in the District. The plane port lots in the District have their own hangars plus 100-foot wide taxi lanes combined with streets for taxiing between the residences and the runway.

The Cameron Park Airpark is essentially in the center of the Cameron Park community situated between its own residential parcels and some commercial development along Cameron Park Drive. The properties along both sides of Cameron Park Drive near the airport are zoned and developed commercial-industrial. The airport is 1.5 miles north of US 50 and approximately 1 mile south of Green Valley Road at an elevation of 1,284 feet. The Cameron Park Airpark is surrounded primarily by developed land. The airport runway is 4,051 feet long, 50 feet wide, and has a rated capacity of 12,500 pounds for

Single wheel landing gear aircraft. The airport provides facilities for recreational flying, local emergencies including medical evacuation, law enforcement, and training.

Airport facilities include eight transient spaces, fuel availability, and public restrooms. As of 2010, there were 23 District and privately owned (commercial) hangars on the public use/commercial portion of the airpark. The total number of tiedowns on the public use/commercial portion is 71. Each of the 105 existing plane port lots have a hanger and some residences have more than one aircraft. The Cameron Park Airpark officials estimate that 250 aircraft could eventually be based in Air Park Estates.

The airport has an approved airport layout plan and an Airport Master Plan is scheduled for adoption in 2010. Of particular concern in the development process of the Master Plan is whether the plan will be recognized and funded by FAA due to regulations regarding access issues with the private properties surrounding the airport. The Master Plan will include proposals for expansion and maintenance of the airport through acquisition of land within the airpark boundaries that is currently not owned by the airpark. This will be implemented through a process guided by an Airport Capital Improvement Program (ACIP). The projects from the ACIP are included in Table 8-3 in the Action Plan of this Chapter.

GEORGETOWN AIRPORT

The Georgetown Airport is located approximately two miles northwest of the community of Georgetown in the Sierra Nevada foothills of El Dorado County. It is situated on a ridge top above the town at an elevation of 2,623 feet. The airport is a public use Community General Aviation airport owned by El Dorado County and operated by the El Dorado County Department of Transportation.

Georgetown Airport

The airport has a single north-south asphalt runway that is 2,980 feet long and 60 feet wide. The runway has a rated capacity of 23,000 pounds for aircraft with a single wheel landing gear. Airport facilities include fuel availability, 30 open tie-down spaces, 10 transient spaces, 19 hangars, public restrooms, and a telephone. According to the California Aviation System Plan Forecast Element, in 2009 there were 27 based aircraft and 22,000 annual operations.

The airport can be accessed by SR 193 from either the City of Placerville or the community of Cool. The airport is currently operating at maximum capacity and there is a need for an increase in airport land. An Airport Master Plan was developed and adopted in 2007. The Master Plan includes recommendations for expansion and maintenance of the airport in a process guided by an Airport Capital Improvement Program. The projects from the ACIP are included in Table 8-4 in the Action Plan of this Chapter.

PLACERVILLE AIRPORT

The Placerville Airport is located in the foothills of the Sierra Nevada in El Dorado County, three miles east of downtown Placerville. The airport is a public use Regional General Aviation airport owned by El Dorado County and operated by the Department of Transportation. The airport serves the Placerville community as well as a number of surrounding communities. It is also used by the military and other governmental agencies for training, search and rescue missions, medical evacuation, and fire support. According to the California Aviation System Plan, the Placerville Airport is considered one of the Sierra Region's highest priority facilities in terms of capacity and safety enhancement.

Enhancements to the airport could improve the California state system capacity and safety, and perhaps make it worthy of reclassification.

Placerville Airport

The airport property is 215.5 acres at an elevation of 2,585 feet above sea level. The airport terminal area consists of the airport administration building, aircraft parking aprons, aircraft storage hangars, a fuel island, and facilities for aviation related service businesses. The airport also has 113 open tie-down spaces, 22 transient spaces, 101 hangars, and public restrooms. According to the CASP Forecast Element, in 2009 there were 208 based aircraft and 72,348 annual operations. The existing airfield includes a northeast-southwest runway that is 4,200 feet long and 75 feet wide. The gross weight strength is rated at 32,000 pounds for single-wheel landing aircraft.

The Placerville Airport is considered to be strategically important to emergency air operations in support of wildland fires. The airport's location is ideal due to its access to US 50 and proximity to Sacramento. Placerville's central location allows access to a broad area within the foothill region of California. Ground access is crucial to emergency air operations. In some cases, the vehicles required to support emergency air operations are double-trailer tank trucks delivering fuel for helicopter operations.

The airport is located on Airport Road, which can be accessed from either upper Broadway Road on the east end of Placerville or via Cedar Ravine Road from central Placerville. The access from upper Broadway is limited due to one hairpin turn and, to a lesser extent, overhead clearance problems presented by trees and brush. The alternate access route from the Bedford Road exit off US 50 to Main Street and then to Cedar Ravine Road is more direct, with less drastic turns, but less desirable due to the required travel on Main Street.

The Placerville Airport Master Plan was last updated and adopted in 2007. The aviation activity forecasts are complete and it has been determined that the airport is currently operating at maximum capacity. The Airport Master Plan includes proposals for a significant increase in airport land. The Master Plan also includes detailed proposals for expansion and maintenance of the airport in a process guided by an Airport Capital Improvement Program. The projects from the ACIP are included in Table 8-5 in the Action Plan of this Chapter.

AIRPORT LAND USE COMMISSION

On July 3, 2008 the El Dorado County Transportation Commission (EDCTC) was designated as the Airport Land Use Commission (ALUC) for El Dorado County. As the designated ALUC, EDCTC provides technical and advisory support to the Georgetown and Placerville Airports, and the Cameron Park Airpark.

The Comprehensive Land Use Plans (CLUP) for each of the three airports under EDCTC jurisdiction, Georgetown, Placerville, and Cameron Park Airpark Airports, were developed in 1987. Therefore it is imperative that they be updated to reflect the changes in land use patterns that have occurred since their adoption. Based on new guidelines these land use plans are now referred to as Airport Land Use Compatibility Plans (ALUCPs). The ALUCPs may be updated during FY 2010/2011 dependent upon grant funding. These plans will define and assess compatible land uses for safety, height, and noise on and near airports.

The California Department of Transportation, Division of Aeronautics, updated the California Airport Land Use Planning Handbook in 2002. The updated Handbook is to be used by Airport Land Use Commissions to address airport/land use safety issues and determine compatible land uses surrounding airports in California.

The EDCTC/ALUC serves four primary functions under the State Aeronautics Act of the California Public Utilities Code Section 21670 (Division 9, part 1, Chapter 4, Article 3.5).

- Develop and adopt land use standards to minimize public exposure to safety hazards and excessive levels of noise
- Prevent encroachment of incompatible land uses around public-use airports
- Prepare an Airport Land Use Compatibility Plan (ALUCP) for the area around each public use airport defining compatible land uses for safety, density, height, and noise
- Perform land use consistency determinations for proposed projects within each ALUCP

AIRPORT FORECASTS

The most current forecasts for the aviation facilities in El Dorado County are available in the Caltrans California Aviation System Plan (CASP) which examines the state's overall aviation systems. Based on that assessment, a forecast of aviation system conditions for a period of twenty years is developed. The CASP uses three indicators to forecast aviation trends: population, number of households, and personal income. These factors, in conjunction with historical trends of aircraft mix, aircraft operations, and airport funding, are utilized to forecast demand.

The CASP Forecast Element is currently being updated. The data listed in Table 8-1 is from the 1999 CASP Forecast Element.

TABLE 8-1: ANNUAL AIRCRAFT OPERATION FORECASTS PUBLIC USE AIRPORTS IN EL DORADO COUNTY

Departures and Landings				
Airport	**2010**	**2015**	**2020**	**Forecast Growth**
Cameron Park	52,612	57,736	62,662	19%
Georgetown Airport	33,000	35,750	39,417	20%
Placerville Airport	95,652	104,696	113,739	19%
Number of Aircraft Based at Airport				
Cameron Park	267	293	318	19%
Georgetown Airport	36	39	43	19%
Placerville Airport	275	301	327	19%

Source: CASP 2003

AVIATION ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identifies the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element and must be consistent with the financial constraints identified in the Financial Element and must conform to the air quality State Implementation Plan (SIP). Tables 8-2, 8-3, and 8-4 list the projects contained within the short-term action plans for each airport.

The Aviation Action Plan implements Goal 3 of the Policy Element of this RTP, which pertains to aviation:

◊ ***Promote and preserve aviation facilities and services that compliment the regional transportation system***

TABLE 8-2: CAMERON PARK AIRPARK SHORT-TERM ACTION PLAN (2010-2020)

Project Description	Total Cost Year of Expenditure Dollar	Responsible Agency	Support Agencies	Construction Year
Extend Culvert	$360,000	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2010
Construct North Parallel Taxiway	$340,000	Cameron Park Airport District	FAA, Caltrans, El Dorado County DOT	2010
Cameron Park Airpark Master Plan	$75,000	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2010
Airport Land Use Compatibility Plan Development	$83,000	EDCTC ALUC	FAA, Cameron Park Air Park Caltrans, El Dorado County DOT	2012
Acquire Parcels A and B and Construct Apron	$592,800	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2012
Construct South Parallel TW	$313,200	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2014
Drainage Improvements, East, North, and South	$426,600	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2014
Widen RW to 60’	$288,600	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2015
Construct Stopway (60’ x 500’)	$166,500	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2015
Acquire Parcels C and D	$400,000	Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT	2020
TOTAL	$3,045,700			

Detailed project descriptions are not available for the Cameron Park Airpark.

TABLE 8-3: GEORGETOWN AIRPORT SHORT-TERM ACTION PLAN (2010-2020)				
Project Description	**Total Cost Year of Expenditure**	**Responsible Agency**	**Support Agencies**	**Construction Year**
Airport Land Use Compatibility Plan Development	$83,000	ALUC	FAA, Caltrans, El Dorado County DOT	2011
West Access Road	$1,443,000	El Dorado County	FAA, Caltrans, El Dorado County DOT	2015
Airport Layout Plan Update	$39,550	El Dorado County	FAA, Caltrans, El Dorado County DOT, ALUC	2016
Ramp Security Lighting	$253,000	El Dorado County	FAA, Caltrans, El Dorado County DOT	2017
Nested Hangars – Ten Units	$336,000	El Dorado County	FAA, Caltrans, El Dorado County DOT	2019
TOTAL	$2,154,550			

DETAILED PROJECT DESCRIPTIONS GEORGETOWN AIRPORT

WEST ACCESS ROAD

Currently, there is a gravel roadway leading into the west side of the airport that will be utilized for construction access during phases 1 and 2 of the West Side Development project. Once phase 2 is complete, the roadway will be paved to create a service access road to the new development.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) DEVELOPMENT

ALUCPs are planning documents that establish planning boundaries and land use compatibility standards for the areas in and surrounding the airport. The existing Georgetown Airport land use plan was adopted in 1987 and is in need of updating to reflect changes in land use patterns and development pressure. The EDCTC ALUC utilizes each airport's ALUCP when reviewing proposed developments in or near the airports. To effectively perform this review, the ALUCP must reflect current conditions and development patterns surrounding the airport.

AIRPORT LAYOUT PLAN UPDATE

The last Airport Layout Plan for the Georgetown Airport was prepared in 2007. There is a significant waiting list for hangars at the airport. The planned expansion of the airport to provide facilities for additional aircraft tie downs and hangars will fulfill this demand. The updated Airport Layout Plan will detail plans to expand the airport capacity.

RAMP SECURITY LIGHTING

Lighting will be installed along the existing lamps to enhance visibility and security. The lighting will consist of 60-foot poles affixed with high-pressure sodium floodlights. They will be located along the easterly edge of the existing apron.

NESTED HANGARS – TEN UNITS

After all of the above projects have been completed, all required aviation facilities at Georgetown Airport will be complete. It is then proposed to construct a ten-unit nested hangar. The income from rental of these hangars will assist in making the airport self-sufficient.

TABLE 8-4: PLACERVILLE AIRPORT SHORT-TERM ACTION PLAN (2010-2020)				
Project Description	**Total Cost - Year of Expenditure**	**Responsible Agency**	**Support Agencies**	**Construction Year**
West Hangar Area Crack Repair and Slurry Seal	$337,680	El Dorado County	FAA, Caltrans, El Dorado County	2010
Water Line and Fire Hydrant to New Apron Area	$165,000	El Dorado County	FAA, Caltrans, El Dorado County	2011
Perimeter Fence and Gate	$616,000	El Dorado County	FAA, Caltrans, El Dorado County	2011
Airport Land Use Compatibility Plan Development	$83,000	ALUC	FAA, Caltrans, El Dorado County	2011
Airport Layout Plan Update	$38,850	El Dorado County	FAA, Caltrans, El Dorado County ALUC	2015
Taxiway Edge Lights	$510,600	El Dorado County	FAA, Caltrans, El Dorado County	2015
Runway Exit Taxiway East End	$261,960	El Dorado County	FAA, Caltrans, El Dorado County	2015
16 Nested Tee Hangar Unit	$1,130,000	El Dorado County	FAA, Caltrans, El Dorado County	2016
TOTAL	$3,143,090			

DETAILED PROJECT DESCRIPTIONS PLACERVILLE AIRPORT

WEST HANGAR AREA CRACK REPAIR AND SLURRY SEAL

Several cracks have developed in the western paved areas of the airport. This is the only remaining section of the airport that has not received application of crack repair and slurry seal. Therefore, all paved areas in this west hangar area will be repaired, sealed, and remarked.

Placerville Airport Main Office

WATER LINE AND FIRE HYDRANT TO NEW APRON AREA

With the development of the new tee hangar area in the northeast segment of the airport in 2008, it is now necessary to provide fire protection services before any building is constructed. Included in this development will be the construction of a new water line extending from existing facilities and three new fire hydrants. The hydrants will be located along the south end of the tee hangar development area. Additional provisions will be made to add hydrants as future aircraft parking is developed.

PERIMETER FENCE AND GATES

It is important that a perimeter fence be constructed around the Placerville Airport to protect it from human or animal incursion from off-site. Housing developments are approaching the airport and there is significant human activity in the area. The proposal is to construct an eight-foot chain link fence with three barbwires on top around the property line. Electrically operated automatic gates will be installed into the main operational areas and additional sliding gates, swing gates, and pedestrian gates will be installed as necessary.

AIRPORT LAND USE COMPATIBILITY PLAN (ALUCP) DEVELOPMENT

ALUCPs are planning documents that establish planning boundaries and land use compatibility standards for the areas in and surrounding the airport. The existing plan for the Placerville Airport was adopted in 1987 and is in need of updating to reflect changes in land use patterns and development pressure. The EDCTC ALUC utilizes each airport's ALUCP when reviewing proposed developments in or near the airports. To effectively perform this review, the ALUCP must reflect current conditions and development patterns surrounding the airport.

AIRPORT LAYOUT PLAN UPDATE

The last Airport Layout Plan for the Placerville Airport was prepared in 2007. There is a significant waiting list for hangars at the airport. The planned expansion of the airport to provide facilities for additional aircraft tie downs and hangars will fulfill this demand. The updated Airport Layout Plan will detail these plans to expand the airport capacity.

TAXIWAY EDGE LIGHTS

The existing taxiway edge lights at the Placerville Airport are old and require considerable maintenance. Therefore, new lower maintenance lighting will be installed along the taxiways of the airport and will include lighted signs, new ductwork, and new cable.

Local pilots flying over the Sacramento Valley

RUNWAY EXIT TAXIWAY EAST END

Runway 23 is the most commonly used runway at the Placerville Airport. However, access to and from the runway is limited. To overcome this limitation the proposed project will construct a new cross taxiway halfway between the runway 23 threshold and the first high-speed bleed-off taxiway. Standard airfield marking, lighting, and signage will be applied to this new section of taxiway.

16 NESTED TEE HANGAR UNITS

After all of the above projects have been completed, all required aviation facilities at the Placerville Airport will be complete. It is then proposed to construct a 16-unit Nested Tee Hangar in the East Development area. The income from the rental of these hangars will assist in making the airport self-sufficient.

TABLE 8-5: AVIATION LONG-TERM ACTION PLAN (2020 and Beyond)	
Project Description	**Responsible/Supporting Agencies**
Continue efforts to avoid conflicts over noise issues at each airport	El Dorado County, Airport Managers, EDC ALUC
Continue to protect airspace and runway approaches at each airport	El Dorado County, Airport Managers, EDC ALUC
Continue to maintain and improve existing airport facilities in accordance with the Airport Master Plans and Airport Layout Plans at each airport	El Dorado County, Airport Managers, EDC ALUC
West Taxiway Phase 1 and West Side Development Phase 1 at the Placerville Airport	El Dorado County, Airport Managers, EDC ALUC
West Taxiway Phase 2 and West Side Development Phase 2 at the Placerville Airport	El Dorado County, Airport Managers, EDC ALUC
Construct New Automated Weather Observing System (AWOS) at the Georgetown Airport	El Dorado County, Airport Managers, EDC ALUC
Assist operators of public use airports in pursuing funding sources for all airports	El Dorado County, Airport Managers, EDC ALUC
West Side Development Construction at the Georgetown Airport	El Dorado County, Airport Managers, EDC ALUC
East Side Development at the Placerville Airport	El Dorado County, Airport Managers, EDC ALUC
Nested Hangars – Ten Units at the Georgetown Airport	El Dorado County, Airport Managers, EDC ALUC
Develop a jet fuel storage facility at each airport	El Dorado County, Airport Managers, EDC ALUC
Tee Hangars – Ten Units at the Georgetown Airport	El Dorado County, Airport Managers, EDC ALUC
Maintain compact land uses surrounding each airport	El Dorado County, Airport Managers, EDC ALUC
Provide opportunities for commercial aviation related tourism activities such as tours at each airport	El Dorado County, Airport Managers, EDC ALUC
Airport tourism marketing plan for each airport	El Dorado County, Airport Managers, Tourism Authority, EDC ALUC
Coordinate with medical service providers at each airport	El Dorado County, Airport Managers, EDC ALUC
Acquire Parcel E at the Cameron Park Airpark	FAA, Caltrans, El Dorado County DOT, EDC ALUC
Tee Hangar Site Development Phase 2 at the Placerville Airport	El Dorado County, Airport Managers, EDC ALUC

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Freight or goods movement is a term used to denote goods or produce transported by ship, plane, train, or truck.

CHAPTER 9: GOODS MOVEMENT

California serves as an important hub in the global goods movement network. The State's large population and market size create huge demands on the goods movement-related infrastructure within its own borders. In addition to serving the domestic needs of Californians, the State's goods movement system must also accommodate the needs of the large agricultural, natural resources, and manufacturing sectors. In 2009, California industries exported more than $120 billion worth of goods and products; 11 percent of all U.S. exports.

Goods movement is critical to the continued economic health of the El Dorado County region by allowing local producers to transport their goods to market, as well as bringing needed raw materials and finished products into the area for use by local businesses and individuals.

Goods movement covers all transportation methods by which freight and commodities are transported into and out of El Dorado County. In general, the most common methods to transport freight and commodities are rail, truck, air, bus, and pipelines.

GOODS MOVEMENT EXISTING CONDITIONS

RAIL TRANSPORT

Currently, El Dorado County has no viable rail transport system. In July 1991, the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) was formed to purchase the Sacramento-Placerville railroad corridor from the Southern Pacific Railway Corporation. The purchase was completed in September 1996 shortly before the merger of Southern Pacific into Union Pacific. The four agencies of the SPTC-JPA are El Dorado County, Sacramento County, Sacramento Regional Transit, and the City of Folsom.

Twenty-eight of the 53 miles of the Sacramento-Placerville Transportation Corridor (SPTC) purchased by the SPTC-JPA are within El Dorado County. In February 2003, a Master Plan was prepared for the corridor which identifies multiple uses, including excursion trains, trails, and utility easements. It also identifies related environmental protection and enhancement strategies such as fencing, landscaping, signage, maintenance, vegetation control, and other fire prevention/control actions.

Rail transportation has played an important historical role in the development of the County, although there are no currently active rail transportation facilities. The former Southern Pacific right-of-way and track within the County, known as the SPTC, was purchased in compliance with the Rails to Trails Act, and has requirements regarding preservation of the corridor for potential future reinstatement of rail transportation. The former Michigan/California Railroad right-of-way between Placerville and Camino was purchased with state funding that precludes its use for rail unless the state funding is returned.

AIR TRANSPORT

Air transportation is more expensive than ground transportation and is thus not feasible for low cost bulk products. Air transportation is the preferred method of transport for high value, light weight goods such as computer components.

Mather Airport is the closest air cargo port to El Dorado County, with a location approximately 15 miles west of El Dorado County along the US 50 Corridor, and comprises 2,875 acres which formerly served as a United States Air Force base. Its available facilities include two parallel runways, one of which is

11,300 feet long and capable of handling the largest fully-loaded aircraft, 40 acres of cargo ramp space, 321,000 square feet of warehouse space, and 198,000 square feet of office space. DHL and the United Parcel Service have their Sacramento operations stationed at Mather Airport.

Airport access is critical to the region's air cargo business, and this is especially evident at Mather Airport. Mather airport serves as a primary cargo hub for the region shipping over 100 thousand tons of freight and mail each year. Many of these shipments are time-sensitive and demand just-in-time delivery. These include high tech goods, perishables, and medical shipments that can be life-saving deliveries. For these reasons, although Mather Airport is located in Sacramento County, El Dorado County has a vested interest in maintaining adequate access to/from the airfield. El Dorado County's financial contribution for the High Occupancy Vehicle lanes from El Dorado Hills to Sunrise Boulevard in Sacramento County supports this interest by maintaining mobility along the US 50 Corridor into El Dorado County.

Air transportation plays a key role in the movement of goods and people not only to locations outside of the County but also between locations within the County. There are three public airports in the county: Placerville, Cameron Park, and Georgetown. The County's role in air transportation is limited to land use regulation of the land surrounding the airports through the Zoning Ordinance and the actual operations of the two airports owned by the County: the Placerville Airport and the Georgetown Airport. State and federal agencies have primary jurisdiction over all airport facilities and operations in the County. For more information on airports within El Dorado County, see Chapter 8, Aviation.

TRUCK TRANSPORT

Truck transport remains the primary method of moving goods in California, and El Dorado County is no exception. Truck transport uses much of the state's 168,000 highway miles; however, trucking is mostly concentrated to a 7,513 mile portion of the National Highway System which includes portions of US 50 and SR 49.

Trucks are defined as heavy freight vehicles which meet the Surface Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code. US 50 is part of the STAA system and is a terminal access route up to the Sly Park Road exit in Pollock Pines. From Sly Park Road to SR 89 near South Lake Tahoe, US 50 is considered part of the California Legal Truck Network. SR 49, along the entire width of El Dorado County, is classified as a California Legal Advisory Route. According to Caltrans' Traffic Data Branch, 2007 Annual Average Daily Truck Traffic (AADT) volumes are approximately 6% of total vehicle traffic on the US 50 Corridor from east of Shingle Springs to Sly Park Road. On State Route 49 within El Dorado County, AADT is approximately 9% of total vehicle traffic between the Amador County line and US 50, and approximately 6.8% between Placerville and Placer County.

GOODS MOVEMENT NEEDS ASSESSMENT

It is anticipated that cargo service into and out of Mather and Sacramento International airports will triple in the next 20 years. Whether products are shipped by rail, ship, air, or truck, regional highways, and local roads are very likely to be used for some part of the trip. Caltrans data indicate that truck movements in the region more than doubled between 1980 and 1995. Freight movement by truck suffers from congestion on the roadway system, which delays deliveries and therefore may cause some economic loss to shippers. Mixing of auto traffic with truck traffic contributes to the congestion, and can pose safety and operational problems on the freeways.

These issues led to the construction of the Bass Lake Grade Truck Climbing Lane project on US 50 in 2002. The project created an additional lane to allow slower moving trucks to climb the steep grade between the Silva Valley Road undercrossing and Bass Lake Road Interchange. Construction of the HOV lane extension between El Dorado Hills Boulevard and Bass Lake Road in 2010 further alleviates congestion and mixing of auto and truck traffic in this area.

Future improvements to interchanges and multimodal enhancements along US 50, as well as efforts to improve parallel capacity adjacent to US 50, will be critical to maintain an adequate level of service to support interregional movement of goods and services into, through, and out of El Dorado County.

GOODS MOVEMENT ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to ten years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element and must conform with the air quality State Implementation Plan. Table 9-1 includes both the short-term and long-term action plans for Goods Movement.

The projects listed in Table 9-1 implement Goal 4 of the Policy Element of this RTP, which pertains to Goods Movement:

◊ ***Provide for the safe and efficient movement of goods through and within El Dorado County***

TABLE 9-1: GOODS MOVEMENT SHORT- AND LONG-TERM ACTION PLAN (2010-2020 and Beyond)

Project Description	Responsible/Supporting Agencies
Support projects that facilitate inter-regional, multi-modal goods transport to commercial and industrial areas	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry
Support projects that facilitate inter-regional goods movement utilizing the regional system of airports	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry
Support projects that address the timely movement of goods and services throughout the region	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry
Improve US 50 in order to facilitate goods movement and access to jobs	Caltrans, SACOG, EDCTC, Local jurisdictions

By leaving your car at home for a few trips you can reap the health rewards of increased physical activity, feel more connected to your community, help protect the environment, and save money normally spent on gasoline and parking costs.

CHAPTER 10:
NON-MOTORIZED TRANSPORTATION

Bicycle and pedestrian travel are the two primary modes of non-motorized travel in El Dorado County. Many of the facilities designed for these two modes are readily usable by other non-motorized transportation forms such as equestrians, wheelchair users, in-line skaters, and skateboarders.

BICYCLING

In El Dorado County, bicyclists enjoy a variety of terrain and climates. Neighborhood suburbs dotted with parks, schools, and shopping centers characterize the less-rural western portion of the County. The City of Placerville provides bicyclists the opportunity to ride short distances to numerous destination points. The rural hills of the South County area are lined with wineries and are a popular destination for recreational road cyclists. The rural areas of Cool, Georgetown, and Coloma are also frequent destinations for recreational road cyclists. Coloma is both a historic park and a recreation center for those seeking to spend time on the South Fork of the American River. The western portion of the County provides cyclists with mild winters and ideal weather conditions during the spring and fall months. Mid-day summer heat in the western portion of the County could discourage even the most avid cyclist. The 2000 Census found that 0.3% of adult workers over age 16 rode a bicycle as a primary means of transportation to work in El Dorado County.

PEDESTRIANS

Virtually all travel trips at one point or another include a pedestrian element. The trip could be as insignificant as the walk from the front door to the car in the driveway or from the parking place to the office. For others, it could be an eight-mile run from home to the office. For most, it is running errands to a nearby business at lunch or after work, or a recreational walk or trip to a shopping center near home. According to the 1990 National Personal Transportation Study, the average walking trip is 0.6 mile. The 2000 Census found that walking was the primary means of transportation to work for 2.2% of workers age 16 and over in El Dorado County.

El Dorado Trail Weber Creek Bridge

In developing plans or programs to meet the needs of pedestrians, EDCTC considers the “typical” or “average” person, as well as the unique needs of the elderly, young, poor, parents pushing strollers, and people with disabilities.

NON-MOTORIZED EXISTING CONDITIONS

One of the El Dorado County Transportation Commission’s goals is to develop programs and projects that encourage the use of alternative transportation modes. This includes the implementation of bikeway and pedestrian projects in concert with transportation improvement projects and development of business and industry. The projected growth for this region necessitates the development of safe and efficient facilities to handle and encourage current and future increases in the use of non-motorized facilities.

PEDESTRIAN FACILITIES EXISTING CONDITIONS

The Design Improvements Standards Manual is the document used by the El Dorado County Planning Department to place conditions on developments related (primarily) to sidewalks.

El Dorado Trail Grand Opening 2009: Missouri Flat Road

A majority of the new commercial developments in the communities within El Dorado County have existing sidewalks on the roads fronting shopping centers. Many of the newer residential developments also have sidewalks throughout. Some adopted specific plans have policies with regard to trails, sidewalks, and equestrian/hiking trails within the developments.

The City of Placerville adopted its Non-Motorized Transportation Plan in October 2010 with an overall goal of providing a safe, efficient, and convenient network of non-motorized facilities that establish alternative transportation as a viable option in the City of Placerville. The Plan includes an inventory of the sidewalk conditions to the extent which they provide a transportation benefit. The Non-Motorized Transportation Plan includes proposals for new bikeway facilities but does not include specific proposals for additional sidewalks. In 2007 the City of Placerville also adopted the Pedestrian Circulation Plan (PCP). The PCP provides prioritized project proposals and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the ultimate construction and maintenance of an extensive sidewalk network throughout the City.

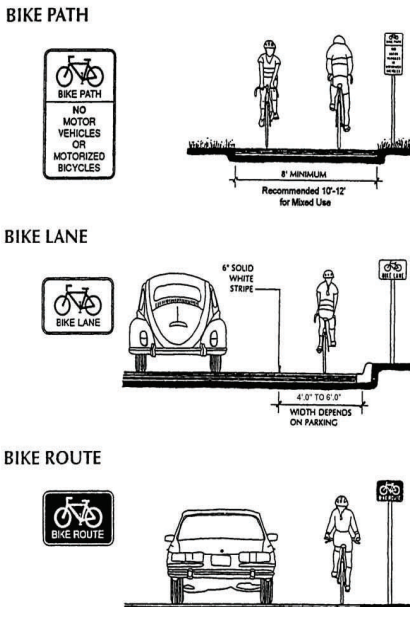
BICYCLE FACILITIES EXISTING CONDITIONS

The most commonly used bikeway design standards are contained in the Caltrans Highway Design Manual, Chapter 1000 – Bikeway Planning and Design, dated September 1, 2006. The Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials. The Manual of Uniform Traffic Control Devices, Federal Highway Administration, 2009, contains standards for bikeway signage. Brief descriptions of the three most common bikeway facilities and their typical cross sections are as follows:

Class I Bikeway (Bike Path) – Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Minimum paved width is eight feet for two-way travel and five feet for one-way travel. Bike paths closer than five feet (1.5 meters) from the edge of the shoulder shall include a physical barrier to prevent bicyclists from encroaching into the roadway.

Class II Bikeway (Bike Lane) – Provides a striped lane for one-way bicycle travel on a street or highway. The minimum width for a bike lane is four feet, but can be wider depending on adjacent parking, curb and gutter configurations.

Class III Bikeway (Bike Route) – Provides for shared use with pedestrian and motor vehicle traffic. Signs or permanent markings designate a bike route, and there is no minimum width since it is a shared use facility.



Source: Caltrans Highway Design Manual

EXISTING BIKEWAYS IN EL DORADO COUNTY

The existing bicycle facilities in El Dorado County are described in Table 10-1.

TABLE 10-1: EXISTING BIKEWAYS IN EL DORADO COUNTY

Location	Type of Bikeway Facility
El Dorado Hills	Class II Bike Lanes on Sophia Parkway
El Dorado Hills	Class II Bike Lanes on White Rock Road – Joerger Cut-Off Road to Latrobe Road
El Dorado Hills	Class II Bike Lanes on White Rock Road – Latrobe Road to Carson Street
El Dorado Hills	Class II Bike Lanes on Latrobe Road – Golden Foothill Parkway to Towne Center Drive
El Dorado Hills	Class II Bike Lanes on Green Valley Road – 400 feet west of El Dorado Hills Boulevard to County Line
El Dorado Hills	Class I Bike Path – Along Bass Lake Road from Bass Lake Fire Station to Serrano Parkway
El Dorado Hills Boulevard	Class I Bike Path- Near Serrano Parkway to Woedee Drive
El Dorado Hills	Three Class III Bike Route Signs; one at Harvard Way, two at Governor's Drive Intersection
El Dorado County near Cameron Park	Class II Bike Lanes on Cameron Park Drive – Winterhaven Drive to Alhambra Drive
El Dorado County near Cameron Park	Class II Bike Lanes on Green Valley Road – Cameron Park Drive to Pleasant Grove Middle School
El Dorado County near Latrobe	Bicycle Warning Sign on Latrobe Road
El Dorado County near Diamond Springs	Class II Bike Lanes on Missouri Flat Road from US 50 to Golden Center Drive
El Dorado County near Diamond Springs	Bicycle Warning Sign near Koki Lane on SR 49
El Dorado County near Coloma	Two Bicycle Warning Signs/Share the road Signs, Bike Lanes in Coloma from the American River Bridge to Marshall Road
El Dorado County near Folsom	Bicycle Warning Sign on Salmon Falls Road
El Dorado Trail near Placerville	Class I Bikeway – Jacquier Road to Los Trampas Drive, includes US 50 overcrossing and Forni Road to Missouri Flat Road and Weber Creek Bridge Bike/Pedestrian facility
El Dorado County near El Dorado Hills	Class I Bikeway-Harvard Way to Clermont Way to the El Dorado Hills Community Services District

EXISTING BIKEWAYS IN THE CITY OF PLACERVILLE

The City of Placerville has developed four bikeway projects, listed in Table 10-2. The City has been actively pursuing the development of the El Dorado Trail bike path on the Michigan-California railroad right-of-way and segments of the abandoned Southern Pacific railroad right-of-way owned by Caltrans within the City of Placerville.

TABLE 10-2: EXISTING BIKEWAYS IN THE CITY OF PLACERVILLE	
Location	**Type of Bikeway Facility**
Main Street	Class II Bike Lanes – Main Street to Canal Street
Ray Lawyer Drive	Class II Bike Lanes – Placerville Drive to Forni Road
Placerville Drive	Class II Bike Lanes – US 50 to Ray Lawyer Drive
El Dorado Trail	Class I Bikeway – Dimity Road to Jacquier Road
El Dorado Trail	Class I Bikeway – Dimity Road to Mosquito Road
El Dorado Trail	Class I Bikeway – Clay Street to Mosquito Road

NON-MOTORIZED TRANSPORTATION NEEDS ASSESSMENT

Bikeway and pedestrian paths are widely used for recreation and leisure, and their construction may contribute to increased commuter use. Many studies document the potential of the bicycle as a transportation mode. A Harris Poll conducted in 1991 found that nearly half (46%) of American adults age 18 or above had bicycled in the past year. Of these:

46% would sometimes commute by bicycle if safe bicycle lanes were available
53% would if they had safe, separate, designated paths on which to ride
45% would if their workplace had showers, lockers, and secure bicycle storage
47% would if their employer offered financial or other incentives

Source: National Bicycling and Walking Study, U.S. Dept. of Transportation

Many factors influence the decision to bicycle, and studies show that the primary factor is lack of safe facilities. In order for non-motorized transportation to be a viable transportation option, it must be safe, attractive, and easy to use. Generally this includes use of pathway design techniques that promote safety and eliminate barriers, and the placement of paths in sufficient location and numbers to connect with important activity centers such as schools, parks, shopping centers, and residential areas.

NON-MOTORIZED TRANSPORTATION ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element and must be consistent with the financial constraints identified in the Financial Element and must conform to the air quality State Implementation Plan.

The Action Plan for non-motorized transportation includes projects derived from the El Dorado County Bicycle Transportation Plan, the City of Placerville Non-Motorized Transportation Plan, and the City of Placerville Pedestrian Circulation Plan. Table 10-3 is the RTP short-term action plan which takes into account the historical and projected funding levels in El Dorado County for non-motorized projects. The long-term action plan in Appendix I includes projects from Tiers 2 and 3 from the El Dorado County Bicycle Transportation Plan. Appendix I also includes long-term projects from the City of Placerville Non-Motorized Transportation Plan. Estimated year of completion dates are not available for non-motorized projects; therefore, the cost estimates are shown in 2010 dollars.

The Non-Motorized Action Plan implements Goal 5 of the Policy Element of this RTP, which pertains to non-motorized transportation:

◊ ***Promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system***

TABLE 10-3: NON-MOTORIZED TRANSPORTATION SHORT-TERM ACTION PLAN (2010-2020) 2010 DOLLARS

PROJECT	SEGMENT/DESCRIPTION	PLANNING LEVEL COST ESTIMATE	RESPONSIBLE/ SUPPORT AGENCY
US 50 Grade Separated Crossing in El Dorado Hills	Overcrossing from Raley's Center to El Dorado Hills Town Center	$4,800,000	El Dorado County DOT, El Dorado Hills CSD
El Dorado Hills SMUD Trail	Class I Bike Path from El Dorado Hills Boulevard to Silva Valley Parkway	$404,000	El Dorado County DOT, El Dorado Hills CSD
SPTC/El Dorado Trail	Class I Bike Path from Missouri Flat Road to Mother Lode Drive in El Dorado	$2,400,000	El Dorado County DOT
Coloma Street Pedestrian Overcrossing	Seismic Retrofit for Coloma Street/US 50 Pedestrian Overcrossing	$754,382	Caltrans
SPTC/El Dorado Trail	Class I Bike Path from Latrobe to County Line	$2,800,000	El Dorado County DOT, El Dorado Hills CSD Potential Developer Funds
El Dorado Trail	Class I Bike Path from Los Trampas Drive to Halcon Road	$500,000	El Dorado County DOT
El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road, use existing roadway as Class I Bike Path between gates from Tong to Old Bass Lake Road	$25,000	El Dorado County DOT, El Dorado Hills CSD
Green Valley Road Bike Lanes	Class II Bike Lanes from El Dorado Hills Boulevard to Pleasant Grove Middle School	$50,000	El Dorado County DOT, El Dorado Hills CSD
Silva Valley Road Bike Lanes	From the new connection with White Rock Road to Green Valley Road	$700,000	El Dorado County DOT, El Dorado Hills CSD
El Dorado Hills Boulevard Bike Path (phase 1)	Sign and stripe existing Class I Paths in two locations: 1) from Harvard Way to St. Andrews 2) from Governors Drive to Brittney Way	$10,000	El Dorado County DOT, El Dorado Hills CSD
Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	$1,500,000	El Dorado County DOT, El Dorado Hills CSD
Northside School Bike Path - SR 49	Class I Bike Path from Northside School in Cool to SR 49/193 intersection.	$1,500,000	El Dorado County DOT, Georgetown Divide Parks and Recreation District
Highway 193 Class I Bike Path	Class I Bike Path adjacent to SR 193 from SR 49 to the Community of Auburn Lake Trails.	$1,500,000	El Dorado County DOT, Georgetown Divide Parks and Recreation District
Cameron Park Drive Bike Lanes	Entire Length	$525,000	El Dorado County DOT
El Dorado Trail in Placerville – Main Street to Ray Lawyer Drive	Main Street/Placerville Drive to Ray Lawyer Drive	$400,000	City of Placerville, Caltrans
Placerville Drive Bike Lanes	Green Valley Road to Forni Road / US 50	$150,000	City of Placerville
Mallard Lane/Green Valley Road Bike Lanes	City Limit to Green Valley Road / Mallard Lane to Placerville Drive	$150,000	City of Placerville

Continued on next page

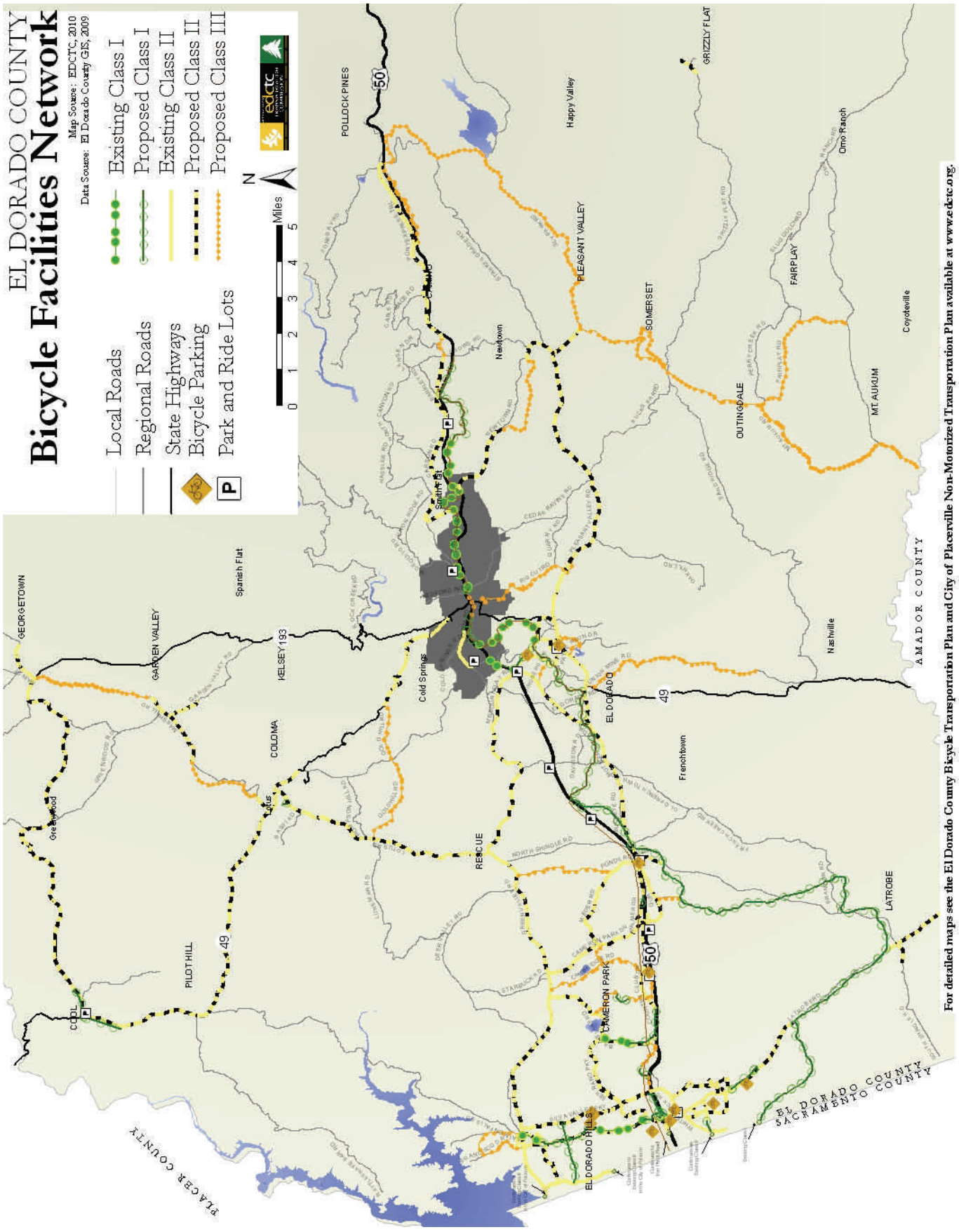
TABLE 10-3: NON-MOTORIZED TRANSPORTATION SHORT-TERM ACTION PLAN (2010-2020) 2010 DOLLARS			
PROJECT	**SEGMENT/DESCRIPTION**	**PLANNING LEVEL COST ESTIMATE**	**RESPONSIBLE/SUPPORT AGENCY**
El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	$297,500	El Dorado County DOT, El Dorado Hills CSD
El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley's Center	$200,000	El Dorado County DOT, El Dorado Hills CSD
Harvard Way Bike Path	From Clermont Road to El Dorado Hills Boulevard	$200,000	El Dorado County DOT, El Dorado Hills CSD
Bike Path Parallel to US 50 on the north side - EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	$300,000	El Dorado County DOT, El Dorado Hills CSD
Country Club Drive Bike Lanes	Phase 1: Bass Lake Road to Cambridge Road	$350,000	El Dorado County DOT
Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	$175,000	El Dorado County DOT
Palmer Drive Bike Lanes	Entire Length	$87,500	El Dorado County DOT
Coach Lane Bike Lanes	Entire Length	$131,250	El Dorado County DOT
Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	$200,000	El Dorado County DOT
Durock Road Bike Lanes	Entire Length	$350,000	El Dorado County DOT
Ponderosa Road Bike Lanes	US 50 to Meder Road	$131,250	El Dorado County DOT
Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	$525,000	El Dorado County DOT
Missouri Flat Road Bike Lanes	Phase 1: Campus Drive to existing Class II on the south side of US 50	$350,000	El Dorado County DOT
Missouri Flat Road Bike Lanes	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	$175,000	El Dorado County DOT
Jacquier Road Bike Lanes	Placerville City limit to Carson Road	$175,000	El Dorado County DOT
Broadway Bike Lanes	Main Street to Schnell School Road	$300,000	City of Placerville
Middletown Road Bike Lanes	Canal Street to Cold Springs Road	$300,000	City of Placerville
Main Street Shared Roadway Marking and Bike Route Signage	Spring Street to Clay Street	$7,500	City of Placerville
Upper Broadway Bike Lanes	Schnell School Road to Point View Drive	$300,000	City of Placerville

Continued on next page

TABLE 10-3: NON-MOTORIZED TRANSPORTATION SHORT-TERM ACTION PLAN (2010-2020) 2010 DOLLARS			
PROJECT	**SEGMENT/DESCRIPTION**	**PLANNING LEVEL COST ESTIMATE**	**RESPONSIBLE/ SUPPORT AGENCY**
Pleasant Valley Road Bike Lanes	Phase 1: Big Cut Road to Missouri Flat Road	$350,000	El Dorado County DOT
Pleasant Valley Road Bike Lanes	Phase 2: Missouri Flat Road to Mother Lode Drive	$525,000	El Dorado County DOT
Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	$175,000	El Dorado County DOT
Enterprise Drive Bike Route	Entire Length	$1,000	El Dorado County DOT
Gold Hill Road Bike Route	State Route 49 to Lotus Road	$4,000	El Dorado County DOT
Commerce Way Bike Route	Entire Length	$1,000	El Dorado County DOT
Pleasant Valley Road Bike Lanes	Big Cut Road to Sly Park Road	$1,575,000	El Dorado County DOT
Carson Road Bike Lanes	Jacquier Road to Larsen Drive (on climbing shoulder)	$787,500	El Dorado County DOT
Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	$525,000	El Dorado County DOT
Gold Hill Road Bike Route	SR 49 to Lotus Road	$4,000	El Dorado County DOT
El Dorado Trail in Placerville	Clay Street to Bedford Avenue	$205,000	City of Placerville, Caltrans
Saratoga Way Extension – Class II Bike Lanes	Class II Bike Lanes included in extension of Saratoga Way from Finders Way to County Line	$75,000	El Dorado County DOT
Tong Road – EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection Entire Length	$2,500	El Dorado County DOT
Old Bass Lake Rd – EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path	$200,000	El Dorado County DOT
Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	$12,500	El Dorado County DOT
Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	$525,000	El Dorado County DOT
Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	$20,000	El Dorado County DOT
TOTAL		**$27,710,882**	

The Long-Term Non-Motorized Action Plan is included as Appendix I.

MAP 10-1: El Dorado County Bicycle Facilities Network



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The common goals of Transportation Systems Management, Transportation Control Measures, and Transportation Demand Management are to reduce traffic congestion, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure.

CHAPTER 11: TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management (TSM) is often used interchangeably with Transportation Control Measures (TCMs) and Transportation Demand Management (TDM) to describe a series of techniques designed to maximize the efficiency of the existing transportation system by reducing dependence on single-occupant vehicles. The common goals of TSM, TCMs, and TDM are to reduce traffic congestion, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure. Techniques are generally low-cost measures to reduce travel demand or improve the utilization of existing transportation facilities.

The differences between the three concepts are subtle. Each contains alternative transportation measures, such as carpooling, transit, bicycling, walking, vanpooling, compressed work weeks, and telecommuting. TSM's emphasize the reduction of traffic congestion by increasing the person-trip capacity of existing transportation systems. As such, TSM techniques also include restriping roadways for channelization, ramp metering, and establishment of freeway auxiliary lanes. TCM's are geared towards reducing air pollution through techniques such as alternative fuel vehicles. Typical TDM strategies include the provision of public information and incentives for carpooling, vanpooling, bicycling, or using public transit, primarily for work trips. Strategies to encourage telecommuting, or working from home, or alternate work schedules that encourage travel during off-peak hours are also considered TDM.

Since 1981, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required that Transportation Systems Management be part of the regional transportation planning and programming process. Specifically, the Regional Transportation Plan must have a TSM element which describes how the region intends to deal with the movement of people and goods by improving the efficiency and effectiveness of the total transportation system.

TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES

TRAFFIC FLOW IMPROVEMENTS

Roadway restriping, channelization, ramp metering, auxiliary lanes, elimination of on-street parking, and computerized signalization are techniques currently used to improve the flow of traffic without new road construction. Roadway restriping seeks to increase the number of lanes by reducing lane width, thus increasing traffic capacity. Channelization, which is often done in conjunction with restriping, adds turn lanes to busy roadways to eliminate traffic backups behind cars trying to make turns. Auxiliary lanes are often added to ease merging of traffic onto and off of freeways, such as US 50. Elimination of on-street parking is done to add lanes, and thus capacity, to heavily traveled roadways. In addition, traffic backups caused by vehicles entering or exiting on-street parking spaces is eliminated. Computerized signalization seeks to coordinate signal timing to smooth traffic flow.

TRANSIT

Public transit service is the most widely used TSM measure in El Dorado County, serving residents who depend on transit for commuting to work and school and for shopping, medical, and leisure trips. Chapter 7 provides a comprehensive overview of the public transportation services provided by the El Dorado County Transit Authority (EDCTA). EDCTA provides commuter bus services to downtown Sacramento as well as local fixed routes, deviated fixed routes, Dial-a-Ride, demand response, intercity commuter service, and contracted social service transportation.

RIDESHARING

There are several coordinated ridesharing programs that serve El Dorado County. The Sacramento Area Council of Governments (SACOG) manages the Regional Rideshare Program covering El Dorado, Placer, Sacramento, Yolo, Yuba, and Sutter counties. The Regional Rideshare Program is a Transportation Control Measure, included in the 2009 State Implementation Plan for Air Quality for the Sacramento Region. Under federal law, the Regional Rideshare Program must be provided as long as the Sacramento Region is designated a non-attainment area for the federal eight-hour ozone air quality standard. The purpose of the Regional Rideshare Program is to encourage carpooling and the use of alternative transportation modes for traveling to work, school, personal trips, and recreation. The Regional Rideshare Program includes the toll-free 511 phone number, an online database for commuters interested in ridesharing (carpools and vanpools), and an extensive outreach program through employers. Employers are encouraged to offer incentives, such as transit pass subsidies, and disincentives, such as charging for parking, to encourage employees to use an alternative transportation mode. The 50 Corridor Transportation Management Association works with employers in El Dorado County and along the 50 Corridor to implement commute programs that focus on transportation alternatives such as carpooling, vanpooling, cycling, walking, and utilizing transit to improve the commute today and into the future. The 50corridor.com website provides up-to-date traffic information for US 50, links to the Regional Rideshare Program database, and information on ridesharing, bicycling, and transit along the US 50 Corridor.

Another regional program focused on encouraging ridesharing is the Spare-the-Air program managed by the Sacramento Metropolitan Air Quality Management District and supported by the air districts of the Sacramento region (including the El Dorado County Air Quality Management District). Spare-the-Air is a regional driving curtailment and health notification program which operates in the Sacramento ozone non-attainment area (which includes El Dorado County with the exception of the Tahoe Basin) during the summer smog season, May to October. Drivers are alerted to reduce driving on days when ozone formation is expected to be high. The public is advised of ozone levels and health effects through a variety of media.

EDCTC, in cooperation with participating El Dorado County school districts, promotes the SchoolPool program throughout El Dorado County which provides carpool ride match lists to parents with students attending the same school to encourage carpooling.

CARPOOL/VANPOOL

Commuter vanpools can be organized and paid for in a variety of ways. In general, a group of ten or more commuters share the operating and maintenance cost of a leased van that transports them to and from work. Usually one person in the group is the regular driver. Participants typically meet in a central location, such as a park-and-ride lot, and are then dropped off at their workplace(s). Vanpool participants often work for the same company. Vanpools are often self-supporting but can also be subsidized by a public agency and/or employers.

Formal carpools and vanpools in El Dorado County are primarily organized by two private commercial vanpool leasing firms, Enterprise Rideshare and Vanpool Service Inc (VPSI). Currently several employee operated commuter vanpools provide transportation for employees who reside in El Dorado Hills, Diamond Springs, Shingle Springs, Pollock Pines, and Placerville.

Through the private providers, as of October 2010 there were thirteen commercially leased vans which are utilized for the sole purpose of commuting to and from El Dorado County.

The commute patterns for six of the thirteen commuter vans operating in El Dorado County are as follows:

VPSI:

- Three vans travel daily from the Diamond Springs area to downtown Sacramento
- Two vans travel daily from Placerville to downtown Sacramento
- One travels daily from Pollock Pines to downtown Sacramento

The seven additional vans are leased by Enterprise Rideshare to support employees at DST Output, as described below:

DST OUTPUT

One of the largest employers in El Dorado County, DST Output has seven vanpools traveling to El Dorado Hills from South Sacramento (five vanpools) and Elk Grove (two vanpools). The vanpools carry more than seventy-five passengers to their jobs each day. The vans are leased by Enterprise exclusively for vanpools.

50 CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

50 Corridor TMA, a nonprofit agency, promotes commuting options by providing information about ridesharing. Placement assistance is available to employers, individuals and other interested organizations.

BICYCLING AND WALKING

Promotional events that encourage bicycling and walking as a transportation mode in El Dorado County have continually seen annual increases in participation. EDCTC works closely with the 50 Corridor Transportation Management Association and SACOG to promote Regional Bike Commute Month events held annually in May. Additionally, EDCTC has worked with local El Dorado County and City of Placerville schools to hold Walk to School Day events annually in October.

PARK-AND-RIDE LOTS

The purpose of park-and-ride lots is to provide a central meeting place adjacent to major travel routes where commuters can congregate and form carpools or catch buses for the remainder of the commute trip. Caltrans operates numerous park-and-ride lots in El Dorado County, located along US 50. The El Dorado County Transit Authority also operates several lots, located near US 50. The lots include paved areas for parking cars and some lots include bicycle lockers (See Map 7-1). See Appendix L for the Park-and-Ride summary table.

FREEWAY SERVICE PATROL

Freeway Service Patrol Tow Truck

The Freeway Service Patrol program (FSP) is a program managed by the California Highway Patrol and a regional or local entity which provides emergency roadside assistance on a freeway in an urban area. The FSP was established by the California legislature through the Freeway Service Patrol Act, Streets and Highways Code Section 2560-2565, to provide for the implementation of a freeway service patrol system using a formula-based allocation. The Freeway Service Patrol is designed to increase roadway safety, reduce motorist delays, reduce freeway congestion, reduce air pollution, and improve overall efficiency of freeway operations. FSP is a fleet of roving white tow trucks on the lookout for stalls and accidents during peak commute hours. Over 350 CHP certified and supervised tow truck drivers assist 50,000 motorists monthly on California freeways absolutely free. The El Dorado County FSP operates from the El Dorado/Sacramento County line approximately 10 miles east on US 50.

INTELLIGENT TRANSPORTATION SYSTEMS

There are several Intelligent Transportation Systems (ITS) efforts underway in the Sacramento region, in the foothill counties (El Dorado, Placer, Nevada, Sierra), and in the Tahoe Basin (refer to Chapter 12). The Tahoe Gateway ITS Strategic Deployment Plan recommends implementation of several technology improvements that can improve the flow and timeliness of information available to the traveler in order to avoid and/or reduce traffic congestion and delays due to traffic. Regional projects focus on traveler information management, emergency management, and communications. In El Dorado County, recommended improvements include signal system technology, traffic management, and Automatic Vehicle Identification, Automatic Vehicle Location, and Computer Aided Dispatch technologies for public transit and emergency vehicles.

An example of a regional ITS project is the 511 comprehensive traveler information system. 511 is a joint project between SACOG, the California Department of Transportation, and other partners. The 511 system provides access to information about all modes of travel: traffic conditions for commuters, bus and light rail information for more than 20 transit agencies, Paratransit services for the elderly and disabled, and information about ridesharing and commuting by bike. The telephone service is available in English and Spanish and, in conjunction with the phone service, the 511 website can help users plan their daily commute, access transit providers, find a carpool partner, and learn about bicycling as a commute option. With the traffic information on the 511 site, users can check commute options and know the road conditions before traveling. For more information about the 511 service, visit the Sacramento Region 511 website at www.sacregion511.org.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

TELECOMMUTING, COMPRESSED WORK WEEKS, AND FLEXIBLE WORK HOURS

Telecommuting, compressed work weeks, and flexible work hours are employment-based techniques to reduce the number of work trips per week, or to transfer trips to off-peak hours to reduce peak hour congestion.

Telecommuting, or alternative work location, allows workers to perform job duties at home or another location, communicating with the main work center by modem, fax, or telephone as necessary. From 2003 to 2008, the total number of Telecommuters rose 43 percent to 33.7 million Americans (World at Work 2010). While the surface transportation infrastructure for cars, buses, and trains consists of roads and rails, the infrastructure required for telecommuting is broadband internet. Continued efforts to expand broadband internet infrastructure to rural El Dorado County will further telecommuting opportunities throughout the region; refer to Table 12-1, ITS Action Plan. One such effort was initiated in 2010 through the Central Valley Next Generation Broadband Infrastructure Plan which will begin opening telecommuting opportunities to rural residents who currently do not have access to broadband infrastructure. Providing broadband throughout the rural areas is imperative for telecommuting to be a viable tool toward decreasing daily commuter travel.

Compressed work weeks increase the number of hours worked each day to squeeze a regular work week into fewer work days. A typical schedule could be four ten-hour work days each week (4/10 schedule) or eight nine-hour days and one eight-hour day in two weeks (9/80 schedule).

Flexible work hours may reduce the number of work trips per week, but seek to reduce traffic congestion by shifting some trips out of the peak period. Employers using flexible hours may allow workers to vary time of arrival and departure daily, or may require workers to choose a specific schedule to meet the needs of the employer and employee.

TELE/VIDEO CONFERENCING

Tele/video conferencing is generally defined as meetings held by telephone or via video hookup to replace the need for traveling to meet in person. Many employers in El Dorado County utilize tele/video conferencing as a cost-effective way to conduct meetings and seminars while avoiding travel on roadways.

ALTERNATIVE FUELS

Alternative fuels are used to power motor vehicles while reducing the impacts to air quality. Common alternative fuels include methanol, propane, compressed natural gas, and electricity. Current efforts in the Sacramento region are focusing on cost effective ways to reduce precursors to ozone in order to meet federal air quality conformity guidelines. Due in large part to the unavailability of alternative fueling facilities in El Dorado County, EDCTA utilizes "clean diesel" equipment which meets California Air Resources Board requirements.

TRANSPORTATION SYSTEMS MANAGEMENT/ TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element and must conform with the air quality State Implementation Plan. Table 11-1 lists the projects in the short-term and long-term action plans.

The TSM Action Plan implements Goal 6, Objective B, of the Policy Element of this RTP, which pertains to TDM and reads as follows:

◊ ***Advance the use of Transportation Demand Management in a thorough, cost-effective manner***

TABLE 11-1: TRANSPORTATION SYSTEMS MANAGEMENT/ TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN (2010-2020 and Beyond)	
Project Description	**Responsible/Support Agencies**
Work cooperatively with neighboring jurisdictions to implement ITS improvements in the region	El Dorado County, SACOG, TRPA, NCTC, PCTPA, Sierra County, Caltrans
Continue to work cooperatively with Caltrans, SACOG, SMAQMD, and 50 Corridor.com on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation	Caltrans, SACOG, SMAQMD, EDCTC, 50Corridor.com, local employers, School Districts
Implement traffic flow improvements on regionally significant roadways	EDCTC, Local Jurisdictions, Caltrans
Improve and expand public transportation systems as feasible	EDCTC, EDCTA
Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities and Park-and-Ride lots	EDCTC, EDCTA, Local jurisdictions, Caltrans
Work cooperatively to implement school congestion mitigation programs, such as School Pool and walking school buses	El Dorado County, City of Placerville, School Districts, EDCTC
Expand broadband internet access to rural areas of El Dorado County to support telecommuting opportunities	EDCTC, SACOG, Local jurisdictions
Expand the use of alternative fuels to reduce impacts on air quality	EDCTC, SACOG, EDC AQMD, SMAQMD, EDCTA, Local jurisdictions
Encourage schools to promote the use of bus transportation and ridesharing while discouraging use of single-occupant vehicles	EDCTC, El Dorado County, City of Placerville School Districts
Implement a Freeway Service Patrol along US 50	EDCTC, CHP, Caltrans, SACOG

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Intelligent transportation systems vary in technologies applied. These technologies include basic management systems such as car navigation, common applications such as closed circuit television systems, and more advanced applications such as parking guidance and information systems, weather information, bridge deicing systems, and the like.

CHAPTER 12: INTELLIGENT TRANSPORTATION SYSTEMS

The transportation network of El Dorado County continues to experience increased commuter traffic, local roadway and intersection congestion, increased commercial goods movement, and an increased need for sophisticated traffic control. The mountainous areas of the foothills are more rural in character and have the inherent limitation of fewer alternate routes, as well as rapidly changing weather and road conditions. In addition to commuter traffic, the foothills are impacted by heavy tourism and local traffic flowing through to recreational destinations in the Tahoe area and beyond.

While the substantial growth of the last decade has slowed, it is expected to regain momentum and exceed capacity of the existing transportation facilities throughout El Dorado County. Limited transportation funds, recent decreases in sales taxes and developer fee revenues, environmental constraints, and various other factors have created the reality that capacity-increasing transportation projects alone will not fulfill the needs to improve safety and reduce congestion. Consequently, Intelligent Transportation Systems (ITS) offer potential new solutions to accomplish these goals by making the most efficient use of the existing transportation network. Many ITS applications have proven to be significant factors in reducing the demand placed on existing transportation networks operating at or beyond capacity.

INTELLIGENT TRANSPORTATION SYSTEMS DEFINED

The "official" ITS definition (23 CFR Part 940), is "electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system." An alternative definition for ITS is the application of advanced technology to assist in the solution of transportation problems and the management of transportation systems. The implementation of ITS technology is not new. ITS elements such as computerized signal systems have been used for well over a decade in the Sacramento Region to manage traffic flow on arterial roads. However, ITS technology is increasingly being used for other transportation management purposes such as traffic management, transit operations management, incident management, and travel information management.

COMMON ITS APPLICATIONS

The following is a description of some of the more common ITS applications currently being deployed. It is important to note that new ITS technologies are constantly being researched and developed.

ADVANCED TRAVELER INFORMATION SYSTEMS

These systems deliver data directly to travelers, empowering them to make better choices about alternate routes or modes of transportation. These systems include real-time traffic data via the internet or Highway Advisory Radio, Changeable Message Signs, Landslide Sensor Integration, and Weather Stations. An example of this type of technology utilized in El Dorado County is the www.50corridor.com website which contains construction updates and road closures for regionally significant roadways, real-time traffic via video cameras, commute assistance, and general information and news regarding the US 50 corridor.

ADVANCED TRAFFIC MANAGEMENT SYSTEMS

These systems employ a variety of relatively inexpensive detectors, cameras, and communication systems to monitor traffic, optimize signal timing on major arterials, and control the flow of traffic. El Dorado County currently has no Closed Circuit Television (CCTV) cameras in place. However, CCTV is planned for various locations along US 50 around Echo Summit.

INCIDENT MANAGEMENT SYSTEMS

These systems provide traffic operators with the tools to provide quick and efficient response to accidents, hazardous spills, floods, forest fires, avalanches, and other emergencies. Multiple communications systems link data collection points, transportation operations centers, and travel information portals into an integrated network that can be operated efficiently and intelligently.

TRANSIT OPERATIONS MANAGEMENT

Transit Operations Management utilizes technology of Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL) technology to provide communications between transit agency vehicles and dispatch centers. AVI and AVL technology is currently not being utilized in El Dorado County, but is one of the planned applications included in the ITS short-term action plan Table 12-1.

INTELLIGENT TRANSPORTATION SYSTEMS EXISTING CONDITIONS

The El Dorado County Transportation Commission (EDCTC), as the Regional Transportation Planning Agency for El Dorado County, is involved in varied levels of ITS studies and plans to integrate ITS technology into the region. EDCTC has and continues to participate in a number of significant ITS efforts including the Statewide ITS Architecture and System Plan, the Sacramento Regional ITS Partnership, and the Tahoe Gateway Strategic Deployment Plan, all of which must conform with a broader, National ITS Architecture. These programs and plans are described in detail below.

NATIONAL ITS ARCHITECTURE

The Federal Highway Administration has produced a National ITS Architecture that provides a template, or framework, to assist individual states and regions with the development of their ITS Programs. In addition to the template, the National Architecture provides a consistent vocabulary to facilitate the communication between transportation professionals, and structured guidelines to aid in regional ITS development. In short, The National ITS Architecture provides a common structure for the design of Intelligent Transportation Systems.

STATEWIDE ITS ARCHITECTURE AND SYSTEM PLAN

In October 2004 Caltrans released the California ITS Architecture and System Plan. This plan was a direct offshoot of the Intelligent Transportation Systems Deployment Initiatives Project completed in 2000. The plan provides the link between existing and planned regional efforts within a statewide system resulting in a seamless, coordinated, and integrated transportation "system of systems," thus providing the traveling public access to ITS services across geographic regions and municipal jurisdictions.

SACRAMENTO REGIONAL ITS PARTNERSHIP

A Regional ITS Architecture is a plan that describes ITS deployment in terms of regional integration and cooperation among stakeholders within that region over a time period of generally ten to twenty years. The Sacramento Region ITS Partnership is an advisory committee made up of local and state transportation personnel. The Partnership meets on a monthly basis and identifies issues and opportunities for deploying ITS in the region. The Sacramento Area Council of Governments (SACOG) has been active in building consensus among the various agencies to support successful ITS projects and anticipates continued collaboration between Partnership members on future projects. Future Smart Corridors, the 511 Comprehensive Traveler Information Systems, initiated September 2004, and the Sacramento Transportation Area Network Regional Services are examples of ITS cooperative efforts that will be facilitated by this collaboration and partnership.

CAPITOL VALLEY REGIONAL SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

The Capitol Valley Regional Service Authority for Freeways and Expressways was established in October 1991. The Capitol Valley Regional Service Authority for Freeways and Expressways is a multi-county Service Authority for Freeways and Expressways (SAFE) containing six counties: El Dorado, Sacramento, San Joaquin, Yolo, Yuba, and Sutter. SACOG provides staffing and management for SAFE.

One of the projects administered by the SAFE is a multi-county call box system. The current call box system consists of approximately 1,500 call boxes located throughout the six-county service area. The Capitol Valley Regional Service Authority for Freeways and Expressways call box calls are routed to three different California Highway Patrol (CHP) dispatch facilities. Call boxes in Yuba and Sutter counties are answered by the Chico CHP; calls from El Dorado, Sacramento, and Yolo counties are answered at the Sacramento CHP; and calls from San Joaquin are answered by the Stockton CHP. SAFE also supports the Freeway Service Patrol program, discussed in Chapter 11, in cooperation with Caltrans and EDCTC.

TAHOE GATEWAY INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEPLOYMENT PLAN

The Tahoe Gateway Counties ITS Systems Strategic Deployment Plan, completed in 2002, involved a collaborative effort of the counties of Sierra, Placer, El Dorado, and Nevada. The Plan focuses efforts on an area of approximately 5,500 square miles and nearly 450,000 people. The Strategic Deployment Plan was adopted by the EDCTC on June 6, 2002. The Tahoe Gateway Counties regional ITS architecture was created as a consensus view of what ITS systems the stakeholders in the region have currently implemented and what systems they plan to implement in the future to improve mobility to and from the Tahoe region. SACOG is responsible for maintaining and updating the Tahoe Gateway Regional Architecture as required in coordination with the Tahoe Gateway Maintenance Team.

The following ITS elements, which are defined in the glossary (Appendix J), are currently being used to some extent or are already programmed for implementation in the Tahoe Gateway Counties region.

RAMP METERS

Currently there are no ramp meters operating in El Dorado County. On US 50 there are twenty ramp meters planned for installation in El Dorado County.

TRAFFIC MONITORING STATIONS

Six traffic-monitoring stations are planned for US 50 although none exist currently.

CLOSED CIRCUIT TELEVISION CAMERAS

Plans are being made to install two CCTV systems west of Meyers on US 50.

CHANGEABLE OR DYNAMIC MESSAGE SIGNS (CMS/DMS)

CMS/DMS are in use along I-80, US 50, SR 49, and SR 89. On US 50, there are four existing CMS/DMS including the Rural Safety Innovation Program safety improvement at US 50 and Still Meadows Road. Additionally, there are six more CMS/DMS planned in El Dorado County.

HIGHWAY ADVISORY RADIO

These devices are primarily found in the I-80 and US 50 Corridors. On US 50, three stations are in operation and three more are planned.

ROAD WEATHER INFORMATION SYSTEMS (RWIS)

Two RWIS are planned for US 50 east of Pollock Pines.

TRAFFIC MANAGEMENT

There is a Caltrans Traffic Management Center (TMC) in Rancho Cordova serving the greater Sacramento area. This center has full capabilities for management of the ITS elements in the I-80 and US 50 corridors throughout the Tahoe Gateway Region. The facility serves as the central control point for all of Northern California. It operates 24 hours a day, seven days a week. Sharing the facility is the CHP dispatch center. The location of these two agencies in a single building makes the facility a key element for transportation management.

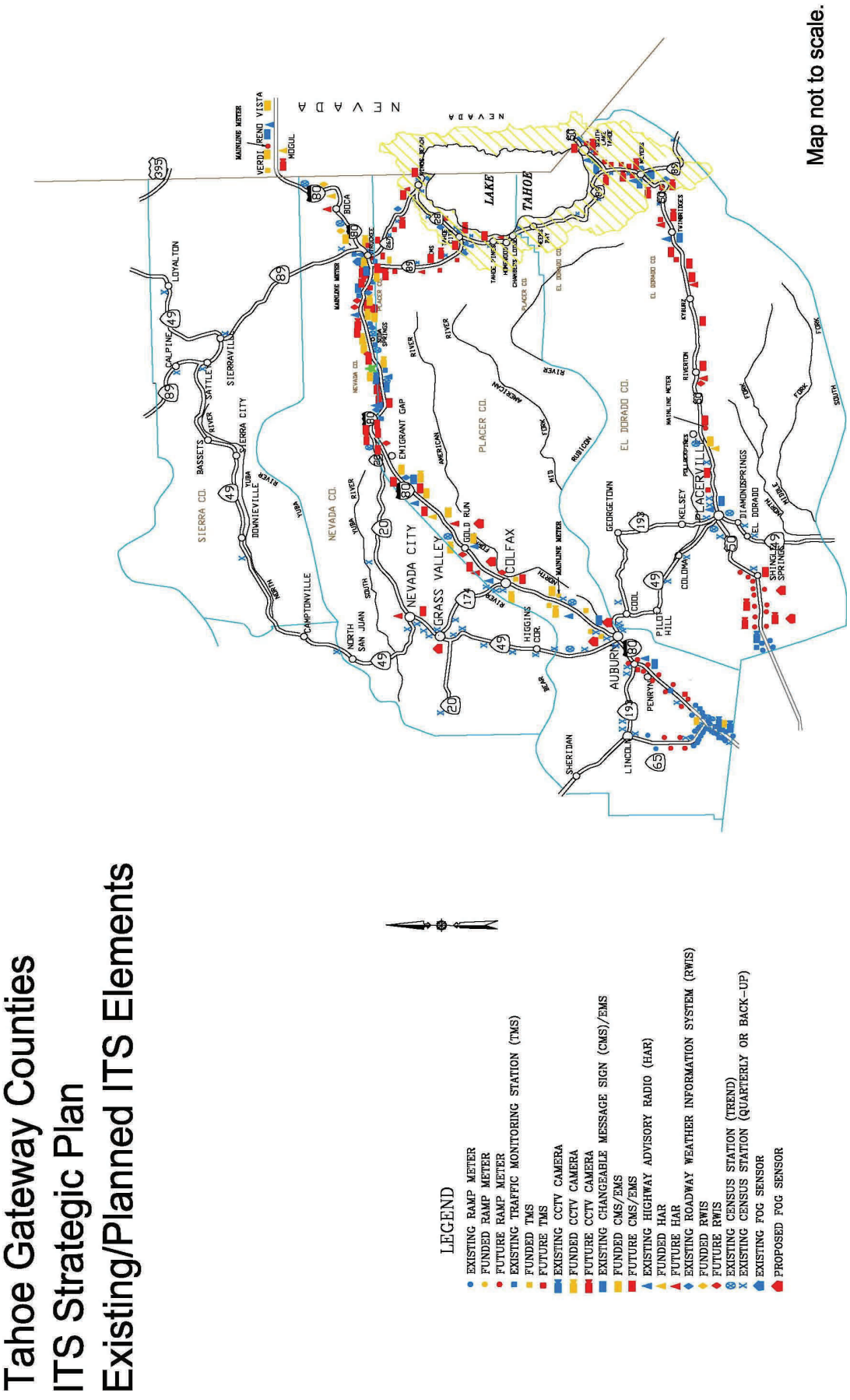
TRAVELER INFORMATION

In the Tahoe Gateway Region, there is one traveler information kiosk located on northbound U.S. 395 at the Sierra-Washoe County line. A variety of traveler information for state highways is also available through the Caltrans web site at www.dot.ca.gov/hq/roadinfo and through Smart-Traveler at www.smart-traveler.com. Telephone based traveler information systems are available in the study area. These include Caltrans' Road Conditions 1-800-GAS-ROAD (1-800-427-7623) and Travel Information in the Bay Area (area codes 415, 650, 408, 510, 925, 707) at 817-1717. In addition, the 511 Traveler Information System in the Sacramento Region will assist motorists with travel plans into and through El Dorado County.

EXISTING AND PLANNED ITS APPLICATIONS

Map 12-1 displays both existing and planned ITS projects included in the Tahoe Gateway Counties ITS Strategic Plan. Table 12-1 identifies the planned ITS applications for the Tahoe Gateway Region, and those specifically planned for El Dorado County. The applications were selected by the Tahoe Gateway Counties ITS Committee, which included responsible transportation and transit management authorities throughout the four County region, as well as public agency staff from adjacent regions, Native American communities, business interests and trade groups, and other groups interested in transportation issues in and around the area.

MAP 12-1: Tahoe Gateway Counties ITS Strategic Plan



INTELLIGENT TRANSPORTATION SYSTEMS ACTION PLAN

The Action Element of the RTP identifies short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as 2010 to 2020 and the long-term horizon as projects or activities 2020 and beyond. High priority ITS projects planned for El Dorado County fall into the short-term horizon, and projects with a Medium or Low priority are included in the long-term horizon. Estimated years of completion are not available for ITS projects listed in the action plan; therefore, cost estimates are shown in 2010 dollars. There are five overall strategies used to identify appropriate ITS strategies applicable to El Dorado County.

Strategy 1: Communications Systems Improvement
Strategy 2: Operational Improvements - Advanced Traffic Management Systems Improvements
Strategy 3: Automated Traveler Information System Improvement
Strategy 4: System Integration Improvements
Strategy 5: Rural Area Projects, Safety Improvements and Transit Vehicles

The Goals, Objectives, and Policies for EDCTC's 2010-2030 Regional Transportation Plan, with regard to ITS, state that EDCTC will strive to:

- ◊ ***Incorporate Intelligent Transportation Systems strategies where feasible***

Tables 12-1 and 12-2 list planned projects for El Dorado County that were selected based upon these five strategies. Detailed project descriptions follow tables 12-1 and 12-2.

TABLE 12-1: ITS Short-Term Action Plan (2010-2020) 2010 DOLLARS

Location	Project Description	Cost
Local	Communications Plan	$100,000
Local	Traffic Control System Procurement	$250,000
Local	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	$90,000
Local	STARNET Integration	$40,000
Local	Continued Signal Coordination Improvements	$50,000
Local	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	$900,000
Local	Traffic Control System (TCS) Upgrade	$30,000
Local	Install Communication Phase II	$200,000
Local	El Dorado County Integration Project	$400,000
Local	Landslide Sensor Integration Project	$60,000
Regional	Highway Advisory Radio Deployment and Weather Stations – integrate with Caltrans	$6,500,000
Local	Critical Intersection Improvements	$5,000,000
Regional	Traveler Information Dissemination Devices at Key Locations	$300,000
Regional	Web Page Development	$100,000
Regional	Upgrade Caltrans District 3 TMC to manage US 50, I-80 and other ITS Deployments	$1,500,000
Local	Placerville Signal System Technology Advances	$800,000
Local	Lower US 50 Freeway Management	$500,000
Local	US 50 Winter Traffic Management	$250,000
Local	US 50 Traveler Information	$1,500,000
Local	US 50 Surveillance	$1,100,000
Local	Implement/Expand AVI/AVL/CAD Technologies for Public Transit	$600,000
TOTAL		**$20,270,000**

TABLE 12-2: ITS LONG TERM ACTION PLAN (2020 and Beyond) 2010 DOLLARS		
Regional/ Local	**Project Description**	**Cost**
Local	Continued Signal Coordination Improvements	$50,000
Local	Remote Traffic Control Workstation	$8,000
Local	Installation of CCTV	$390,000
Local	Long-Term Priority Corridor Deployment of ITS	$900,000
Local	Install bicycle loop detection at all major intersections	$6,000
Local	Install Ice Detection and Warning Systems	$200,000
Local	Install Downhill Speed Warning System on U.S. 50 Near Camino	$100,000
Local	Install Animal Vehicle Collision Avoidance Systems- Hwy 49 and US 50	$150,000
Local	AVI/AVL For Emergency Vehicles	$400,000
Local	Install Rock/Mudslide and Avalanche Detection and Warning System	$200,000
Regional	Install ramp metering at all interchanges along US 50	NA
Regional	Install dynamic messaging signs along US 50	NA
Regional	Regional Incident/Emergency Management Plan	NA
Regional	Portable Traffic Management Devices	$350,000
Regional	Medium-Term Regional ITS Plan Update	$200,000
Regional	Long-Term Regional ITS Plan Update	$200,000
Local	El Dorado County Capital Improvement Program: Future ITS Projects	$5,833,211
TOTAL		**$8,987,211**

The Regional Transportation Plan must include projects which are realistic and are fiscally constrained within the estimated funding available over the planning period.

CHAPTER 13: FINANCIAL ELEMENT

The Financial Element establishes the funding plan for transportation improvement projects in El Dorado County which are included in the Action Element, Chapters 6 through 12 of the El Dorado County Regional Transportation Plan 2010-2030. Project cost estimates used in this Financial Element are consistent with the short-term and long-term action plans.

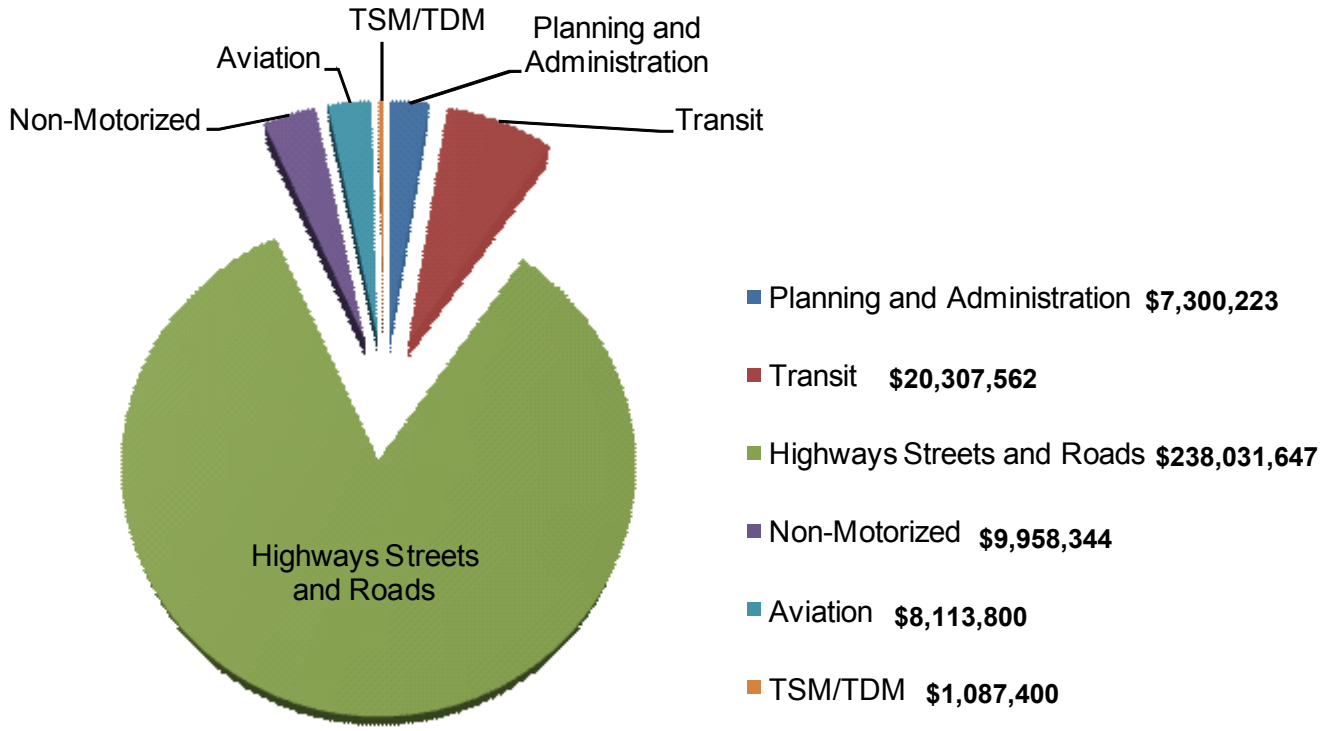
The Financial Element includes a discussion of the following

- ◊ *Explains the history of revenue expenditures*
- ◊ *Summarizes the project cost estimates of the short- and long-term action plans*
- ◊ *Discusses the revenue projections from federal, state, and local sources and compares project cost estimates and projected revenues*
- ◊ *Identifies constrained and unconstrained project plans*

HISTORY OF REVENUES AND EXPENDITURES

The El Dorado County Transportation Commission (EDCTC) allocates funds for a variety of transportation purposes, from constructing highway improvements and non-motorized facilities to maintaining local streets and roads to supporting transit services. Funding sources are often accompanied by rules and regulations dictating how funds may be allocated to specific projects. Figure 13-1 illustrates the funding programmed through EDCTC and surrounding jurisdictions over the period from 2005-2010. Table 13-1 illustrates the expenditures and project delivery success from the 2005-2025 RTP.

Figure 13-1: EDCTC FUNDING EXPENDITURE HISTORY (2005-2010)



TOTAL: $284,798,976

TABLE 13-1: 2005-2025 RTP DELIVERY SUCCESS 2005-2010			
2005-2025 RTP Short-Term Action Plan (2005-2015)			
Mode	**Programmed Projects**	**Projects Delivered**	**% of Total**
Regional Roadway Network	22	18	82%
Transit	7	6	86%
Aviation	24	7	29%
Non-Motorized	38	12	32%
Total	***91***	***43***	***47%***
2005-2025 RTP Long-Term Action Plan (2016-2025)			
Mode	**Programmed Projects**	**Projects Delivered**	**% of Total**
Regional Roadway Network	7	1	14%
Transit	12	4	33%
Total	**19**	**5**	**26%**

Source: El Dorado County 2005-2025 Regional Transportation Plan

SUMMARY OF 2010-2030 EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN PROJECT COST ESTIMATES

Transportation projects identified in the 2010-2030 Regional Transportation Plan total over $2 billion. This amount includes all projects listed in both the short-term and long-term action plans. Table 13-2 shows the estimated cost for both the short-term and long-term action plans for each transportation mode. This table is included to illustrate the magnitude of funding needed to enhance and maintain the entire transportation system of El Dorado County. All costs are provided in real and nominal dollars. Real dollars indicates revenue before adding the impact of inflation. Nominal dollars includes real dollars plus inflation.

TABLE 13-2: COST ESTIMATES 2010-2030 REGIONAL TRANSPORTATION PLAN (in millions)				
Transportation Mode	**Short -Term Action Plan 2010-2020 (2010 Dollars)**	**Short-Term Action Plan 2010-2020 (Nominal Dollars)**	**Long -Term Action Plan 2021-2030 (2010 Dollars)**	**Long-Term Action Plan 2021-2030 (Nominal Dollars)**
Regional Road Network	$745.4	$910.1	$545.0	$803.8
Transit	$72.4	$88.3	$157.0	$225.8
Aviation	$8.3	$10.1	N/A	N/A
Goods Movement	Component of the Regional Roadway Network, TSM, Non-Motorized, ITS Project Costs			
Non-Motorized Transportation	$27.7	$33.8	$28.4	$38.8
Transportation Systems Management*	$1.1	$1.4	$1.1	$1.6
Intelligent Transportation Systems	$20.3	$29.2	$8.9	$12.9
Total	**$875.2**	**$1,072.9**	**$740.4**	**$1,082.9**

Source: El Dorado County 2010-2030 RTP
*Freeway Service Patrol component of the TSM Action Plans

ESTIMATED FUNDING REVENUES

Preparing forecasts of anticipated transportation revenues is difficult at best due to the ever-changing transportation funding picture in California. A key task in the preparation of a long-range transportation funding strategy is an assessment of revenue potentially available from existing federal and state programs and local sources. The revenue forecasts prepared for the Regional Transportation Plan were developed by the Sacramento Area Council of Governments for the twenty-year planning period extending through to 2030.

There are three overarching funding sources for implementing the projects and programs included in the RTP. These include federal, state, and local funds. Table 13-3 illustrates the projected funding forecasts for years 2010 through 2030.

Table 13-3: Estimated Funding Revenues 2010-2030 (Nominal Dollars—in millions)

Funding	Applicable Uses	Short Term 2010-2020	Long Term 2021-2030	Total	Annual Average
Federal Programs					
CMAQ	Roads, Transit, Non-Motorized, TDM, TCM	$22.60	$36.60	$59.20	$2.96
Regional Surface Transportation Program (RSTP) Combined Urban and Rural	Highways, Roads, Transit, Non-Motorized, TDM, TCM	$18.30	$29.70	$48.00	$2.40
Federal Discretionary Programs	Highways, Roads, Transit	$33.10	$30.30	$63.40	$3.17
FTA 5307 Urbanized Area	Transit	$4.80	$8.30	$13.10	$0.66
FTA 5309 c Bus Allocations	Transit	$4.20	$7.00	$11.20	$0.56
FTA 5310 Elderly and Disabled	Transit	$2.46	$3.93	$6.39	$0.32
FTA 5311 b Rural Assistance	Transit	$7.80	$13.00	$20.80	$1.04
State Programs					
SHOPP	Highways, Bridges	$141.00	$177.70	$318.70	$15.94
STIP - RTIP and ITIP Shares	Highways, Roads, Non-Motorized	$50.00	$92.70	$142.70	$7.14
State Highway Maintenance	Highways, Roads	$73.10	$86.00	$159.10	$7.96
California Aid to Airports	Airports	$0.67	$0.56	$1.23	$0.06
Freeway Service Patrol	Highways, Transit	$1.40	$1.60	$3.00	$0.15
STA	Transit	$10.30	$15.60	$25.90	$1.30
PTMISEA	Highways, Roads, Transit	$5.50	$0.00	$5.50	$0.28
BTA	Bicycle	$3.30	$3.30	$6.60	$0.33
State Discretionary & Planning Programs	Highways, Roads, Transit, Planning	$38.30	$28.20	$66.50	$3.33
Local Programs					
LTF	Transit, Highways, Roads, Non-motorized	$38.10	$57.10	$95.20	$4.76
Gas Tax Subventions	Roads	$58.50	$64.70	$123.20	$6.16
Gas Tax Swap (Excise Tax Subventions)	Roads	$33.70	$66.50	$100.20	$5.01
Transit Fares	Transit	$26.60	$44.90	$71.50	$3.58
Local Streets and Roads*	Roads, Transit, Non-Motorized	$502.00	$467.80	$969.80	$48.49
Total		**$1075.73**	**$1,235.49**	**$2,311.22**	**$115.56**

Source: SACOG Draft MTP 2035 Forecast
*Source: El Dorado County CIP and City of Placerville TIM Fee Program

FINANCIAL ASSUMPTIONS

EDCTC works directly with SACOG to develop the financial forecasts used in the RTP. SACOG prepared the revenue forecasts as part of the 2035 MTP update. This includes calculating the share of federal and state revenues that come to the Sacramento Region as well as the proportionate share of funds that come to El Dorado County. Calculations were based upon the existing MTP, historical precedence, and the federal and state formulaic distribution mandates.

FEDERAL REVENUE SOURCES

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) is a federal transportation bill that authorized funding for highways, transit, and safety programs over the six-year period from 2004 to 2010. SAFETEA-LU, otherwise known as the Surface Transportation Bill (House Resolution 3), was signed by the President on August 10, 2005. SAFETEA-LU expired on September 30, 2009; however, SAFETEA-LU has been extended through December 2010 by way of continuing resolutions. Funding is generated almost entirely by a motor fuel tax and distributed through over twenty different programs that control application by facility type, permitted use, and geographic location.

Federal Transportation Programs Available for Programming by EDCTC Include:

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

The CMAQ Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of Transportation Equity Act for the 21st Century (TEA-21) and SAFETEA-LU. Funds are directed to transportation projects and programs which contribute to the attainment of maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, El Dorado County is eligible for CMAQ funds (refer to Chapter 14, Air Quality Conformity).

Eligible CMAQ projects include public transit improvements; high-occupancy vehicle lanes; Intelligent Transportation System Infrastructure; traffic management and traveler information systems (i.e., electric toll collection systems); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations; fare/fee subsidy programs; and under certain conditions, Particulate Matter improvement projects.

- **Key Assumptions:** EDCTC will continue to receive CMAQ funds in a manner consistent with historical apportionments.
- **El Dorado County 2010-2030 Program Level:** $59.2 million

REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of TEA 21 in 1997 and SAFETEA-LU in 2005. Of all the funding programs in SAFETEA-LU, RSTP is most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible.

Examples of projects eligible for RSTP include: highway projects; bridges (including construction, reconstruction, seismic retrofit, and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

Eighty percent of the apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary funding, in place prior to 1991.

- **Key Assumptions:** EDCTC will continue to receive RSTP funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** $48.0 million

FEDERAL DISCRETIONARY PROGRAMS

There are a number of highway, transit, and rail discretionary programs available to California applicants which were authorized by various sections of SAFETEA-LU. Funding for these programs varies – some are formula driven and others are nationally competitive. These programs may continue under the next authorization of the transportation bill. Federal discretionary programs include:

◊ National Scenic Byways: Provides funding for eligible Scenic Byway projects along All-American Roads or designated scenic byways and for the planning, design and development of State Scenic Byway programs
◊ Public Lands Highways: Provides funding for eligible transportation projects within, adjacent to, or providing access to the areas served by federal public lands highways
◊ Interstate Maintenance Discretionary: Provides funding for resurfacing, restoring, rehabilitating, and reconstructing, including adding travel lanes, on designated portions of Interstate System routes.
◊ Intelligent Transportation System Deployment: Provides funds for ITS integration and deployment projects. Funding and projects are congressionally designated
◊ Job Access and Reverse Commute Grants: Provides competitive grants to local government and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services
◊ Urban and Rural Area Formula Grants (Section 5307 and 5311): Provides formula grants for transit purposes to urbanized areas (El Dorado Hills) and rural areas (remainder of El Dorado County).
◊ Section 5310 Capital Grants: Provides competitive grants to public and non-profit transportation providers for capital purchases to support transportation of elderly persons and persons with disabilities
◊ Section 5309 Capital Investment Grants: Provides grants for new start projects, fixed guideway, rail, and bus modernization

- **Key Assumptions:** EDCTC will continue to receive Federal Discretionary Program funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** $63.4 million

Components of the Federal Discretionary Programs of interest to El Dorado County include, but are not limited to the following.

<u>HIGHWAY BRIDGE PROGRAM (HBP)</u>

The intent of the Highway Bridge Program (HBP) is to rehabilitate or replace bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Funding is distributed by continuous competitive project selection through Caltrans.

Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. HBP funds may be used for:

◊ The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor
◊ The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects
◊ The replacement of low-water crossings

◊ Bridge painting and bridge railing replacement

- **Key Assumptions:** EDCTC will continue to receive HBP funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive, estimated at $14.1 million

EMERGENCY RELIEF PROGRAM (ER)

The ER Program is intended to assist local agencies when local resources are inadequate to cope with disasters or catastrophic failures. For a declared disaster, ER funds are intended to aid state and local highway agencies in paying unusually heavy expenses or repairing serious damage to Federal-aid highways resulting from natural disasters or catastrophic failure. Only work that exceeds heavy maintenance, is extraordinary, and restores the facility to its previous level of service is eligible.

- **Key Assumptions:** EDCTC will receive ER funds on an as needed basis
- **El Dorado County 2010-2030 Program Level:** As Needed

FEDERAL DEMONSTRATION PROGRAM (HIGH-PRIORITY PROJECTS)

A demonstration project is specifically established and funded by Congress through federal law. Demonstration projects are generally provided as part of the transportation authorization bills or the annual transportation appropriation acts. Demonstration projects are initiated by Congress, usually at the request of constituents within a given congressional district. The federal reimbursement rate is 80%; however, demonstration funds provided by legislation may not be enough to fully fund a project.

- **Key Assumptions:** EDCTC will continue to receive Federal Demonstration Program funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP was created though SAFETEA-LU as an amendment to Section 148 of Title 23. The HSIP is a core highway safety improvement program that funds transportation safety enhancements on any public owned roadway or bicycle/pedestrian network.

- **Key Assumptions:** EDCTC will continue to receive HSIP funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive, estimated at $17 million

HIGH RISK RURAL ROADS (HR3) PROGRAM

The HR3 program was created through SAFETEA-LU to provide funding to enhance safety on rural roadways. As a component of the HSIP the HR3 aims to provide funding for improvement on rural roadways which have a collision rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadways.

- **Key Assumptions:** EDCTC will continue to receive HR3 funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive, estimated at $18 million

FEDERAL TRANSIT ADMINISTRATION (FTA)

The FTA provides funding to state, regional, and local governments to provide mass transportation services to the public. Programs within the FTA that are of importance to El Dorado County include:

◊ FTA Section 5307 provides operating and capital assistance funds for transit services in urbanized areas by formula.

◊ FTA Section 5309c Bus Allocations can be used for capital projects such as replacement or expansion of buses or bus facilities.

◊ FTA Section 5310 provides capital expenses that support transportation to meet the special needs of older adults and persons with disabilities.

◊ FTA Section 5311b provides operating and capital assistance funds for transit services in non-urbanized/rural areas by formula. Caltrans administers this program, with the assistance of regional transportation planning agencies.

- **Key Assumptions:** EDCTC will continue to receive FTA funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** $51.5 million

STATE REVENUE SOURCES

State funding is derived largely from the fuel tax, though recent changes in law now provide for some contribution from the state sales tax on motor fuel. State funds are combined with funding from various federal programs through the biennial State Transportation Improvement Program process and apportioned to the state highway system projects, and other projects throughout the state formulaically based on the geographic distribution of population and lane miles.

State Transportation Programs Available for Programming by EDCTC Include:

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

Caltrans develops both a four-year and a ten-year SHOPP program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the SHOPP are limited to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges which do not add capacity to the system.

- **Key Assumptions:** Based on transfers from the State Highway Account, Federal Trust Fund, and the new excise tax on gasoline. This includes adjustments resulting from ABX8 6 and ABX8 9 (Gas Tax Swap) including 12% of the revenues generated by the new excise tax on gasoline following transfers for bond debt service.
- **El Dorado County 2010-2030 Program Level:** $318.7 million

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a five-year multimodal program which is funded through the State Highway Account and other sources. All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, sound walls, intermodal facilities, safety, and environmental enhancement and mitigation, including transportation enhancement projects.

STIP funding is split into two programs, 25% to the Interregional Transportation Improvement Program (ITIP) for projects nominated by Caltrans and 75% to County Shares for the State's 58 counties for projects nominated in each county's Regional Transportation Improvement Program (RTIP). The overall STIP is adopted by the California Transportation Commission, which can accept or reject each RTIP and ITIP in its entirety.

- **Key Assumptions:** ITIP will continue to receive 25% and RTIP will continue to receive 75% of the total STIP allocations from the Highway Trust Fund, State Highway Account, Public Transportation Account, and the new excise tax on gasoline. This includes adjustments resulting from ABX8 6 and ABX8 9 (Gas Tax Swap) including STIP receipt of 44% of the revenues generated by the new excise tax on gasoline following transfers for bond debt service. These assumptions are consistent with the STIP fund estimate.
- **El Dorado County 2010-2030 Program Level:** $142.7 million

STATE HIGHWAY MAINTENANCE

State Highway Maintenance provides funding to support maintenance efforts on the state highways and roadways.

- **Key Assumptions:** State Highway Maintenance will continue to receive transfers from the State Highway Account at an escalating rate indexed to inflation.
- **El Dorado 2010-2030 Program Level:** $159.1 million

CALIFORNIA AID TO AIRPORTS PROGRAM (CAAP)

The CAAP encompasses three different programs administered by Caltrans Division of Aeronautics. These include discretionary grants for capital improvements, annual grants of $10,000 each to general aviation airports, and matching funds for Federal Aviation Administration (FAA) grants.

- **Key Assumptions:** El Dorado County Airports will continue to receive CAAP funds in a manner consistent with historical apportionments
- **El Dorado County Share 2010-2030:** $1.2 Million

FREEWAY SERVICE PATROL (FSP)

The El Dorado County FSP program is administered by the California Highway Patrol, Caltrans, and EDCTC. Funding is allocated formulaically based upon lane miles, population, and congestion. The FSP serves to mitigate congestion along primary corridors.

- **Key Assumptions:** EDCTC will continue to receive FSP funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** $3 million

STATE TRANSIT ASSISTANCE (STA) FUND

In addition to the LTF, the Transportation Development Act of 1971 also established a program of direct subvention for transit services through state generated funding, known as the Public Transportation Account. Funds are allocated through the annual state budget. Distribution is calculated by the State Controller and administered by the regional transportation planning agency. Funds are distributed under Section 99313 of the Public Utilities Code based on population, and under Section 99314 based on the fares generated by the various transit operators.

- **Key Assumptions:** STA will receive $400 million (Statewide) for the remainder of FY2010 and FY2011. The STA will receive an infusion of Non-Article XIX revenues in FY2012 and FY2013. In 2011-12 and thereafter, 75% of diesel sales tax revenues will be transferred from the PTA to STA.
- **El Dorado County 2010-2030 Program Level:** $25.9 million

Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)

PTMISEA funds are utilized for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or for rolling stock procurement, rehabilitation or replacement. Funds in this account were appropriated by the Legislature to the State Controllers Office for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Transit Operators and 50% to Regional Entities.

- **Key Assumptions:** EDCTC will continue to receive PTMISEA funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** $5.5 million

BICYCLE TRANSPORTATION ACCOUNT (BTA) PROGRAM

The BTA is intended to provide funds for bicycle transportation, which is recognized as an important and low cost mode of public transportation. The BTA provides funds to local agencies for projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funding, cities and counties must have an adopted Bicycle Transportation Plan that has been approved by the appropriate regional transportation planning agency and Caltrans. Funding is awarded through a competitive grant program and administered by Caltrans.

- **Key Assumptions:** EDCTC will continue to receive BTA funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive, estimated at $6.6 million

STATE DISCRETIONARY PROGRAMS

The Federal Highway Administration administers discretionary programs through its various offices and with the assistance of Caltrans. State discretionary programs represent special funding categories where Caltrans solicits for candidates and selects projects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively. A component of this includes the Proposition 1B Program, approved by the voters in the November 2006 general election. Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize $19.925 billion of state general obligation bonds for specified purposes.

- **Key Assumptions:** Assume 5% of statewide total goes to the SACOG region.
- **El Dorado County 2010-2030 Program Level:** $66.5 million

Components of the State Discretionary Programs of interest to El Dorado County, but are not limited to the following.

SAFE ROUTES TO SCHOOL PROGRAM (SR2S)

Caltrans has established a “Safe Routes to School” construction program utilizing federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects. To be eligible for SR2S funds, the project must be located on either a state highway or local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to and from school. The SR2S program was created as a subset of the Hazard Elimination Safety program.

- **Key Assumptions:** EDCTC will continue to receive SR2S funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive, estimated at $8 million

ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM

The purpose of the EEM Program is to mitigate environmental impacts or new or modified public transportation facilities beyond the mitigation level required by the project’s environmental document. Projects must provide mitigation or enhancement in addition to the mitigation required as part of the transportation projects to which they are related. Funding is distributed on a competitive basis and is administered jointly by the Resources Agency and Caltrans.
Projects may be awarded in three categories:

- ◊ Highway Landscaping and Urban Forestry Projects
- ◊ Resource Lands Projects
- ◊ Roadside Recreation Projects

- **Key Assumptions:** EDCTC will continue to receive EEM funds in a manner consistent with historical apportionments
- **El Dorado County 2010-2030 Program Level:** Competitive

LOCAL REVENUE SOURCES

Local Revenue Programs Available for Programming by EDCTC Include:

LOCAL TRANSPORTATION FUND (LTF)

The Transportation Development Act (TDA) of 1971 added a quarter percent to the statewide sales tax to fund transit services throughout the state. These monies, known as the Local Transportation Fund, are returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of the funds for other transportation modes. For example, under Section 99233.3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects. In regions with less than 500,000 in population, some funds may also be used for street and road purposes upon completion of an annual unmet transit needs process.

- **Key Assumptions:** A quarter percent general sales tax for transportation will remain in place at existing rate.
- **El Dorado County 2010-2030 Program Level:** $95.2 million

GAS TAX SUBVENTIONS

Gas tax revenues are generated through an $.18 per gallon excise tax on motor fuel imposed by the State of California. Gas tax funds are distributed to the City of Placerville and El Dorado County formulaically to be used for street and road maintenance. Subventions are expected to continue for local jurisdictions based on existing formulas. Starting in funding year 2011 the gas tax, which includes a tax on diesel fuel, will decrease slightly due to a decreased diesel excise tax.

- **Key Assumptions:** Subventions will continue to flow to cities and counties based on existing formulas. In 2011 and thereafter there will be a slight reduction in subventions due to the reduction in the diesel excise tax. This reduction will fluctuate with the revenue generated by the 1.75% increase in diesel sales tax as the state makes adjustments to maintain overall revenue neutrality.
- **El Dorado County 2010-2030 Program Level:** $123.2 million

GAS TAX SWAP (New Gasoline Excise Tax Subvention)

Starting in funding year 2011 and thereafter, an additional $.173 per gallon excise tax will be added to the current $.18 excise tax for a total excise tax of $.353 per gallon. Beginning in March 1, 2011 and each March 1st thereafter, the State Board of Equalization will estimate funding generated through the previous per gallon sales tax and adjust the excise tax to account for the difference. A total of 44% of the new gasoline excise tax will be directed to local jurisdictions to support street and road maintenance.

- **Key Assumptions:** Beginning in 2011, 44% of the revenues generated by the new excise tax on gasoline (after reductions for debt service payments) will flow to local streets and roads.
- **El Dorado County 2010-2030 Program Level:** $100.2 million

TRANSIT FARES

Funds generated by passenger fares on transit are used to help fund the transit system. Under the requirements of the TDA, fares must generate at least 10% of the operating revenue for rural transit systems, and 20% for others.

- **Key Assumptions:** Transit fare assumptions are based on historical average fare box recovery, projected vehicle service hours, and operating costs per vehicle service hours. Operating costs per hour are based on historical averages and grown with inflation.
- **El Dorado County 2010-2030 Program Level:** $71.5 million

LOCAL STREETS AND ROADS FUNDS

At the discretion of the City Council or Board of Supervisors, City and County general funds, Traffic Impact Mitigation (TIM) fees, and other funding generated primarily from property and local sales taxes may be used to augment transportation funding. Under state law, jurisdictions may impose fees on development that mitigate their impacts on local services. TIM fees are supported by a traffic study that establishes a nexus between necessary roadway improvements and the new traffic generated by the development, as required by AB 1600. General funds are not considered a strong source of transportation funding due to high demand on such funds, and generally low availability.

- **Key Assumptions:** Based on ten-year historical average of budget information provided by local jurisdictions to the California State Controller. Contains all revenues from local sources dedicated to local streets and roads.
- **El Dorado County 2010-2030 Program Level:** $969.8 million

PROJECT EXPENDITURE AND ESTIMATED REVENUE COMPARISON

Projected expenditures associated with the 2010-2030 Regional Transportation Plan Action Plans must be constrained within the anticipated revenues. In Table 13-4 the short-term and long-term action plans for each mode are compared with the anticipated revenues for the 2010-2030 timeframe. Table 13-4 shows a minimal surplus in the short term and a surplus of $152.6 million over the long term. It is assumed that reasonably available forecasted revenue is sufficient over the entire planning period to fund all programmed and planned projects. Pursuant to the 2010 California RTP Guidelines all project cost estimates are adjusted in this financial comparison for year of expenditure Dollars for those projects which have completion year estimates available. The annual forecast inflation factors provided by SACOG were used to estimate year of expenditure dollars for those projects which do not have year of completion estimates. All year of expenditure cost estimates are adjusted to be consistent with SACOG financial forecast projections.

One caveat to the forecast is the $970 million in local streets and roads revenue estimated for the entire planning period. Local streets and roads funds include City and County general fund monies and TIM fee revenues which both continue to decline and remain fluid due to the volatile nature of state and local budgets. Local streets and roads projections include local TIM fees, general fund, and other local monies as included in Table 13-3.

Table 13-4: Expenditure Estimates and Estimated Revenue Comparison in Millions

Transportation Mode	Short-Term Action Plan 2010-2020 (Nominal Dollars)	Long-Term Action Plan 2021-2030 (Nominal Dollars)
Regional Road Network	$910.1	$803.8
Transit	$88.3	$225.8
Aviation	$10.1	*N/A**
Goods Movement	Component of the Regional Roadway Network Project Costs	
Non-Motorized Transportation	$33.8	$38.8
Transportation Systems Management	$1.4	$1.6
Intelligent Transportation Systems	$29.2	$12.9
Total Expenditures	**$1,072.9**	**$1,082.9**
Total Estimated Revenues	**$1,075.7**	**$1,235.5**
Revenue/Expenditure Surplus	***$2.8***	***$152.6***

Source: SACOG Draft MTP 2035 Forecast

* Long-Term action plan does not include expenditure estimates

REGIONAL ROAD NETWORK

Revenue sources applicable to funding regional road network projects are included in Table 13-3. The estimate of expenditures for the regional road network short-term action plan (Table 6-5 of Chapter 6) is $745.4 million in 2010 dollars and $910.1 million in nominal dollars. Based upon this $910.1 million expenditure it is estimated that over 16,000 jobs will be created from the delivery of the roadway projects. The list of projects reflects identified projects on US 50, SR 49, and regionally significant projects within El Dorado County and the City of Placerville. This list is consistent with the City of Placerville and El Dorado County Traffic Impact Mitigation Fee programs. The short-term and long-term regional road network action plans are also consistent with the El Dorado County Regional Transportation Plan (Tables 6-1 and 6-2 of Chapter 6 of the RTP), the El Dorado County General Plan, and the City of Placerville General Plan.

TRANSIT

Revenue sources applicable to funding transit projects are included in Table 13-3. The estimate of expenditures to support transit operations and maintenance and to implement the short-term action plan, (Table 7-4) is $72.4 million in 2010 dollars and $88.3 million in nominal dollars. Based upon this $88.3 million expenditure it is estimated that over 2,000 jobs will be created from the delivery of the transit projects. The list of projects reflects the Western El Dorado County Short-Range Transit Plan and maintains current and expanded service levels throughout the planning horizon. The transit long-term action plan (Table 7-5) includes several projects for which estimates have not yet been developed. The list of projects reflects those included in the Western El Dorado County Long-Range Transit Plan.

AVIATION

Revenue sources applicable to funding aviation projects are included in Table 13-3. The estimate of expenditures to implement the Cameron Park, Georgetown, and Placerville Airport short-term action plans (Tables 8-3, 8-4, and 8-5) is $8.3 million in 2010 dollars and $10.1 million in nominal dollars, funded with a combination of California Aid to Airports Program funds, special district funds, and user fees. Based upon this $10.1 million expenditure it is estimated that nearly 200 jobs will be created from the delivery of the aviation projects. The short-term and long-term action plan is consistent with the Cameron Park, Georgetown, and Placerville Airport Master Plans, and El Dorado County Airport Capital Improvement Program.

GOODS MOVEMENT

Revenue sources applicable to funding goods movement functions, and associated projects, are reflected in the regional road network, transit, aviation, and intelligent transportation systems short- and long-term action plans. Job creation resulting from the delivery of Goods Movement related projects will be directly correlated to the delivery of Roadway Network and other related projects. Expenditure estimates for Goods Movement projects are directly correlated to those listed within the aforementioned action plans.

NON-MOTORIZED TRANSPORTATION

Revenue sources applicable to funding non-motorized transportation projects are included in Table 13-3. The estimate of expenditures for the non-motorized transportation Short-Term Action Plan (Table 10-3 of Chapter 10) is $27.7 million in 2010 dollars and $33.8 million in nominal dollars. Based upon this $33.8 million expenditure it is estimated that over 600 jobs will be created from the delivery of the non-motorized transportation projects. Expenditures to implement the short-term non-motorized transportation action plan are funded with a combination of Bicycle Transportation Account funds, Regional Surface Transportation Program funds, Congestion Mitigation and Air Quality funds, Transportation Development Act funds, and other sources. The non-motorized long-term action plan (Appendix I) includes several projects estimated at $38.8 million in nominal dollars.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Revenue sources applicable to funding TSM functions, and associated projects, are reflected in the regional road network, transit, non-motorized and intelligent transportation systems short-term and long-term action plans. One component of the TSM short-term action plan, which has an individual expenditure estimate, is the FSP program which is $1.1 million in 2010 dollars and $1.4 million in nominal dollars. Based upon this $1.1 million expenditure for FSP projects it is estimated that nearly 20 jobs will be created. Other components of the TSM short-term action plan are directly correlated to other action plans.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Revenue sources applicable to funding ITS projects are included in Table 13-3. Federal Discretionary Programs, as well as traditional regional road network fund sources, are the most likely sources to fund these systems. The estimate of expenditures for the ITS short-term action plan (Table 12-1 of Chapter 12) is $20.3 million in 2010 dollars and $29.2 million in nominal dollars. Based upon this $29.2 million expenditure it is estimated that over 500 jobs will be created from the delivery of the ITS projects. The short-term and long-term action plans are consistent with the Tahoe Gateway ITS Strategic Deployment Plan and El Dorado County ITS Master Plan.

PLANNING AND ADMINISTRATION

Revenue sources utilized to fund EDCTC's planning and administration are included under various source categories included in Table 13-3. These sources include RSTP, LTF, and State Discretionary. The estimated expenditure for Planning and Administration is approximately $1.4 million annually in 2010 dollars and $1.7 million in nominal dollars. Planning and administration includes the operations of the EDCTC office and the planning efforts for which EDCTC staff is responsible. It also includes collaborative efforts with adjacent jurisdictions and partner agencies.

SUMMARY

The Regional Transportation Plan identifies a robust list of projects. Based on the preceding revenue/ expenditure analysis derived from the SACOG Draft 2035 MTP Forecast, the El Dorado County region will have the necessary funds to implement all of the region's identified transportation projects during the twenty-year horizon of this RTP. However, the local streets and roads funding forecast may decrease over the planning period. Therefore, it is anticipated that funding shortfalls will arise. The most significant funding shortfall would likely be for major state highway improvements, including rehabilitation, maintenance, and operations needs of the existing system. EDCTC will work in collaboration with local partners to review each action plan and the projects listed should a financial shortfall occur during the life of the RTP. If necessary EDCTC will amend the RTP pursuant to section 2.8 of the 2010 California RTP Guidelines. As for other transportation modes included in the Action Element, additional revenues are also needed, albeit at a lower cost, to implement the identified transit, aviation, goods movement, non-motorized, and other transportation system improvements.

In 2009, a collaborative effort between statewide transportation agencies, local municipalities, and transportation professionals developed the California Statewide Local Streets and Roads Needs Assessment. This needs assessment identified $67.6 billion in unfunded streets and roads needs statewide for the 2009-2019 year period. Several of the projects identified in the 2009 Statewide Needs Assessment are included in this RTP multimodal short-term or long-term action plans; however, several projects remain unfunded. Table 13-5 includes those projects which are not funded and considered fiscally unconstrained.

Table 13-5: Unfunded Projects (Nominal Dollars)	
Project	**Estimated Cost (in millions)**
Local Arterial Projects	
Highway 50 Widening (four to six lanes) from South Shingle Road to El Dorado Hills Boulevard	$63.1
Highway 50 through Placerville Ultimate Improvements	$238.4
Highway 50 widening (four to six lanes) from Missouri Flat Road to Forni Road	$14.3
City of Placerville local circulation improvements (parallel capacity to Highway 50)	$23.8
Transit Projects	
Bus Capital: rolling stock, alternate fuel conversion	$4.6
Bus Capital: other, including transit expansion	$7.7
Light Rail/Bus Rapid Transit extension from Folsom to El Dorado County	$284.4
El Dorado County Road Rehabilitation and Maintenance* (Elevating all County maintained roads to pavement condition index of 70)	$439.2
City of Placerville Road Rehabilitation and Maintenance** (Elevating City maintained roads to pavement index of 70)	$27.7
Total	***$1,103.2***

* California Statewide Local Streets and Roads Needs Assessment, Final Report October 20, 2009

**City of Placerville Pavement Management System Final Report, June 20, 2007

FUNDING STRATEGY CONCEPTS

The financial projections do not keep pace with the significant transportation infrastructure improvements necessary to address the existing multi-modal needs in El Dorado County. This section of the Financial Element presents options that El Dorado County could consider in order to obtain additional revenues. Several funding mechanisms are introduced; however, the funding strategies are presented for information purposes only and are not presented as recommendations for the 2010-2030 Regional Transportation Plan.

LOCAL TRANSPORTATION SALES TAX

Since 1984, state law has permitted counties to impose a sales tax dedicated to transportation purposes with the approval of a majority of the county voters. Approximately 17 counties passed transportation sales taxes between 1984 and 1994, generating billions of dollars for transportation purposes in those counties. In 1995, however, it was determined by the State Supreme Court that transportation sales taxes were special taxes and under Proposition 62, would require a two-thirds majority vote. As of the November 2008 election, 19 counties have passed a local transportation sales tax. The estimated annual local sales tax revenue in El Dorado County would be approximately $190.4 million for 2010-2030.

LOCAL OPTION MOTOR VEHICLE FUEL TAX

Senate Bill 215 authorizes counties to hold an election to tax local sales of gasoline. An increase in fuel tax requires a two-thirds approval of the general electorate. The statutes do not limit the amount of tax increase that may be voted upon. One advantage to a motor vehicle fuel tax is that it is user-oriented. Fuel consumption is related to roadway use, thus users bear the burden of costs commensurate with their use.

PUBLIC/PRIVATE PARTNERSHIPS

Public/private partnerships involve cooperative development of projects involving the efforts of a private company and a public agency. Examples of joint development include the private development of a public facility, cooperative financing of public facilities, transfer of development rights, and density bonuses. The legal basis for joint development depends on the circumstances of the agreement; however, generally the authority to require dedication of land or exactions as a condition of development derives from the agency's police power to protect public interests.

PEAK HOUR CONGESTION PRICING

This is a fee charged to those using transportation facilities during the peak period. As a user charge, it is neither a tax nor a toll and, therefore, not subject to state or federal tax restrictions. Congestion pricing, while raising additional funds, has secondary benefits for transportation systems. The imposition of user charges creates a disincentive to the use of transportation systems during peak periods. This provides motivation for transportation system users to spread their use to non-peak periods. As a result, the system demand is more evenly distributed, thus creating greater efficiency of use.

BOND MEASURES

Cities and counties may issue general obligation bonds payable through increased property taxes by a two-thirds majority vote of the general electorate. These bonds may be used to fund government services, including transportation improvements.

Transportation is the largest single source of air pollution in the United States. It caused over half of the carbon monoxide, over a third of the nitrogen oxides, and almost a quarter of the hydrocarbons in our atmosphere in 2009.

CHAPTER 14:
AIR QUALITY CONFORMITY

REGULATORY STRUCTURE AND RESPONSIBILITIES

Responsibility for air quality planning involves a wide variety of agencies and groups at the federal, state, regional, and local levels. Some of these agencies have actual regulatory authority, while others are responsible for development and implementation of programs and procedures aimed at reducing air pollution levels.

The U.S. Environmental Protection Agency (EPA) is the lead federal agency and is responsible for setting the National Ambient Air Quality Standards and for establishing federal motor vehicle emission standards. The EPA also has the authority under the Clean Air Act to require preparation of state plans for air quality and may approve or disapprove state air quality plans.

The California Air Resources Board (CARB) is the lead agency and is responsible for preparing and submitting a state air quality plan to EPA. In preparing the state plan, CARB reviews and approves regional air quality plans and then incorporates them into a State Implementation Plan.

Air Districts have primary responsibility for preparation, adoption, and implementation of mobile, stationary, and area emission control measures. In El Dorado County, the El Dorado County Air Quality Management District is in the Sacramento Air Quality Management Area.

The Sacramento Area Council of Governments (SACOG) is the designated Metropolitan Planning Organization for the Sacramento Metropolitan Area. SACOG also has responsibility for making findings of conformity required under section 176(c) of the federal Clean Air Act within the designated Sacramento Ozone Non-attainment Area.

ENVIRONMENTAL SETTING

El Dorado County includes portions of three California air basins: Sacramento Valley, Mountain Counties, and Lake Tahoe. (Refer to Map 14-1) Existing air quality varies substantially between these air basins. El Dorado County has two distinct air quality environments, which have been recognized formally by division of the county into two separate air basins, the Mountain Counties Air Basin (MCAB) and the Lake Tahoe Air Basin (LTAB). The MCAB, an area of approximately 11,000 square miles, consists of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa counties, in addition to the west slope of El Dorado County and the central portion of Placer County. The majority of the MCAB is located in the northern Sierra Nevada area with the western boundary of the basin extending into the Sacramento Valley. The LTAB consists of the eastern portion of El Dorado County, the eastern portion of Placer County, and Lake Tahoe. The LTAB is defined by the area within the 7,000-foot contour, which is continuous around the lake, and Tahoe City.

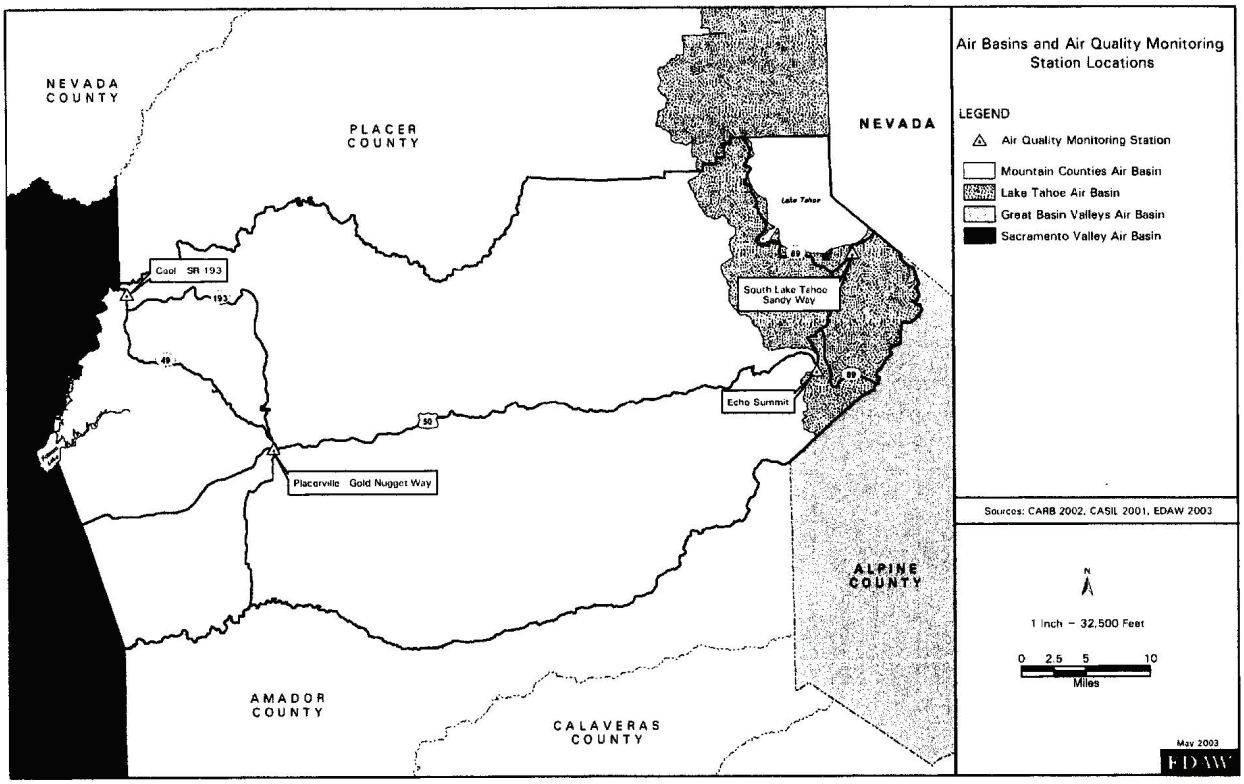
AIR POLLUTANTS AND STANDARDS

Carbon Monoxide (CO) is mostly a wintertime problem in the El Dorado County area. It is a highly toxic, odorless, colorless gas which binds to hemoglobin in the bloodstream in the place of oxygen molecules. Primarily formed by incomplete automobile fuel combustion, CO is primarily a local pollutant that creates individual “hot spots” or small areas where CO concentrations are high.

Particulate Matter (PM) refers to finely divided solids or liquids such as soot, dust, aerosols, and mists. Suspended particulates often transport toxic elements and also absorb sunlight, producing haze and reducing visibility.

Ozone pollution is created by chemicals that come from many sources, including mobile sources such as cars, buses, trucks, trains, construction vehicles, farm vehicles, airplanes, motorcycles, boats, and dirt bikes. Ozone is an odorless and invisible pollutant that is not emitted directly by human sources. Instead, ozone comes from the reaction of hydrocarbons (HC), or reactive organic gases (ROG), and nitrogen oxide (NOx) in the presence of sunlight and heat. Although ozone is the air contaminant for which standards are set, HC and NOx are the pollutants that must be controlled.

MAP 14-1: Air Basins of the West Slope Region



EL DORADO COUNTY NON-ATTAINMENT DESIGNATIONS AND CLASSIFICATIONS

El Dorado County is currently designated as a nonattainment area with respect to the state one-hour ozone and PM10 standards, and is either in attainment or unclassified for the remaining state standards. With respect to the national standards, the County is designated as a severe nonattainment area for the one-hour ozone standard and nonattainment for the eight-hour ozone standard. The County is either in attainment, unclassified, or unclassified/attainment for the remaining national standards. Based on current attainment status, lead, sulfates, hydrogen sulfide, and visibility reducing particulate matter are not a primary concern in El Dorado County in comparison to ozone, PM10, CO, and NOx. Concentrations of sulfates, lead, and hydrogen sulfide are, consequently, not monitored by the ambient air quality monitoring stations in El Dorado County. CARB does not yet have a measuring method with enough accuracy or precision to designate areas in the state as either “attainment” or “nonattainment” for these potential pollutants. The entire state is considered “unclassified” for visibility reducing particulate matter (AQMD 2003, CARB 2003). El Dorado County is in unclassified or unclassified/ attainment for the state and national CO standards on a regional level. However, localized exceedances or CO “hot spots” can occur. Table 14 summarizes the state and national designations for the El Dorado County portion of the MCAB.

TABLE 14-1: STATE AND NATIONAL AREA DESIGNATIONS FOR THE EL DORADO COUNTY PORTION OF THE MOUNTAIN COUNTIES AIR BASIN		
Pollutant	**State Designation 1**	**National Designation 2**
Ozone (One-hr)	Nonattainment	Nonattainment (Severe 15)[3]
Ozone (Eight-hr)	No State Standard	Nonattainment (Serious)
Respirable Particulate Matter (PM_{10})	Nonattainment	Unclassified[2]
Fine Particulate Matter ($PM_{2.5}$)	No State Standard	Unclassified/Attainment[4]
Carbon Monoxide	Unclassified[1]	Unclassified/Attainment[4]
Nitrogen Dioxide	Attainment	Unclassified/Attainment[4]
Sulfur Dioxide	Attainment	Unclassified[2]
Visibility-Reducing Particulate Matter	Unclassified[1]	No Federal Standard
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified[1]	No Federal Standard
Lead	Attainment	Attainment

1 As defined by CARB: Unclassified: a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment Attainment: a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a 3-year period. Nonattainment: a pollutant is designated nonattainment if there was at least one violation of a state standard for that pollutant in the area. Nonattainment/Transitional: a subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the standard for that pollutant. 2 As defined by EPA: Unclassified: any area that cannot be classified on the basis of available information as meeting or not meeting the national primary of secondary ambient air quality standard for the pollutant. Attainment; any area that meets the national primary or secondary ambient air quality standard for the pollutant. Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area does not meet) the national primary or secondary ambient air quality standard for the pollutant. 3 An area that has a designation value of 0.180 up to 0.190 parts per million and 15 years to attain. 4 An area that cannot be classified or are better than the national standards are indicated as Unclassified/Attainment.

Source: CARB 2001, 2002; El Dorado County AQMD 2002; EPA 2002

CUMULATIVE DEGRADATION OF AIR QUALITY

Emissions associated with development throughout the Sacramento Valley and Mountain Counties Air Basins, combined with emissions associated with development in El Dorado County, cumulatively degrade air quality throughout both air basins. The implementation of State Implementation Plans and Federal Implementation Plans for the region will help reduce the cumulative air quality impacts. The area's topography and meteorology, combined with population-related emissions increases, are expected to result in continued violations of the NOx and PM10 standards. In addition, increases in traffic volumes associated with regional growth may further congest major transportation systems in El Dorado County with the potential for violations of the CO standards.

AIR QUALITY CONFORMITY DETERMINATION

As the designated Metropolitan Planning Organization for the Sacramento Metropolitan Area, it is SACOG's responsibility to ensure that regional transportation plans and programs conform to the State Implementation Plan. SACOG also has responsibility for making findings of conformity required under section 176(c) of the federal Clean Air Act within the designated Sacramento Ozone Non-attainment Area.

The California Environmental Quality Act requires agencies to evaluate the environmental consequences of their proposed actions.

CHAPTER 15: ENVIRONMENTAL DOCUMENT

ENVIRONMENTAL CONSIDERATIONS

SAFETEA-LU requires the transportation planning process to consider projects and strategies that protect and enhance the environment. The California Environmental Quality Act (CEQA) requires agencies to evaluate the environmental consequences of their proposed actions.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Environmental analysis and development of alternatives to minimize adverse environmental impacts is fundamental to the transportation planning process. Typically a Programmatic or Master Environmental Impact Report (EIR) is prepared for the RTP. An EIR shall be prepared if the action will have a significant effect on the environment. An EIR is required to consider alternatives that would avoid or reduce significant environmental effects. The RTP environmental document must address all CEQA requirements in the detail commensurate with the actions being proposed.

In accordance with CEQA, EDCTC has prepared a Programmatic Environmental Impact Report as a separate document. The CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000-15389) are the implementing regulations for CEQA and provide detailed information on CEQA compliance.

The Programmatic Environmental Impact Report is provided under separate cover.

APPENDIX A:
RTP CHECKLIST

Regional Transportation Plan Checklist

(Revised February 2010)

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

Name of MPO/RTPA: El Dorado County Transportation Commission

Date Draft RTP Completed: September 24, 2010

RTP Adoption Date: November 4, 2010

What is the Certification Date of the Environmental Document (ED)? November 4, 2010

Is the ED located in the RTP or is it a separate document? Separate Document

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

Regional Transportation Plan Contents

General	Yes/No	Chapter # - Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))	Yes	1-1
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))	Yes	6-9 - 6-13 7-10 - 7-11 8-6 - 8-10 9-3 10-5 - 10-7 I-1 11-5 12-6 - 12-7
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Policy Element: 1-1 - 5-10 Action Element: 6-1 - 12-6 Financial Element: 13-1 - 13-14
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? **(MPOs only)**	NA	NA

a. Identify the general location of uses, residential densities, and building intensities within the region? **(MPOs only)**	NA	NA
b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? **(MPOs only)**	NA	NA
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? **(MPOs only)**	NA	NA
d. Identify a transportation network to service the transportation needs of the region? **(MPOs only)**	NA	NA
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? **(MPOs only)**	NA	NA
f. Consider the state housing goals specified in Sections 65580 and 65581? **(MPOs only)**	NA	NA
g. Utilize the most recent planning assumptions, considering local general plans and other factors? **(MPOs only)**	NA	NA
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? **(MPOs only)**	NA	NA
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)? **(MPOs only)**	NA	NA

j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? **(MPOs only)**	NA	NA
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	5-1 - 5-10
5. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) **(MPOs only)**	NA	NA

Consultation/Cooperation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	D-1
2. Did the MPO/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? (23CFR450.316(3)(b))	Yes	C-1 EIR
3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	C-1 EIR
4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation were consulted? (23 CFR part 450.322(g))	Yes	C-1 EIR
5. 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 450.322(g))	Yes	EIR
6. Did the MPO/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)? (Title 23 CFR part 450.316(c))	Yes	E-1 EIR
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	D-1 EIR

8.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	C-1 D-1
9.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**	Yes	C-1 D-1 EIR
10.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?	Yes	7-10
11.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))	Yes	www.edctc.org
12.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) **(MPOs only)**	N/A	N/A
13.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E) **(MPOs only)**	N/A	N/A

Modal Discussion

1.	Does the RTP discuss intermodal and connectivity issues?	Yes	4-4
2.	Does the RTP include a discussion of highways?	Yes	4-4 5-2 6-1
3.	Does the RTP include a discussion of mass transportation?	Yes	5-3 7-1
4.	Does the RTP include a discussion of the regional airport system?	Yes	5-4 8-2
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	5-5 10-1
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	5-5 10-1
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For MPOs and RTPAs located along the coast only)**	N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	Yes	7-10
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	N/A

10.	Does the RTP include a discussion of goods movement?	Yes	1-7 9-1

Programming/Operations

1.	Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) **(MPOs designated as TMAs only)**	N/A	N/A
2.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?	Yes	12-1 12-3
3.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	6-3 - 6-4
4.	Does the RTP contain a list of un-constrained projects?	Yes	13-4

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	13-1
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)	Yes	13-8
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	13-12
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65808(3)(A))	Yes	6-9 6-13 7-11 - 7-12 8-6 - 8-8 9-3 10-5 I-1 11-5 12-6 - 12-7
5.	Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	13-2
6.	After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i))	Yes	13-2 13-4
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	1-1 13-5

8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	1-1
9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) (**nonattainment and maintenance MPOs only**)	N/A	N/A

Environmental

1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	EIR
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	11-6
3. Does the RTP contain a discussion of SIP conformity, if applicable? **(MPOs only)**	N/A	N/A
4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))	Yes	EIR
5. Where does the EIR address mitigation activities?	Yes	EIR
6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	No
7. Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	Yes	11-6

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

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

November 4, 2010
Date

Kathryn F. Mathews, AICP
Print Name

Executive Director
Title

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APPENDIX B:
RTP ADVISORY COMMITTEE AGENDAS

el dorado county edctc TRANSPORTATION COMMISSION

2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Councilmembers Representing City of Placerville
Carl Hagen, Vice Chair
Mark Acuna
Patti Borelli

Supervisors Representing El Dorado County
Jack Sweeney, Chair
Helen Baumann
Rusty Dupray

Kathryn Mathews, Executive Director

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE

Wednesday, January 28, 2009
6:00 – 8:00 p.m.

Location:
El Dorado County Office of Emergency Services
Conference Room
330 Fair Lane
Placerville, CA 95667

AGENDA

The purpose of the Regional Transportation Plan Advisory Committee is to provide guidance toward the update of the El Dorado County Regional Transportation Plan (RTP). This role includes providing input and advice in the update of the RTP and serving as liaison between EDCTC staff and your agency/community group.

1. Welcome and Introductions – All (5 min)

2. Overview of the 2010 – 2030 El Dorado County RTP Update Process – Mathews (15 min)
    a. Review Purpose of the RTP
    b. Review Status of 2005-2025 RTP in El Dorado County
    c. Review Public Involvement Component of the RTP Process
    d. Review RTP Advisory Committee Role

3. Review Draft RTP Chapters – Mathews (15 Min)
    a. I – Introduction
    b. II – Organizational Setting
    c. III – Physical Setting

4. Brainstorming – Needs and Issues – All
    a. Transit – Barton (20 Min)
    b. Non-Motorized/Bicycle and Pedestrian – Bolster (20 Min)
    c. Aviation – Deloria (20 Min)
    d. Highways, Streets, and Roads – Mathews (20 Min)

5. Next Steps and Schedule Next Meeting (5 Min)

6. Adjourn

el dorado county edctc TRANSPORTATION COMMISSION

2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Councilmembers Representing City of Placerville
Carl Hagen, Chair
Mark Acuna
Patti Borelli

Supervisors Representing El Dorado County
John Knight, Vice Chair
Ray Nutting
Jack Sweeney

Kathryn Mathews, Executive Director

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE

Thursday, March 26, 2009
6:00 – 8:00 p.m.

Location:
El Dorado County Office of Emergency Services
Conference Room
330 Fair Lane Building A
Placerville, CA 95667

AGENDA

The purpose of the Regional Transportation Plan Advisory Committee is to provide guidance toward the update of the El Dorado County Regional Transportation Plan (RTP). This role includes providing input and advice in the update of the RTP and serving as liaison between EDCTC staff and your agency/community group.

1. Welcome and Introductions – All (15 min)

2. Review of Regional Transportation Issues – Mathews (15 min)

3. Definition of Goals, Objectives, and Policies – Mathews (15minutes)

4. Small Group Exercise: Goals, Objectives, and Policies – All (60 minutes)
    a. Highways/Streets/Regional Roadways – Mathews
    b. Goods Movement - Mathews
    c. Public Transit – Barton
    d. Transportation Systems Management – Barton
    e. Aviation – Deloria
    f. Non-motorized Transportation – Bolster
    g. Integrated Land Use, Air Quality and Transportation Planning – Deloria
    h. Funding – Mathews

5. Next Steps and Schedule Next Meeting (15 Min)

6. Adjourn

el dorado county edctc TRANSPORTATION COMMISSION

2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Councilmembers Representing City of Placerville
Carl Hagen, Chair
Mark Acuna
Patti Borelli

Supervisors Representing El Dorado County
John Knight, Vice Chair
Ray Nutting
Jack Sweeney

Kathryn Mathews, Executive Director

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE

Thursday, January 14, 2010
7:00 – 9:00 p.m.

Location:
Placerville Town Hall
549 Main Street
Placerville, CA 95667

AGENDA

The purpose of the Regional Transportation Plan Advisory Committee is to provide guidance toward the update of the El Dorado County Regional Transportation Plan (RTP). This role includes providing input and advice in the update of the RTP and serving as liaison between EDCTC staff and your agency/community group.

1. Welcome and Introductions – All (10 min)

2. Overview of the Existing Action Plan Element – Mathews (20 min)
    a. Review Delivered Projects
    b. Review Short and Long Term Action Plans
    c. Review Financial Constraints

3. Working Groups – Action Plans – All (40 min total)
    a. Regional Road Network – Mathews (40 min)
    b. Transit – Barton (20 min)
    c. Aviation – Deloria (20 min)
    d. Goods Movement – Bolster (20 min)
    e. Non-Motorized/Bicycle and Pedestrian – Bolster (20 min)
    f. Transportation Systems Management – Barton (20 min)
    g. Intelligent Transportation Systems – Deloria (20 min)

4. Report Out – All (20 min total)
    a. Regional Road Network – Mathews (5 min)
    b. Transit, Transportation Systems Management – Barton (5 min)
    c. Aviation, ITS – Deloria (5 min)
    d. Goods Movement, Non-Motorized/Bicycle and Pedestrian – Bolster (5 min)

5. Next Steps – Mathews (20 min)
    a. Financial Element
    b. Environmental Document

6. Schedule Next Meeting (10 Min)

7. Adjourn

el dorado county edctc TRANSPORTATION COMMISSION

2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

Councilmembers Representing City of Placerville
Carl Hagen, Chair
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Supervisors Representing El Dorado County
John Knight, Vice Chair
Ray Nutting
Jack Sweeney

Kathryn Mathews, Executive Director

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE

Monday, August 23, 2010
6:00 – 7:30 p.m.

Location:
El Dorado County Office of Emergency Services
Conference Room
330 Fair Lane
Placerville, CA 95667

AGENDA

The purpose of the Regional Transportation Plan Advisory Committee is to provide guidance toward the update of the El Dorado County Regional Transportation Plan (RTP). This role includes providing input and advice in the update of the RTP and serving as liaison between EDCTC staff and your agency/community group.

1. Welcome and Introductions – All (10 min)

2. Overview of the RTP Update – Deloria (10 min)
    a. Recap Process
    b. Recap Elements
    c. Recap RTP AC Input

3. Overview of Financial Element – Deloria/Symons (25 min total)
    a. Review Action Plan Cost Estimates
    b. Review Revenue Sources
    c. Review Action Element Changes
    d. Review Financial Forecasting Process

4. Overview of Environmental Impact Report (EIR) Document – ESP (25 min total)
    a. Review EIR Process and Statute
    b. Review EIR Components
    c. Review EIR Draft Findings

5. Next Steps – Deloria (10 min)
    a. RTP Workshop for the EDCTC
    b. Draft Public Review of RTP
    c. Draft Public Review EIR
    d. Proposed Adoption of RTP and EIR

6. Schedule Next Meeting (10 Min)

7. Adjourn

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APPENDIX C:
EDCTC COMMITTEES

EDCTC COMMITTEES

Regional Transportation Plan Advisory Committee (RTPAC)
Bob Smart, Bicycle Advocate
Caltrux, California Trucking Association
Kent Malonson, El Dorado Hills Community Services District (CSD)
Lindell Price, Pedestrian Advocate
Paul Ryan, Cameron Park CSD
Jim Ware, El Dorado County Department of General Services
El Dorado Youth Commission
Bernard Carlson, El Dorado County Taxpayers
Kirsten Rogers, El Dorado County Public Health
Dr. Olivia Kasirye, El Dorado County Public Health
Mindy Jackson, Executive Director, El Dorado County Transit Authority
Nick Fonseca, Shingle Springs Rancheria
Star Walker, Social Services Technical Advisory Council
Susie Davies, Persons with Disabilities Advocate
Gabe Corely, Caltrans
Susan Wilson, Caltrans
Sadie Smith, Caltrans
Laurel Brent-Bumb
Livia Amidon, Cameron Park CSD
Randy Pesses, City of Placerville Public Works
Richard Tippet, City of Placerville Planning Department
Scott Chadd, El Dorado County Taxpayers
Alan Clarke, Cameron Park CSD
Alan Menard, Divide Chamber of Commerce
Matt Smeltzer, Airports
Dianna Hillyer, El Dorado Hills CSD
Kirk Bone, Developer (El Dorado Hills)
Lacey Symons, Sacramento Area Council of Governments
Roger Trout, El Dorado County Planning Department

Technical Advisory Committee (TAC)
Sadie Smith, Caltrans, District 3
Steve Calfee, Community Development Director, City of Placerville
Lacey Symons, Sacramento Area Council of Governments
Jim Ware Director, Director EDC Department of General Services
John Driscoll, City Manager, City of Placerville
Gayle Erbe-Hamlin, Chief Administrative Officer, EI Dorado County
Anne Novotny, Senior Planner, EDC Department of Transportation
Mindy Jackson, Executive Director, El Dorado County Transit Authority
Matt Smeltzer, Senior Engineer, EI Dorado County Department of Transportation
Roger Trout, Planning Director, El Dorado County Planning Dept.
Randy Pesses, Public Works Director, City of Placerville

Social Services Transportation Advisory Council (SSTAC)
Wanda Demarest, Social Service Provider, Seniors
Star Walker, Social Service Provider, Seniors
Vacant, Potential Transit User, Handicapped
Stanley Price, Potential Transit User, Commuter
Penny Shervey, Social Service Provider – Handicapped

Susan Hendrix – Social Service Provider – Handicapped
Ellen Yevdakimov, Social Service Provider - Limited Means
Edith Monger, Potential Transit User - 60 yrs or Older
Mindy Jackson, Executive Director, El Dorado County Transit Authority Scott Ousley, Consolidated Transportation Service Agency

El Dorado County Bicycle Advisory Committee

Mike Bean, Bicycle Advocate
Dave Cassel, El Dorado Hills Bicycle Commuter
Eileen Crim, Friends of El Dorado Trail (Trails Now) Representative
Rebecca Garrison, 50 Corridor Transportation Management Agency
Cara Halleus, Pedestrian Representative
Dianna Hillyer, El Dorado Hills Community Services District
Dave Hinz, El Dorado County Bicycle Commuter
Alfred Knotts, Tahoe Regional Planning Agency
Jim Konopka, City of Folsom
James Larsen, El Dorado County Business Representative
Manny DeAquino, City of Placerville Planning Commission
Jerry Ledbetter, Trails Advisory Committee
Walter Mathews, El Dorado County Planning Commission
Jeff Minor, South Lake Tahoe Area Representative
Lynn Murray, Disabled Community Representative
Carol Patton, City of Placerville Business Representative
Janet Postlewait, El Dorado County Department of Transportation
Pierre Rivas, El Dorado County Planning Department
Aaron Cabaccang, Caltrans District 3
Robert Smart, El Dorado County Parks and Recreation Commission
Lacey Symons, Sacramento Area Council of Governments
Fred Smith, Cameron Park Community Services District

Camino Corridor Project Study Report Stakeholder Advisory Committee

Maryann Argyres, Apple Hill Growers Association
Christa Campbell, Camino Community Action Committee
Ann Wofford, Camino Community Action Committee
Tami Knieriem, Camino Heights Advisory Committee
Bessie Dietz, Camino Hills Property Association
Susanne Egger, Camino School
Laurel Brent-Bumb, El Dorado County Chamber of Commerce
Marty Hackett, El Dorado County Office of Emergency Services
Justin Boeger, El Dorado County Winery Association
Matt Barnes, El Dorado High School
Cindy Megerdigian, El Dorado Irrigation District
Andy Aurteaga, El Dorado Irrigation District
Mindy Jackson, Executive Director, El Dorado County Transit Authority
Scott Chadd, Farm Trails
Jean Huettis, Ivy Knoll Road Association
Karen Pitts, Sierra Club Maidu Group
Dave Brown, Sierra Pacific Industries
Jim Mullens, Still Meadows Road Association
Eileen Crim, Trails Now

Broadway Village Stakeholders Advisory Committee

Wendy Mattson, President - Broadway Village Association
Ron Vardanega, Board Member - Broadway Village Association
Glenn Webb, Board Member - Broadway Village Association
Shawn Ebrahimi, Vice President - Broadway Village Association
Kathi Lishman – Community Pride
Carol Anne Ogdin – City of Placerville Planning Commission
Tony Granados – City of Placerville Downtown Association
Laurel Brent-Bumb – El Dorado County Chamber of Commerce
Maryann Argyres – Apple Hill Growers Association
Sam Lacara – Louisiana Schnell School
Justin Boeger – El Dorado County Winery Association
Pete McQuillen – Placerville Drive Business Association
Corey Harkins – El Dorado County Youth Commission
Duane Biechley – Trails Now
Don Williams – Eskaton Village
Evelyn McGrath - Eskaton Village
Carol Martin – El Dorado County Youth Commission
Mindy Jackson, Executive Director – El Dorado Transit Authority
Gabriel Corely – Caltrans
Randy Pesses, City of Placerville Public Works Director – City of Placerville
Steve Calfee – City of Placerville Community Development
Andrew Painter – City of Placerville Community Development
Jeff Schwein – Lumos & Associates
Gladys Cornell – AIM Consulting
Chad Crutcher – Lumos & Associates
Ian Moore – Alta Planning & Design
Sid Afshar – Lumsden Ranch Developer

Placerville Drive Stakeholder Advisory Committee

Christine Thiel – Community Pride
Ginny McCormick – Trails Now
Janet Postelwait – El Dorado County Department of Transportation
Kathi Lishman – Community Pride
Manuel De Aquino – City of Placerville Planning Commission
Mike Kobus – El Dorado County Chamber of Commerce
Patty Borelli – City of Placerville Council Member
Peter McQuillen – Placerville Drive Business Association
Susie Davies – M.O.R.E
Susie Dilts Huber – Placerville Downtown Association
Wendy Mattson, President - Broadway Village Association
Pat O'Halloran – El Dorado County Fair Board of Directors
Randy Pesses, City of Placerville Public Works Director – City of Placerville
Steve Calfee – City of Placerville Community Development
Mindy Jackson, Executive Director – El Dorado Transit Authority
Gabriel Corley – Caltrans

State Route 49 Realignment Study Stakeholder Advisory Committee

John Schmit, Broadway Village Association
Nate Rangel, Caifornia Outdoors
Scott Armstrong (alternate), California Outdoors
Jim Michaels, California State Parks - Gold Fields District
Coloma Lotus Valley Community Association
Jamie Beutler, El Dorado Citizens for Smart Growth

Kathy Daniels, El Dorado County Office of Education
Carol Martin (Advisor), El Dorado Youth Commission
Lauren Cockrell (Student), El Dorado Youth Commission
Rob Joyce (Student), El Dorado Youth Commission
Bob Smart, El Dorado County Parks and Recreation Commission
Howard Penn, El Dorado County Chamber of Commerce
Doug Walker, El Dorado County Historical Society
Kris Payne, El Dorado County Historical Society
Bernie Morton, El Dordado County Office of Emergency Services
Matt Cathey, El Dordado County Office of Emergency Services
El Dorado Union High School District
Scott Chadd, Farm Trails
John Taylor, Friends of the Diamond Springs-El Dorado Community
Larry Lavine, Greenstone Country Owners Association
Bill Center, No Gridlock Committee
Mike Kobus, Placerville Drive Business Association
Peter McQuillen (Alternate), Placerville Drive Business Association
Carol Patton, Placerville Downtown Association
Bob Johnson, Sierra Club Maidu Group
Scott Chadd, Taxpayers Association of El Dorado County
Bernard Carlson (Alternate), Taxpayers Association of El Dorado County
Randy Hackbarth, Trails Now

Citizens Advisory Committee

Lindell Price, Community of Cameron Park
Karen O'Brien Hodges, Community of Cool
Nizar Melhani, Community of El Dorado Hills
Rachel Michelin, Community of El Dorado Hills
Megan Reeves, Community of El Dorado Hills
Leon Gardner, Community of Garden Valley
Robert Casper, City of Placerville
John Schmit, City of Placerville
Carol Patton, City of Placerville
Mark Copple, Community of Pollock Pines
Kelle Reve Hernandez, Community of Rescue
Art Marinaccio, Community of Shingle Springs
Raeann Jones, Community of Shingle Springs
Anne McQuillen, Community of Somerset

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APPENDIX D:
PUBLIC INVOLVEMENT PLAN

PUBLIC INVOLVEMENT PLAN
FOR THE
EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN – 2010-2030

Purpose of the Public Involvement Plan
This plan concerns the adoption of the EDCTC 2030 Regional Transportation Plan and Environmental Impact Report (EIR) in November 2010. The purpose of this plan is to create a public dialog on the content of the RTP and EIR. Public input on these documents is intended to create an open process that reflects the values of the region's residents.

Audience
The audience for the documents is the Commission, EDCTC's planning partners, and the general public. Special efforts will be made to reach minority and underserved populations.

Comment Period
The draft documents will be approved for circulation by the Commission. The Draft RTP EIR will be disseminated to EDCTC committees and the public for a 45-day comment period. The Draft RTP will be disseminated to EDCTC committees and the public for a 30-day comment period The comment period will include a public hearing scheduled for the October 7, 2010 Commission Meeting. On November 4, 2010 the Commission will consider adopting the documents.

Outreach Methods
The following methods will be used for eliciting comments on the draft RTP and EIR:

- **EDCTC -** The Commission will be provided with electronic and/or printed copies of the draft documents with staff reports, for both the August 26 and October 7, 2010 meetings. The Commission will be provided printed copies of the draft documents with the staff report for the November 4, 2010 meeting.

- **Posted Agendas -** The agendas for the Commission meetings and all regular advisory committee meetings that will consider these documents will be posted at the EDCTC offices and on the EDCTC webpage.

- **Public Hearing -** There will be a public hearing on the draft documents conducted by the Commission at the October 7, 2010 meeting, to be held at 2:15 p.m. at 2850 Fairlane Court, Building C Hearing Room, Placerville, CA 95667.

- **Outreach to Native American Tribes –** Correspondence inviting early consultation with Shingle Springs Rancheria was sent to the Tribal Chairman on January 27, 2009. All RTP AC agendas and draft documents will be sent with a cover letter to the Tribal Chairman to be followed up by a phone call to elicit comments.

- **EDCTC Webpage -** The draft documents and the opportunity to comment on them will be highlighted on the EDCTC website at www.edctc.org.

- **Legal Notices and Press Releases -** Legal notices in newspapers regarding the documents, the comment period, and the public hearing will be placed in the Mountain Democrat and other local media contacts. Press releases will also be sent to media contacts.

- **EDCTC Advisory Committee Mailing List -** The documents and staff report will be sent to: Technical Advisory Committee and Regional Transportation Plan Advisory Committee.

- **Presentations at Public Meetings/Workshops -** EDCTC staff will be available upon request to present the draft documents at Community Services District meetings, public workshops,

community meetings, Planning Commission meetings, and the Placerville City Council and El Dorado County Board of Supervisors meetings.

Final Documents

Final documents will be available from EDCTC, on the EDCTC website, and at public libraries. Printed documents will be available for a fee. Documents will be available on compact disc for a nominal fee.

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APPENDIX E:
TRIBAL GOVERNMENT CONSULTATION

el dorado county edctc TRANSPORTATION COMMISSION

2828 Easy Street Suite 1 Placerville CA 95667 tel: 530.642.5260 fax: 530.642.5266 www.edctc.org

June 2, 2010

Nicolas H. Fonseca
Chairman
Shingle Springs Rancheria
PO Box 1340
Shingle Springs, CA 95682

Marilyn Delgado
Tribal Administrator
Shingle Springs Rancheria
PO Box 1340
Shingle Springs, CA 95682

Chair Fonseca and Ms. Delgado:

The El Dorado County Transportation Commission (EDCTC) is updating the El Dorado County Regional Transportation Plan (RTP) and is initiating the environmental review process for the RTP update. This process will update the existing 2005-2025 RTP and result in the preparation and adoption of a 2010-2030 RTP. This letter is intended to initiate consultation between Tribes and EDCTC. In order to achieve meaningful consultation on this RTP, we ask that you please provide the following:

1. The name and contact information for the person(s) within the Tribe who will be responsible for providing Tribal comment to EDCTC.
2. Concerns, if any, regarding Native American cultural sites within the RTP area.
3. Either a request for official consultation with EDCTC regarding the RTP update or statement that official consultation with EDCTC is not necessary for the RTP update.
4. If consultation is requested, a list of names and phone numbers of the Tribal members who should be invited to any official consultation sessions with EDCTC.
5. Any special requirements that the Tribe may have that would allow a more meaningful consultation process to proceed.

Project Summary: The RTP is to be directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation services and facilities. In addition, the California Environmental Quality Act requires that state agencies, including the EDCTC, conduct an environmental review of their proposed projects to determine whether the project will result in one or more significant effects on the environment and to identify mitigation measures or project alternatives that would avoid or substantially lessen significant environmental effects.

The specific nature and locations of culturally sensitive areas or resources that you may disclose to EDCTC and its consultants through this consultation process will be held under strict confidentiality and will not be made available to the public. General policy language can be included in the EIR to acknowledge the presence of tribal resources in the area without specific site identification.

Your input on this project will be greatly appreciated, and I look forward to your participation. Please feel free to contact Woodrow Deloria, Associate Transportation Planner, with any questions you may have by phone (530) 642-5263 or email wdeloria@edctc.org.

Sincerely,

Kathryn F. Mathews, AICP
Executive Director

From: Woody Deloria
To: "Nicholas Fonseca"
Subject: El Dorado County Regional Transportation Plan Update
Date: Monday, July 12, 2010 1:59:00 PM

Dear Mr. Fonseca,

I am writing to follow up on a letter dated June 2, 2010 intended to initiate consultation between the Shingle Springs Rancheria and the El Dorado County Transportation Commission. I have not received any comment or feedback from you or any representative from the Shingle Springs Band of Miwok. Might I assume that this in fact means you have no comments or concerns regarding the 2010-2030 Regional Transportation Plan? If not, I would be available to discuss any issues you may have at anytime. Please let me know if you would like to set up a meeting to discuss.

Sincerely,

Woodrow E. Deloria
Associate Transportation Planner
El Dorado County Transportation Commission
530-642-5263 phone
530-642-5266 fax
www.edctc.org

From:	Woody Deloria
To:	"nfonseca@ssband.org"
Bcc:	Kathy Mathews
Subject:	FW: Regional Transportation Plan Tribal Consultation Meeting
Date:	Monday, May 10, 2010 4:30:00 PM

Dr. Mr. Fonseca,

I am writing to request a meeting with you to discuss the El Dorado County 2010-2030 Regional Transportation Plan (RTP). The El Dorado County Transportation Commission (EDCTC) would greatly appreciate your input on the RTP. The RTP and EDCTC would benefit from your input on the RTP as well as discussion of your community's transportation related planning efforts. County Supervisor John Knight would also like to attend the meeting along with Kathryn Matthews, Executive Director of EDCTC. Please notify me of your earliest convenience to meet and discuss this important effort.

Thank You,

Woodrow E. Deloria
Associate Transportation Planner
El Dorado County Transportation Commission
530-642-5263 phone
530-642-5266 fax
www.edctc.org

el dorado county edctc TRANSPORTATION COMMISSION

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Councilmembers Representing City of Placerville
Patty Borelli, Vice Chair
Mark Acuna
Carl Hagen

Supervisors Representing El Dorado County
John Knight, Chair
Ray Nutting
Jack Sweeney

Kathryn Mathews, Executive Director

April 20, 2010

Nicholas Fonseca
Chairman
Shingle Springs Rancheria
PO Box 1340
Shingle Springs, CA 95682

RE: Notice of Preparation for the El Dorado County 2010-2030 Regional Transportation Plan (RTP) Environmental Impact Report (EIR)

Mr. Fonseca:

EDCTC has prepared an Initial Study and has determined that an EIR will be prepared for the RTP update. EDCTC has distributed a Notice of Preparation (NOP) requesting the views of interested parties regarding the scope and content of the EIR. Due to the time limits mandated by State law, responses to the NOP must be provided to EDCTC by no later than May 21, 2010. Comment submittal information is provided in the NOP, and the NOP and Initial Study are available on the EDCTC website at www.edctc.org. The documents are also available for review at the following locations:

EDCTC Offices
2828 Easy Street, Suite 1
Placerville, CA 95667

El Dorado County Main Library
345 Fair Lane
Placerville, CA 95667

El Dorado Hills Branch Library
7455 Silva Valley Parkway
El Dorado Hills, CA 95762

Cameron Park Branch Library
2500 Country Club Dr
Cameron Park, CA 95682

Pollock Pines Branch Library
6210 Pony Express Trail
Pollock Pines, CA 95726

Georgetown Branch Library
6680 Orleans Street
Georgetown, CA 95634

The EDCTC will conduct a scoping meeting to solicit comments from adjacent jurisdictions, interested parties, responsible agencies, and trustee agencies as to the scope and content of the EIR. The EDCTC would appreciate your participation in this meeting. If you are unable to attend please provide written comments to EDCTC no later than May 21, 2010. The scoping meeting will be held at 6:00 p.m. on May 3, 2010 at the following location:

City of Placerville Town Hall
549 Main Street, Placerville, California 95667

Additional information regarding the RTP update and EIR process can be obtained by contacting Mr. Woodrow Deloria by phone at (530) 642-5263 or by email at wdeloria@edctc.org.

Sincerely,

Woodrow Deloria
Associate Transportation Planner

From:	Woody Deloria
To:	"nfonseca@ssband.org"
Bcc:	"Bob Delp"
Subject:	Notice of Preparation for the El Dorado County 2010-2030 Regional Transportation Plan (RTP) Environmental Impact Report (EIR)
Date:	Tuesday, April 20, 2010 11:42:00 AM
Attachments:	Miwok Letter.pdf EDCTC RTP Notice of Preparation.pdf

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Dear Chairman Fonseca,

Please see attached letter and Notice of Preparation concerning the El Dorado County 2010-2030 Regional Transportation Plan. As always we greatly appreciate your support on this effort.

Sincerely,

Woodrow E. Deloria
Associate Transportation Planner
El Dorado County Transportation Commission
530-642-5263 phone
530-642-5266 fax
www.edctc.org

From: Woody Deloria
To: "nfonseca@ssband.org"
Subject: Regional Transportation Plan Tribal Consultation Meeting
Date: Wednesday, May 05, 2010 9:40:00 AM

Dr. Mr. Fonseca,

I am writing to request a meeting to discuss the El Dorado County 2010-2030 Regional Transportation Plan (RTP). The El Dorado County Transportation Commission would greatly appreciate your input on the RTP. We would benefit from your input on your community's planning efforts and transportation related needs. County Supervisor John Knight will also attend the meeting along with Kathryn Matthews of EDCTC. Please notify me of your earliest convenience to meet.

Thank You,

Woodrow E. Deloria
Associate Transportation Planner
El Dorado County Transportation Commission
530-642-5263 phone
530-642-5266 fax
www.edctc.org

From: Woody Deloria
To: "Nicholas Fonseca"
Subject: Regional Transportation Planning
Date: Tuesday, January 27, 2009 9:40:00 AM

Dear Mr. Fonseca,

I am writing to ensure that you received an invitation to participate in the El Dorado County Regional Transportation Plan Update Policy Advisory Committee (RTP AC). You should have received an email including an information package and agenda for tomorrow night's meeting. If not, and you are interested in attending let me know and I will supply immediately.

I am the new transportation planner with El Dorado County Transportation Commission, as I recently moved to Placerville from Lac du Flambeau Wisconsin where I worked for a number of years for the Great Lakes Inter Tribal Council (GLITC). While I am not Native, my heritage (Vine Deloria Jr.) and personal/professional career has been deeply involved in developing culturally competent collaboration with local tribes throughout a multitude of planning efforts. I would greatly appreciate your involvement or the involvement of a representative of the tribe in this and other planning efforts.

I would be happy to answer any questions, and would very much enjoy meeting with you at your convenience to discuss how I may assist your efforts with regard to transportation planning within El Dorado County.

Thank You,

Woodrow E. Deloria
Assistant Transportation Planner
El Dorado County Transportation Commission
530-642-5263 phone
530-642-5266 fax
www.edctc.org

APPENDIX F:
REGIONAL ROADWAY CLASSIFICATION

APPENDIX F

REGIONAL ROADWAYS WITH CORRESPONDING FEDERAL CLASSIFICATION

FHWA Classification	Roadway	Limits
Urban Other Freeway or Expressway	Highway 50	Sacramento County Line to Silva Valley Parkway
		Bass Lake Road to Shingle Springs
		Weber Creek to east Placerville City Limits
Rural Other Principal Arterial	Highway 49	Southerly Placerville City Limits to Ray Lawyer Drive (future)
	Highway 50	Silva Valley Parkway to Bass Lake Road
		East Placerville City Limits to Airport Road
	Ray Lawyer Drive	Shingle Springs Drive to Weber Creek
Urban Other Principal Arterial	Highway 49	Southerly Placerville City Limits to Diana Street
	Highway 50	Airport Road to Nevada State Line
	Ray Lawyer Drive	Northwesterly Placerville City Limits to Southerly Placerville City Limits
Urban Minor Arterial	Cameron Park Road	Durock Road to Green Valley Road
	EL Dorado Hills Blvd.	U.S. 50 to Green Valley Drive
	Green Valley Road	Sacramento County Line to Malcolm Dixon Road
	Green Valley Road	Bass Lake Road to Pineoak Road
	Green Valley Road	Placerville City Limits to Placerville Drive
	Cold Springs Road	Placerville Drive to Kelli Drive (city limits)
	Main Street	Broadway to Forni Road
	Mosquito Road	Broadway to Meadow Lane
	Mother Lode Drive	S. Shingle Road to Buckeye Road (east)
	Newtown Road	Broadway to Placerville City Limits
	N. Shingle Road	Ponderosa Road to Tennessee Drive
	Placerville Drive	Ray Lawyer Drive to U.S. 50
Urban Minor Arterial	Ponderosa Road	U.S. 50 to N. Shingle Road
	Salmon Falls Road	Green Valley Road to Lake Hills Drive
	Silva Valley Parkway	Highway 50 to Green Valley Road

	S. Shingle Road	Highway 50 to Durock Road
Rural Minor Arterial Urban Collector	Highway 49	Amador County Line to Ray Lawyer Drive (future)
	Highway 49	Diana Street to Placer County Line
	SR 193	SR 49 to Placerville City Limits
	Cedar Ravine Road	Placerville city limit to Pleasant Valley Road
	Carson Road	Pony Express Trail to Placerville City Limits
	Cold Springs Road	Kelli Drive to Highway 153
	Green Valley Road	Malcolm Dixon Road to Bass Lake Road
	Green Valley Road	Pineoak Road to Placerville City Limits
	Latrobe Road	Investment Blvd. To U.S. 50
	Lotus Road	Green Valley Road to SR 49
	Missouri Flat Road	Green Valley Road to SR 49
	Mother Lode Drive	Buckeye Road (east) to Pleasant Valley Road
	Newtown Road	Pleasant Valley Road to Broadway
	N. Shingle Road	Tennessee Drive to Green Valley Road
	Pleasant Valley Road	Mother Lode Dr. to Mt. Aukum Road
	Salmon Falls Road	Lake Hills Drive to SR 49
	Sly Park Road	Pleasant Valley Road to Highway 50
	White Rock Road	Sacramento County Line to Silva Valley Parkway
	Bass Lake Road	U.S. 50 to Green Valley Road
	Cambridge Road	Green valley Road to U.S. 50
	Country Club Drive	Cameron Park Drive to Bass Lake Road
Rural Minor Arterial Urban Collector	Durock Road	Cameron Park Drive to S. Shingle Road
	Forni Road	Main St. to Hwy 50
	Meder Road	Cameron Park Drive to Ponderosa Road
	Ponderosa Road	N. Shingle to Meder Road
	Saratoga Way	Extension County Line to EDH Blvd.
	Serrano Parkway	EI Dorado Hills Blvd to Silva Valley Pkwy
	S. Shingle Road	Durock Road to Northern S.P. RR Crossing
Rural Major Collector	Bucks Bar Road	Mt. Aukum Road to Pleasant Valley Road
	EL Dorado Road	Pleasant Valley Road to Green Valley Road
	Francisco Drive	Green Valley Road to Guadalupe Drive

	Latrobe Road	Amador County Line to Investment Blvd.
	Marshall Road	SR 49 To Black Oak Mine Road
	Mormon Emigrant Trail	Sly Park Road to East Dam
	Mother Lode Drive	Pleasant Valley Road to Missouri Flat Road
	Mt. Aukum Road	Amador County Line to Pleasant Valley Road
	Pony Express Trail	Carson Road to Sly Park Road
	Serrano Parkway	Silva Valley Pkwy to Bass Lake Extension Road
	Sly Park Road	Highway 50 to Pony Express Trail
Rural Minor Collector	Fair Play Road	Mt. Aukum Road to Omo Ranch Road
	Garden Valley Road	SR 193 to Marshall Road
	Gold Hill Road	Lotus Road to SR 49
	Greenstone Road	Mother Lode Drive to Green Valley Road
	Mosquito Road	Meadow Lane to Wentworth Springs Road
	Omo Ranch Road	Mt. Aukum Road to Fair Play Road
	Snows Road	Carson Road to Newtown Road
	S. Shingle Road	Northern S.P. RR Crossing to Latrobe Road

The following roadway segments are not classified by FHWA, but are included in the EI Dorado County DOT classification structure. Refer to Table 6-2 on page 6-3 for the classification codes.

Code	Roadway	Segment
2R	Big Cut Road	Pleasant Valley Road to Placerville City Limits
2R	Forni Road	SR 49 to Placerville City Limits
4AD	Missouri Flat Road Connector	Missouri Flat Road to Pleasant Connector Valley Road/SR 49
2R	Ponderosa Road	Meder Road to Green Valley Road
4AD	Sophia Parkway	County Line to Green Valley Road
4AD	Suncast Lane Extension	County Line to White Rock Road
2A	Suncast Lane Extension	White Rock to Latrobe Rd (where it meets existing roadway)

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APPENDIX G:
REGIONAL ROADWAY LEVEL OF SERVICE

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: MS2 Model Year: 2025

BOS

ROAD NAME		SEGMENT	LINK	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY AM PEAK HOUR COUNT	LOS	IMPROVEMENT Type	Code	HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS AM PEAK HOUR VOLUME	LOS	DEFICIENCY
US HIGHWAY 50																				
WB		1. County Line to EDH Blvd/Latrobe Rd	154	0.00 - 0.85	2F	E	2	3,950	F*	3-Lane Freeway	3F	15%	1,700	3,060	4,400	5,410	6,060	5,520	E	
EB			155	0.00 - 0.85	2F	E	2	1,920	B	3-Lane Freeway	3F	8%	1,700	3,060	4,400	5,410	6,060	3,450	C	
WB		2. EDH Blvd/Latrobe Rd to Bass Lake Rd	156	0.85 - 3.23	2F	E	2	3,350	F*	3-Lane Freeway	3F	15%	1,700	3,060	4,400	5,410	6,060	5,250	D	
EB			157	0.85 - 3.23	2F	E	2	1,300	B	3-Lane Freeway	3F	8%	1,700	3,060	4,400	5,410	6,060	3,790	C	(1)
WB		3. Bass Lake Rd to Cambridge Rd	158	3.23 - 4.95	2F	E	2	3,120	D	3-Lane Freeway	3F	12%	1,700	3,060	4,400	5,410	6,060	4,710	D	(1)
EB			159	3.23 - 4.95	2F	E	2	1,880	B	3-Lane Freeway	3F	8%	1,700	3,060	4,400	5,410	6,060	4,250	C	(1)
WB		4. Cambridge Rd to Cameron Park Dr	160	4.95 - 6.57	2F	E	2	2,840	D	3-Lane Freeway	3F	12%	1,700	3,060	4,400	5,410	6,060	4,010	C	(1)
EB			161	4.95 - 6.57	2F	E	2	1,860	B	3-Lane Freeway	3F	8%	1,700	3,060	4,400	5,410	6,060	3,930	C	(1)
WB		5. Cameron Park Dr to Ponderosa Rd	162	6.57 - 8.58	2F	E	2	2,880	D	3-Lane Freeway	3F	8%	1,700	3,060	4,400	5,410	6,060	3,270	C	(2)
EB			163	6.57 - 8.58	2F	E	2	1,800	B	3-Lane Freeway	3F	8%	1,700	3,060	4,400	5,410	6,060	3,730	C	(2)
WB		6. Ponderosa Rd to Shingle Springs Dr	164	8.58 - 10.30	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	3,010	D	
EB			165	8.58 - 10.30	2F	E	2	1,190	E	2-Lane Freeway + Aux	2FA		1,410	2,550	3,640	4,480	5,035	3,810	D	(2)
WB		7. Shingle Springs Dr to Greenstone Rd	166	10.30 - 12.19	2F	D	2	1,980	B				1,110	2,010	2,880	3,570	4,010	2,880	C	
EB			167	10.30 - 12.19	2F	D	2	1,300	B				1,110	2,010	2,880	3,570	4,010	2,900	D	
WB		8. Greenstone Rd to El Dorado Rd	168	12.19 - 14.01	2F	E	2	2,010	B				1,110	2,010	2,880	3,570	4,010	2,590	C	
EB			169	12.19 - 14.01	2F	E	2	1,420	B				1,110	2,010	2,880	3,570	4,010	3,190	D	
WB		9. El Dorado Rd to Missouri Flat Rd	170	14.01 - 15.09	2F	E	2	1,910	B				1,110	2,010	2,880	3,570	4,010	2,750	C	
EB			171	14.01 - 15.09	2F	E	2	1,880	B				1,110	2,010	2,880	3,570	4,010	2,770	C	
WB		10. Missouri Flat Rd to Placerville City Limits	172		2F	E	2	2,550	C				1,110	2,010	2,880	3,570	4,010	2,250	C	
EB			173		2F	E	2	2,000	B				1,110	2,010	2,880	3,570	4,010	2,950	D	

* According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

(1) Only three mixed-flow lanes required to provide acceptable LOS. HOV lanes are assumed to be constructed first based on current MTP and air quality conformity requirements. If a mixed-flow lane can be constructed instead of the HOV lane, no additional widening would be required.

(2) Inclusion of mixed-flow lane improvement is recommended due to projected volume being at or near LOS E capacity without the improvement.

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS OP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY PM PEAK HOUR COUNT	LOS	IMPROVEMENT Type	Code	HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS PM PEAK HOUR VOLUME	LOS	DEFICIENCY
BASS LAKE ROAD																		
	1. US 50 to Country Club Dr		2A	D	2	430	C	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	2,200	D	
	2. Country Club Dr to Bass Lake	1.805	2R	D	2	430	C	4-Lane Arterial, Undivid	4AU		0	0	1,750	2,740	2,890	1,290	C	
	3. Bass Lake to Green Valley Rd	1.805 - 3.885	2R	E	2	360	C				90	200	680	1,410	1,740	670	C	
BASS LAKE ROAD, NEW																		
	1. Bass Lake Rd to Green Valley Rd			D				2-Lane Arterial	2A		0	0	970	1,760	1,870	250	C	
BIG CUT ROAD																		
	1. Pleasant Valley Rd to Placerville City Limits		2R	D	2	80	A				90	200	680	1,410	1,740	80	A	
BUCKS BAR ROAD																		
	1. Mt Aukum to Cattle Cr Ln	0.00 - 2.371	2R	D	2	340	C				90	200	680	1,410	1,740	560	C	
	2. Cattle Cr Ln to Pleasant Valley Rd	2.371 - 4.821	2R	D	2	400	C				90	200	680	1,410	1,740	580	C	
CAMBRIDGE ROAD																		
	1. US 50 EB ramps to Country Club Dr	0.00 - 0.36	2A	E	2*	700	C				0	0	970	1,760	1,870	1,250	D	
	2. Country Club Dr to Oxford Rd	0.36 - 1.67	2A	F	2*	830	C				0	0	970	1,760	1,870	1,090	D	
	3. Oxford Rd to Green Valley Rd	1.67 - 3.38	2U	E	2*	390	C				120	290	790	1,600	2,050	580	C	
CAMERON PARK DRIVE																		
	1. Durock Rd to Coach Ln	0.00 - 0.134	4AU	F	4*	880	C				0	0	1,750	2,740	2,890	2,550	D	
	2. Coach Ln to Palmer Dr	0.134 - 0.389	4AU	G	4*	1,970	D	6-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,310	D	
	3. Palmer Dr to Oxford Rd	0.389 - 1.696	2A	E	2*	1,590	E	6-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,930	D	
	4. Oxford Rd to Green Valley Rd	1.696 - 3.463	2U	E	2*	840	D				120	290	790	1,600	2,050	1,070	D	
CARSON ROAD																		
	1. Placerville City Limits to Union Ridge Rd	0.00 - 2.079	2R	D	2	180	B				90	200	680	1,410	1,740	400	C	
	2. Union Ridge Rd to US 50	2.079 - 4.359	2R	D	2	200	B				90	200	680	1,410	1,740	300	C	
	3. US 50 to Barkley Rd	4.359 - 5.117	2R	D	2	350	C				90	200	680	1,410	1,740	540	C	
	4. Barkley Rd to Pony Express Tr	5.117 - 8.801	2R	E	2	270	C				90	200	680	1,410	1,740	310	C	
CEDAR RAVINE ROAD																		
	1. Pleasant Valley Rd to Quarry Rd	0.00 - 1.390	2R	D	2	140	B				90	200	680	1,410	1,740	190	B	
	2. Quarry Rd to Placerville City Limits	1.390 - 4.976	2R	D	2	220	C				90	200	680	1,410	1,740	340	C	
COLD SPRINGS ROAD																		
	1. Placerville City Limits to Cool Water Cr	0.00 - 1.362	2R	E	2	390	C				90	200	680	1,410	1,740	700	D	
	2. Cool Water Cr to Gold Hill Rd	1.362 - 4.614	2R	D	2	220	C				90	200	680	1,410	1,740	470	C	
	3. Gold Hill Rd to SR 49	4.614 - 7.337	2R	D	2	170	B				90	200	680	1,410	1,740	250	C	
COUNTRY CLUB DRIVE																		
	1. Bass Lake Rd to Merrychase Dr		2R	D	2*	230	C				90	200	680	1,410	1,740	840	D	
	2. Merrychase Dr to Cambridge Rd		2R	E	2*	240	C				90	200	680	1,410	1,740	870	C	
	3. Cambridge Rd to Royal Dr (W)		2R	E	2*	300	C				90	200	680	1,410	1,740	970	D	
	4. Royal Dr (W) to Cameron Park Dr		2R	E	2*	430	C				90	200	680	1,410	1,740	600	C	
COUNTRY CLUB DRIVE EXTENSION																		
	1. Silva Valley Pkwy to Bass Lake Rd			D				2-Lane Arterial	2A		0	0	970	1,760	1,870	800	C	
DUROCK ROAD																		
	1. Cameron Park Dr to Heinz Rd	0.00 - 0.13	2U	E	2	340	C				120	290	790	1,600	2,050	1,420	D	
	2. Hines Rd to S Shingle Rd	0.13 - 2.05	2U	E	2	470	C				120	290	790	1,600	2,050	1,280	D	

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY PM PEAK HOUR COUNT	BASE YEAR (2001) WKDY PM PEAK HOUR LOS	IMPROVEMENT Type	IMPROVEMENT Code	IMPROVEMENT HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS PM PEAK HOUR VOLUME	2025 BOS PM PEAK HOUR LOS	2025 BOS PM PEAK HOUR DEFICIENCY
EL DORADO HILLS BLVD																		
	1. US 50 to Lassen Ln	0.00 - 0.521	4AD	E	5*	2,250	D	6-Lane Arterial Divided	6A		0	0	2,710	5,320	5,600	4,720	D	
	2. Lassen Ln to Olson Ln	0.521 - 1.636	4AD	E	4*	1,660	C				0	0	1,920	3,540	3,740	1,770	C	
	3. Olson Ln to St Andrews Dr	1.636 - 2.505	4AD	E	4*	1,410	C				0	0	1,920	3,540	3,740	1,410	C	
	4. St Andrews Dr to Francisco Dr	2.505 - 3.640	2A	E	2*	1,220	D	4-Lane Arterial Divided	4AD		0	0	1,920	3,540	3,740	1,220	C	(1)
	5. Francisco Dr to Green Valley Rd	3.640 - 4.219	2A	E	2*	390	C				0	0	970	1,780	1,870	450	C	
EL DORADO ROAD																		
	1. Pleasant Valley Rd to Mother Lode Dr	0.00 - 0.808	2R	E	2	200	B				90	200	680	1,410	1,740	510	C	
	2. Mother Lode Dr to US 50	0.808 -	2R	E	2	380	C				90	200	680	1,410	1,740	730	B	
	3. US 50 Interchange		2A	D	2	360	C				0	0	970	1,780	1,870	660	C	
	4. US 50 to Missouri Flat Rd	-2.907	2R	E	2	220	C				90	200	680	1,410	1,740	580	C	
	5. Missouri Flat Rd to Grane Valley Rd	2.907 - 3.387	2R	E	2	290	C				90	200	680	1,410	1,740	520	C	
FAIRPLAY ROAD																		
	1. Mt Aukum to Omo Ranch Rd	0.00 - 3.021	2R	D	2	170	B				90	200	680	1,410	1,740	190	B	
FORNI ROAD																		
	1. SR49 to Enterprise Dr		2R	E	2	220	C				90	200	680	1,410	1,740	390	C	
	2. Enterprise Dr to Missouri Flat Rd		2R	E	2	360	C				90	200	680	1,410	1,740	640	C	
	3. Missouri Flat Rd to Wamego Rd		2R	E	2	170	B				90	200	680	1,410	1,740	550	C	
	4. Wamego Rd to Placerville City Limits		2R	D	2	120	B				90	200	680	1,410	1,740	650	C	
FRANCISCO DRIVE																		
	1. EDH Blvd to Green Valley Rd		2A	E	2*	950	C	4-Lane Arterial Divided	4AD		0	0	1,920	3,540	3,740	950	C	(1)
GARDEN VALLEY ROAD																		
	1. SR 193 to Marshall Rd	0.00 - 3.550	2R	D	2	120	B				90	200	680	1,410	1,740	170	B	
GOLD HILL ROAD																		
	1. Lotus Rd to Cold Springs Rd	0.00 - 2.753	2R	D	2	120	B				90	200	680	1,410	1,740	210	C	
	2. Cold Springs Rd to SR 49	2.2753 - 4.449	2R	D	2	30	A				90	200	680	1,410	1,740	30	A	
GREEN VALLEY ROAD																		
	1. County Line to Francisco Dr	0.00 - 1.551	2U	E	2*	2,110	F	4-Lane Arterial Divided	4AD		0	0	1,920	3,540	3,740	2,540	D	
	2. Francisco Dr to Salmon Falls Rd	1.551 - 1.916	2U	E	2*	1,210	D	4-Lane Arterial Divided	4AD		0	0	1,920	3,540	3,740	1,910	C	(1)
	3. Salmon Falls Rd to Deer Valley Rd (W)	1.916 - 4.777	2U	E	2*	1,210	D	4-Lane Arterial Undivid	4AU		0	0	1,750	2,740	2,890	2,150	D	
	4. Deer Valley Rd (W) to Bass Lake Rd	4.777 - 6.199	2U	D	2*	910	D				120	290	790	1,000	2,050	1,060	D	
	5. Bass Lake Rd to Cameron Park Dr	6.199 - 6.871	2U	E	2*	930	D				120	280	790	1,600	2,050	1,370	D	
	6. Cameron Park Dr to Deer Valley Rd (E)	6.871 - 9.482	2R	E	2*	560	C				90	200	680	1,410	1,740	800	D	
	7. Deer Valley Rd (E) to Lotus Rd	9.482 - 11.008	2R	D	2	650	C				90	200	680	1,410	1,740	1,270	D	
	8. Lotus Rd to Greenstone Rd	11.008 - 13.449	2R	D	2	350	C				90	200	680	1,410	1,740	830	D	
	9. Greenstone Rd to Missouri Flat Rd	13.449 - 16.385	2R	D	2*	550	C				90	200	680	1,410	1,740	850	D	
	10. Missouri Flat Rd to Placerville City Limit	16.385 - 17.435	2R	D	2	440	C				90	200	680	1,410	1,740	870	D	
GREENSTONE ROAD																		
	1. Mother Lode Dr to US 50	0.00 -	2R	D	2	110	B				90	200	680	1,410	1,740	480	C	
	2. US 50 Interchange		2A	D	2	230	C				0	0	970	1,760	1,870	440	C	
	3. US 50 to Green Valley Rd	-2.540	2R	D	2	230	C				90	200	680	1,410	1,740	260	C	
LATROBE ROAD																		

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY PM PEAK HOUR COUNT	LOS	IMPROVEMENT Type	Code	HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS PM PEAK HOUR VOLUME	LOS	DEFICIENCY
	1. County Line to S Shingle Rd	0.00 - 2.853	2U	D	2	220	B				120	290	790	1,600	2,050	440	C	
	2. S Shingle Rd to Weisel Cir/Ct	2.853 - 7.836	2R	D	2	260	C				90	200	680	1,410	1,740	450	C	
	3. Weisel Cir/Ct to Investment Blvd	7.836-8.901	2U	D	2	330	C				120	290	790	1,600	2,050	900	D	
	4. Investment Blvd to Carson Creek	8.901-10.055	2U	D	2	840	C	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,150	D	
	5. Carson Creek to White Rock Rd	10.055 - 10.825	4AD	E	4	1,390	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	5,200	D	
	6. White Rock Rd to US 50	10.825 - 11.40	4AD	E	4	1,840	C	6-Lane Arterial, Divided	6A		0	0	2,710	5,320	5,600	5,310	D	
LOTUS ROAD																		
	1. Green Valley Rd to Springvale Rd	0.00 - 1.952	2U	D	2	990	C				120	290	790	1,600	2,050	890	D	
	2. Springvale Rd to Thompson Hill Rd	1.952 - 3.856	2U	D	2	370	C				120	290	790	1,600	2,050	490	C	
	3. Thompson Hill Rd to SR 49	3.856 - 6.804	2R	D	2	350	C				90	200	680	1,410	1,740	510	C	
MARSHALL ROAD																		
	1. SR 49 to Mt Murphy Rd	0.00 - 3.736	2R	D	2	240	C				90	200	680	1,410	1,740	330	C	
	2. Mt Murphy Rd to Black Oak Mine Rd	3.736 -	2R	D	2	240	C				90	200	680	1,410	1,740	280	C	
MEDER ROAD																		
	1. Cameron Park Dr to Rosebud Dr	0.00 - 1.351	2R	E	2	330	C				90	200	680	1,410	1,740	650	C	
	2. Rosebud Dr to Ponderosa Rd	1.351 - 2.436	2R	E	2	330	C				90	200	680	1,410	1,740	490	C	
MISSOURI FLAT ROAD																		
	1. Green Valley Rd to El Dorado Rd	0.00 - 1.099	2U	E	2	480	C				120	290	790	1,600	2,050	820	D	
	2. El Dorado Rd to Headington Rd	1.099 - 1.391	2U	E	2	710	C				120	290	790	1,600	2,050	1,190	D	
	3. Headington Rd to US 50	1.391 - 1.716	2A	E	2	1,870	D	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,340	D	
	4. US 50 to Mother Lode Dr	1.716 - 1.819	2A	F	3	2,340	F	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,450	D	
	5. Mother Lode Dr to China Garden Rd	1.819 - 2.911	4AU	F	4	2,340	D	6-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,280	D	
	6. China Garden Rd to SR 49	2.911 - 3.429	2A	E	2	1,600	D				0	0	970	1,780	1,870	1,230	D	
MISSOURI FLAT ROAD CONNECTOR																		
	1. Missouri Flat Rd to SR-49			E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,010	D	
	1. SR-49 to Pleasant Valley Rd			E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,540	C	
MORMON EMIGRANT TRAIL																		
	1. Sly Park Rd to 2nd Dam	0.00 - 0.593	2U	D	2	60	A				120	290	790	1,600	2,050	310	C	
MOSQUITO ROAD																		
	1. Placerville City Limits to Union Ridge Rd	0.00 - 1.675	2R	E	2	290	C				90	200	680	1,410	1,740	290	C	
	2. Union Ridge Rd to Rock Creek Rd	1.675 - 8.238	2R	D	2	50	A				90	200	680	1,410	1,740	240	C	
MOTHER LODE DRIVE																		
	1. S Shingle Rd to French Creek Rd	0.00 - 0.462	2U	E	2	1,300	D				120	290	790	1,600	2,050	1,720	E	
	2. French Crk Rd to Greenstone Rd	0.462 - 2.887	2U	D	2	850	D				120	290	790	1,600	2,050	1,400	D	
	3. Greenstone Rd to Pleasant Valley Rd	2.887 - 4.018	2U	E	2	850	D				120	290	790	1,600	2,050	1,430	D	
	4. Pleasant Valley Rd to El Dorado Rd	4.018 - 4.921	2U	E	2	330	C				120	290	790	1,600	2,050	380	C	
	5. El Dorado Rd to Missouri Flat Rd	4.921 - 6.749	2U	E	2	400	C				120	290	790	1,600	2,050	760	C	
MT AUKUM ROAD																		
	1. County Line to Omo Ranch Rd	0.00 - 1.370	2R	D	2	160	B				90	200	680	1,410	1,740	340	C	
	2. Omo Ranch Rd to Grizzly Flat Rd	1.370 - 8.848	2R	D	2	300	C				90	200	680	1,410	1,740	520	C	
	3. Grizzly Flat Rd to Sly Park Rd	8.848 - 12.09	2R	D	2	300	C				90	200	680	1,410	1,740	400	C	
NEWTOWN ROAD																		

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: MS6 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY PM PEAK HOUR COUNT	LOS	IMPROVEMENT Type	Code	HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS PM PEAK HOUR VOLUME	LOS	DEFICIENCY
	1. Pleasant Valley Rd to Snows Rd	0.00 - 0.891	2R	D	2	250	C				90	200	680	1,410	1,740	400	C	
	2. Snows Rd to Weber Creek	0.891 - 5.613	2R	D	2	250	C				90	200	680	1,410	1,740	420	C	
	3. Weber Creek to Placerville City Limits	5.613 - 8.571	2R	E	2	350	C				90	200	680	1,410	1,740	400	C	
NORTH SHINGLE ROAD																		
	1. Ponderosa Rd to Tennessee Dr	0.10 - 2.112	2R	D	2	820	C				90	200	680	1,410	1,740	850	D	
	2. Tennessee Dr to Green Valley Rd	2.112 - 4.067	2R	D	2	440	C				90	200	680	1,410	1,740	730	D	
OMO RANCH ROAD																		
	1. Mt Auburn Rd to Fairplay Rd	0.00 - 8.857	2R	D	2	90	A				90	200	680	1,410	1,740	90	A	
PLEASANT VALLEY ROAD																		
	1. Mother Lode Dr to El Dorado Rd	0.00 - 0.884	2U	E	2*	650	C				120	290	790	1,600	2,050	1,000	D	
	2. El Dorado Rd to SR 49 (S)	0.884 - 1.291	2U	F	2	850	C				120	290	790	1,600	2,050	1,350	D	
	3. SR 49 (N) to Big Cut Rd	3.500 - 4.955	2U	E	2*	1,320	D				120	290	790	1,600	2,050	1,430	D	
	4. Big Cut Rd to Cedar Ravine Rd	4.955 - 7.914	2R	E	2	760	D				90	200	680	1,410	1,740	1,250	D	
	5. Cedar Ravine Rd to Bucks Bar Rd	7.914 - 8.119	2R	D	2*	760	D				90	200	680	1,410	1,740	1,150	D	
	6. Bucks Bar Rd to Newtown Rd	8.119 - 11.929	2R	D	2*	420	C				90	200	680	1,410	1,740	540	C	
	7. Newtown Rd to Mt Auburn Rd	11.929 - 12.988	2R	D	2*	480	C				90	200	680	1,410	1,740	730	D	
PONDEROSA ROAD																		
	1. US 50 to N Shingle Rd	0.00 - 0.10	2A	E	2*	1,480	D	4-Lane Arterial, Undiv.	4AU		0	0	1,750	2,740	2,830	2,070	D	
	2. N Shingle Rd to Meder Rd		2R	E	2*	550	D				90	200	680	1,410	1,740	1,320	D	
	3. Meder Rd to Green Valley Rd		2R	D	2*	120	B				90	200	680	1,410	1,740	190	B	
PONY EXPRESS TRAIL																		
	1. Carson Rd to Ridgeway Dr	0.00 - 2.967	2R	E	2	300	C				90	200	680	1,410	1,740	390	C	
	2. Ridgeway Dr to Sly Park Rd	2.967 - 5.471	2R	E	2	600	C				90	200	680	1,410	1,740	680	C	
SALMON FALLS ROAD																		
	1. Green Valley Rd to Lake Hills Dr	0.00 - 0.294	2U	E	2	470	C				120	290	790	1,600	2,050	850	D	
	2. Lake Hills Dr to Manzanita Ln	0.294 - 2.472	2U	E	2	160	B				120	290	790	1,600	2,050	450	C	
	3. Manzanita Ln to Rattlesnake Bar Rd	2.472 - 11.572	2R	D	2	110	B				90	200	680	1,410	1,740	330	C	
SARATOGA WAY EXTENSION																		
	1. County Line to EDH Blvd			E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	2,260	D	
SERRANO PARKWAY																		
	1. EDH Blvd to Silva Valley Pkwy	0.00 - 4.00	2A	E	2*	470	C				0	0	970	1,760	1,870	730	C	
SERRANO PARKWAY EXTENSION																		
	1. Silva Valley Pkwy to Bass Lake Rd			E				2-Lane Arterial	2A		0	0	970	1,760	1,870	440	C	
SHINGLE SPRINGS DRIVE																		
	1. Mother Lode Dr to US 50		2R	D	2	160	B				90	200	680	1,410	1,740	600	C	
	2. US 50 Interchange		2A	D	2	160	C				0	0	970	1,760	1,870	320	C	
SILVA VALLEY PARKWAY																		
	1. Serrano Pkwy to Harvard Way		4AD	E	4*	340	C				0	0	1,920	3,540	3,740	1,770	C	
	2. Harvard Way to Green Valley Rd		2A	E	2	340	C	4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	1,380	C	(1)
SILVA VALLEY PARKWAY EXTENSION																		
	1. US-50 to Serrano Pkwy			E				4-Lane Arterial, Divided	4AD		0	0	1,920	3,540	3,740	3,110	D	
SLY PARK ROAD																		

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME	SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY PM PEAK HOUR COUNT	BASE YEAR (2001) WKDY PM PEAK HOUR LOS	IMPROVEMENT Type	IMPROVEMENT Code	IMPROVEMENT HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS PM PEAK HOUR VOLUME	LOS	DEFICIENCY
	1. Mt Aukum Rd to Clear Creek Rd	0.00 - 1.087	2R	D	2	270	C				90	200	680	1,410	1,740	490	C	
	2. Clear Creek Rd to Mormon Emigrant Tr	1.087 - 6.693	2R	D	2	180	B				90	200	680	1,410	1,740	310	C	
	3. Mormon Emigrant Tr to Park Creek Rd	6.693 - 9.660	2R	E	2	340	C				90	200	680	1,410	1,740	500	C	
	4. Park Creek Rd to US 50	9.665 - 11.284	2R	E	2	470	C				90	200	680	1,410	1,740	620	C	
	5. US 50 to Pony Express Trail	11.284 - 11.461	2R	E	2	630	C				90	200	680	1,410	1,740	830	C	
BNDWB ROAD																		
	1. Newtown Rd to Carson Rd	0.00 - 3.180	2R	E	2	190	B				90	200	680	1,410	1,740	240	C	
SOPHIA PARKWAY																		
	1. County Line to Green Valley Rd			D				6-Lane Arterial Divided	4AD		0	0	1,920	3,540	3,740	1,310	C	
SOUTH SHINGLE ROAD																		
	1. Latrobe Rd to Brandon Rd	3.385 - 5.582	2R	D	2	70	A				90	200	680	1,410	1,740	240	C	
	2. Brandon Rd to Sunset Ln	5.582 - 11.395	2R	D	2	200	B				90	200	680	1,410	1,740	250	C	
	3. Sunset Ln to Durock Rd	11.395 - 11.550	2R	E	2	500	C				90	200	680	1,410	1,740	530	C	
	4. Durock Rd to US 50	11.550 - 11.662	2A	E	2	1,190	C				0	0	970	1,780	1,870	1,460	D	
SUNCAST LANE EXTENSION																		
	1. County Line to White Rock Rd			E							#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
	2. White Rock Rd to Latrobe Rd			E							#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
WHITE ROCK ROAD																		
	1. County Line to Manchester Dr.	0.00 -	2U	E	2	470	C				120	290	790	1,600	2,050	870	D	
	2. Manchester Dr. to Latrobe Rd.	-1.128	2U	E	2	470	C	4-Lane Arterial Divided	4AD		0	0	1,920	3,540	3,740	2,470	D	
	3. Latrobe Rd to Silva Valley Pkwy	1.128 - 2.079	2U	E	2	270	B	6-Lane Arterial Divided	6A		0	0	2,710	5,320	5,600	4,450	D	
SR 49																		
	1. County Line to Sand Ridge Rd	0.00 - 2.82	2R	D	2	270	C				90	200	680	1,410	1,740	500	C	
	2. Sand Ridge Rd to Crystal Blvd	2.82 - 6.126	2R	D	2	340	C				90	200	680	1,410	1,740	540	C	
	3. Crystal Blvd to China Hill Rd	6.126 - 8.35	2R	E	2	340	C				90	200	680	1,410	1,740	870	D	
	4. China Hill Rd to Pleasant Valley Rd	8.35 - 9.64	2A	E	2	470	C				0	0	970	1,780	1,870	870	C	
	5. Pleasant Valley Rd to Missouri Flat Rd	9.64 - 11.24	2A	E	2	1,180	D				0	0	970	1,780	1,870	1,490	D	
	6. Missouri Flat Rd to Pleasant Valley Rd	11.24 - 11.86	2A	E	2	1,260	D				0	0	970	1,780	1,870	850	C	
	7. Pleasant Valley Rd to Placerville City Limits	11.86 - 14.60	2R	E	2	540	C				90	200	680	1,410	1,740	1,540	E	
	8. Placerville City Limits to Gold Hill Rd	14.60 - 14.89	2R	D	2	300	C				90	200	680	1,410	1,740	310	C	
	9. Gold Hill Rd to SR 193	14.89 - 15.69	2R	D	2	180	B				90	200	680	1,410	1,740	500	C	
	10. SR 193 to Marshall Rd	15.69 - 19.42	2R	D	2	410	C				90	200	680	1,410	1,740	690	D	
	11. Marshall Rd to Rattlesnake Bar Rd	26.48 -	2U	D	2	290	B				120	290	790	1,600	2,050	810	D	
	12. Rattlesnake Bar Rd to SR 193	-34.460	2U	D	2	360	C				120	290	790	1,600	2,050	1,160	D	
	13. SR 193 to County Line	34.46 - 38.23	2R	F	2	870	D				90	200	680	1,410	1,740	1,350	D	
SR 193																		
	1. SR 49 to Greenwood Rd	0.00 - 6.995	2U	D	2	630	C				120	290	790	1,600	2,050	930	D	
	2. Greenwood Rd to Main St (Georgetown)	6.995 - 12.650	2R	D	2	430	C				90	200	680	1,410	1,740	430	C	
	3. Main St (Georgetown) to Shoo Fly Rd	12.650 - 21.437	2R	D	2	170	B				90	200	680	1,410	1,740	280	B	
	4. Shoo Fly Rd to Placerville City Limits	21.437 - 27.056	2R	D	2	210	C				90	200	680	1,410	1,740	340	C	
US HIGHWAY 50																		
WB	1. County Line to EDK Blvd/Alhambra Rd	0.00 - 0.86	2F	E	2	1,730	B	3-Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,050	3,650	C	

EL DORADO COUNTY TDF MODEL - Roadway Capacity Analysis Tool

Version: M99 Model Year: 2025

BOS

ROAD NAME		SEGMENT	MILEPOST	EXISTING FUNCTIONAL CLASS	BOS GP LOS CRITERIA	No. of Lanes	BASE YEAR (2001) WKDY PM PEAK HOUR COUNT	LOS	IMPROVEMENT Type	Code	HOV	LOS Capacity Thresholds A	B	C	D	E	2025 BOS PM PEAK HOUR VOLUME	LOS	DEFICIENCY
EB		1. County Line to El Dorado Blvd/Latrobe Rd	0.00 - 0.86	2F	E	2	3,900	F*	3-Lane Freeway	3F	14%	1,700	3,080	4,400	5,410	6,060	5,450	E	(2)
WB		2. El Dorado Blvd/Latrobe Rd to Bass Lake Rd	0.86 - 3.23	2F	E	2	1,460	B	3-Lane Freeway	3F	13%	1,700	3,080	4,400	5,410	6,060	3,710	C	(2)
EB			0.86 - 3.23	2F	E	2	3,760	E	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	5,350	D	(2)
WB		3. Bass Lake Rd to Cambridge Rd	3.23 - 4.98	2F	E	2	2,350	C	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	4,340	C	(2)
EB			3.23 - 4.98	2F	E	2	3,020	D	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	5,140	D	(2)
WB		4. Cambridge Rd to Cameron Park Dr	4.98 - 6.57	2F	E	2	2,330	C	3-Lane Freeway	3F	11%	1,700	3,080	4,400	5,410	6,060	3,950	C	(2)
EB			4.98 - 6.57	2F	E	2	3,140	D	3-Lane Freeway	3F	12%	1,700	3,080	4,400	5,410	6,060	4,430	D	(2)
WB		5. Cameron Park Dr to Ponderosa Rd	6.57 - 8.56	2F	E	2	1,970	B	3-Lane Freeway	3F	9%	1,700	3,080	4,400	5,410	6,060	3,650	C	(2)
EB			6.57 - 8.56	2F	E	2	2,930	D	3-Lane Freeway	3F	8%	1,700	3,080	4,400	5,410	6,060	3,650	C	(3)
WB		6. Ponderosa Rd to Shingle Springs Dr	8.56 - 10.30	2F	E	2	1,020	A	2-Lane Freeway + Aux	2FA		1,410	2,550	3,640	4,490	5,035	3,870	D	(3)
EB			8.56 - 10.30	2F	E	2	2,660	C				1,110	2,010	2,880	3,570	4,010	3,530	D	
WB		7. Shingle Springs Dr to Greenstone Rd	10.30 - 12.19	2F	D	2	1,190	B				1,110	2,010	2,880	3,570	4,010	3,070	D	
EB			10.30 - 12.19	2F	D	2	2,470	C				1,110	2,010	2,880	3,570	4,010	3,270	D	
WB		8. Greenstone Rd to El Dorado Rd	12.19 - 14.01	2F	E	2	1,590	B				1,110	2,010	2,880	3,570	4,010	3,390	D	
EB			12.19 - 14.01	2F	E	2	2,320	C				1,110	2,010	2,880	3,570	4,010	3,110	D	
WB		9. El Dorado Rd to Missouri Flat Rd	14.01 - 15.06	2F	E	2	1,740	B				1,110	2,010	2,880	3,570	4,010	2,900	D	
EB			14.01 - 15.06	2F	E	2	2,160	C				1,110	2,010	2,880	3,570	4,010	3,230	D	
WB		10. Missouri Flat Rd to Placerville City Limits		2F	E	2	2,200	C				1,110	2,010	2,880	3,570	4,010	3,160	D	
EB				2F	E	2	2,360	C				1,110	2,010	2,880	3,570	4,010	2,640	C	
EB		11. Placerville City Limits to Newtown Rd		2F	E	2	1,330	B				1,110	2,010	2,880	3,570	4,010	1,560	B	
		12. Newtown Rd to Carson Rd. (W)	20.74 - 23.66	4M	D	4	2,580	D	2-Lane Freeway	2F		1,110	2,010	2,880	3,570	4,010	3,360	D	
		13. Carson Rd (W) to Carson Rd (E)	23.98 - 25.95	4M	D	4	2,420	C				1,070	1,760	2,530	3,280	3,850	3,110	D	
EB		14. Carson Rd (E) to Sawmill Rd	25.95 - 26.84	2F	D	2	1,220	B				1,110	2,010	2,880	3,570	4,010	2,380	C	
EB		15. Sawmill Rd to Sly Park Rd	26.84 - 31.30	2F	D	2	1,010	A				1,110	2,010	2,880	3,570	4,010	2,380	C	
		16. Sly Park Rd to Fresh Pond	31.30 - 33.82	2U	D	3	970	D	4-Lane, Multilane Highway	4M		1,070	1,760	2,530	3,280	3,850	1,630	B	
		17. Fresh Pond to Ice House Rd	33.82 - 39.75	4M	D	4	1,140	B				1,070	1,760	2,530	3,280	3,850	1,660	B	
		18. Ice House Rd to Echo Lake	39.75 - 63.82	2U	F	2	1,340	D				120	250	790	1,600	2,050	2,070	F	

* According to Caltrans District 3, these segments operate with LOS F conditions since the prevailing speed is less than 35 mph for at least 30 minutes during the peak period.

** The observed LOS is worse than reported for the base year conditions.

(1) Improvement not required due to LOS.

(2) Only three mixed-flow lanes required to provide acceptable LOS. HOV lanes are assumed to be constructed first based on current MTP and air quality conformity requirements. If a mixed-flow lane can be constructed instead of the HOV lane, no additional widening would be required.

(3) Inclusion of additional mixed-flow lane improvement is recommended due to projected volume being at or near LOS E capacity without the improvement.

APPENDIX H:
LOCAL JURISDICTIONS' CIP

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CITY OF PLACERVILLE

PROPOSED CAPITAL IMPROVEMENT PROGRAM BUDGET 2009/2010

CAPITAL IMPROVEMENT PROGRAM POLICY

Each year the City faces the challenge of meeting infrastructure and equipment needs with limited financial resources. The Capital Improvement Program Budget is designed to address the large financial investment that is required to maintain and expand public facilities and infrastructure. Ongoing service delivery can be assured only if adequate consideration is given to capital needs including capital asset replacement. If the City were to fail to maintain its capital assets, facilities and infrastructure will deteriorate until costly, constant maintenance is required, service levels are threatened, and community growth stagnates or even declines.

- In contrast to the Operating Budget, the Capital Improvement Program is a multi-year planning document. With respect to capital projects, it sets our goals for the next five years within what we believe to be realistic revenue projections.

- Capital assets are defined as a new or rehabilitated physical asset that is nonrecurring, has a useful life of more than three to five years, and is expensive to purchase. Capital projects are undertaken to acquire a capital asset. Examples of capital projects include construction of public facilities, major street improvements, and the acquisition of large pieces of equipment.

- Each project, shown within this document, indicates the potential funding sources based upon a number of restrictions that are common to local government revenue sources. As an example, we can build roads with gas tax funds and development impact funds, but not with park development funds.

- The funding strategy for the capital improvement program is to use all available restricted funds before general capital improvement funds. This maintains the City's flexibility to fund priority projects without regard to the source of revenues.

- Because of limited resources, the City's strategy during the last several years has been to contribute any carry-over from the prior year's operating budget to the General Capital Improvements Fund. This is the only true source of unrestricted capital improvement funds within the City. With the backlog of street and building maintenance projects, the City's goal is to some day allocate a percentage of sales tax revenues to be used only for capital improvements. This will assure long-term financial health of the City.

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CAPITAL IMPROVEMENT PROJECTS
2009/2010

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2009/2010 CAPITAL IMPROVEMENT PROGRAM PROJECTS

Cold Springs Road and Carson Road Overlay (CIP #41001)

DESCRIPTION:

Selective pavement grinding, base failure repair and overlay of Cold Springs Road between Placerville Drive and the City Limits near Woodridge Court. In addition, construction of sidewalk improvements and drainage improvements are needed on the North side of Cold Springs Road between Sleepy Hollow Court and Stone Lane.

Selective pavement grinding, base failure repair and overlay of Carson Road between School Street and the City limits near Stonecrest Road.

COST SUMMARY:

Construction	$550,000
Engineering	25,000
Construction Administration	
Inspection/Testing	25,000
Subtotal	600,000
Project Management	
Contingency	60,000
Total Estimate	$660,000

POTENTIAL FUNDING SOURCES:

ARRA RSTP	$650,000
Proposition IB	10,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

Overlaying these two roadways will reduce the need for future maintenance expenditures and extend the useful life of these two roadways.

ALTERNATIVES:

Do nothing and forego $650,000 in ARRA Federal funding.

Point View Drive Extension (CIP #41002)

DESCRIPTION:

Completion of the improvements to Point View Drive at the intersection with Highway 50 and the extension of Point View Drive to connect Smith Flat Road to Jaquier Road to Smith Flat area.

COST SUMMARY:

Construction	$1,250,000
Engineering	10,000
Right-of-Way Acquisition	50,000
Construction Administration	
Inspection/Testing	60,000
Subtotal	1,370,000
Project Management	
Contingency	130,000
Total Estimate	$1,500,000

POTENTIAL FUNDING SOURCES:

Development Impact Fund	$ 750,000
Proposition 1B SLPP	750,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

This project will complete the connection between Highway 50 and Jaquier Road in the Smith Flat area providing much improved and safer access to the Apple Hill area.

ALTERNATIVES:

1. Wait for a development project to complete these improvements and forego the $750,000 in SLPP funding.

2. Do nothing.

Annual Street Stripe (CIP #41003)

DESCRIPTION:

This annual program renews the existing striping on approximately one quarter of the City's streets. This program needs to continue on an annual basis due to the traffic safety implications of having the pavement markings fade. The condition of faded striping can lead to various negative consequences for the traveling public and increase liability for the City. For this reason, staff recommends that the Annual Street Striping Program occur regularly and continuously this year and into the future.

COST SUMMARY:

Construction	$22,000
Construction Administration, Observation & Materials Testing	1,000
Subtotal	23,000
Project Management	2,000
Total Estimate	$25,000

PROPOSED FUNDING SOURCES:

Proposition IB	$25,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

The Street Striping Program is conducted under contract. For this reason, there is no impact on maintenance and operation costs. The impact of not doing this program correctly and continuously is the increased liability that the City is exposed to by virtue of having faded pavement markings.

ALTERNATIVES:

Staff does not believe that there are any viable alternatives to the program we have presented.

Town Hall Street Frontage Sign Repair (CIP #41004)

DESCRIPTION:

This project will protect the street frontage sign from further damage. Existing sign supports have been compromised due to parallel parking collisions. The structural integrity of the supports has diminished to the point were removal is necessary. The scope of work will focus on the removal of the existing structure and the reattachment of the street frontage sign. Postponement of this project could result in a safety risk to pedestrians.

COST SUMMARY:

Construction	$4,000
Engineering	
Construction Administration	
Subtotal	4,000
Project Management	
Contingency	800
Total Estimate	$4,800

POTENTIAL FUNDING SOURCES:

General Liability Fund	$4,800

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

The improved condition of the frontage sign will reduce the potential for further damage to the building resulting in reduced maintenance and operational costs in the future.

ALTERNATIVES:

Defer the project.

Gold Bug Park Safety Fencing (CIP #41005)

DESCRIPTION:

This project will protect park visitors from the potential risk of falling into an abandoned mine shaft located within Gold Bug Park. The shaft is located within the undeveloped portion of the park enjoyed primarily hikers. Given the increased popularity of the park, the potential for a falling accident has increased in this area. The scope of work will include a five-foot chain link perimeter fence.

COST SUMMARY:

Construction	$ 2,000
Engineering	
Construction Administration	
Subtotal	2,000
Project Management	
Contingency	400
Total Estimate	$ 2,400

POTENTIAL FUNDING SOURCES:

General Liability Fund	$ 2,400

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

This project will not have an impact on annual maintenance and operation costs.

ALTERNATIVES:

Defer the project.

DEPARTMENT OF TRANSPORTATION (DOT)

ADOPTED 2010 CAPITAL IMPROVEMENT PROGRAM (CIP) FOR:

WEST SLOPE ROAD/BRIDGE
CAPITAL OVERLAY AND REHABILITATION (CORP)
ENVIRONMENTAL IMPROVEMENT PROGRAM (TAHOE EIP)
AIRPORTS (ACIP)
PARKS AND TRAILS

April 27, 2010

Department of Transportation
Adopted 2010 Capital Improvement Program (CIP)

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Executive Summary

Purpose

The purpose of the Capital Improvement Program (CIP) is to provide strategic direction regarding DOT's capital project priorities over a 5 to 20 year horizon. (A 20 year horizon applies to road improvement projects and a 5 to 10 year horizon applies to all other projects.) The CIP is a planning tool that DOT updates annually as new information becomes available regarding priorities, funding sources, project cost estimates and timing. While the CIP contains financial information for the current fiscal year, it is not intended to be a document for budgeting purposes.

Introduction

This document includes the following CIP programs that the Department of Transportation (DOT) is responsible for[1]:

- 10 Year West Slope Road/Bridge Capital Improvement Program (CIP),
- 5 Year Capital Overlay and Rehabilitation Program (CORP),
- 5 Year Tahoe Environmental Improvement Program (EIP),
- 10 Year Airport Capital Improvement Program (ACIP),
- 5 Year Parks & Trails Capital Improvement Program.

These programs were reviewed and discussed with the Board of Supervisors in a workshop held on January 25, 2010; DOT was directed to return with the completed CIP based on the discussions at that workshop. Specific to the 10 year West Slope Road/Bridge CIP, the Board gave DOT direction to proceed with changes presented with the following modifications:

- Complete the Planning and Design activities for Headington Rd Extension (#71375) in FY 10/11 instead of in FY 14/19;
- Add a new project to connect Palmer Dr. to Wild Chaparral Dr. (#71365);
- Add two new safety projects, based on DOT's receiving two new grants from the Highway Safety Improvement Program (HSIP):
    - o Cold Springs Rd at Mt. Shasta Ln – Realignment (#73360),
    - o Salmon Falls Rd at Glenesk Ln – Realignment (#73362).

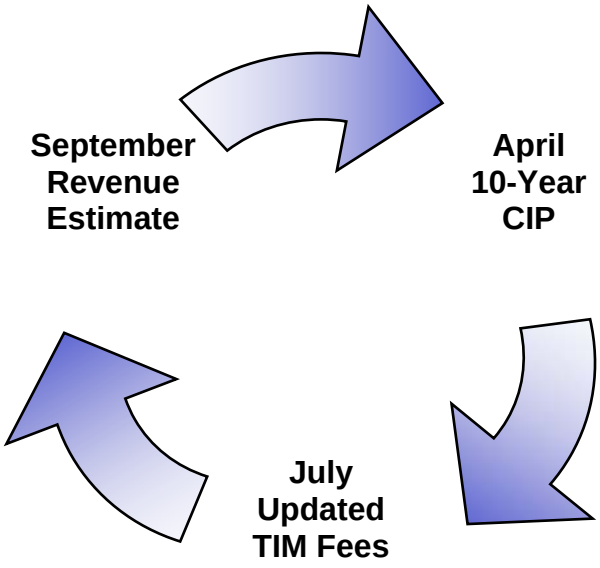
[1] DOT is also responsible for Facilities; a CIP for this area is being developed under the leadership of the CAO's Office and will be forthcoming later in 2010 under separate cover.

DOT CIP Annual Updating Process

All DOT CIP programs are reviewed and updated annually, including revenue estimates and project costs and schedules. The programs are presented to the Board of Supervisors for discussion and adoption.

The CIP forms the basis for DOT's budget for the upcoming fiscal year.
In the case of the 10 Year Road/Bridge CIP, the CIP forms the basis for the annual Traffic Impact Mitigation (TIM) Fee Program cost update which is brought back to the Board in May after the CIP is adopted so that new fees are effective with the beginning of the new fiscal year.

In September, DOT returns to the Board for approval of Revenue Estimates, based on updated revenue assumptions.



Projects Currently Being Constructed or Scheduled to Begin in FY 2009/2010

Project Type	Project Description	Total Cost ($M)[2]
West Slope Road/Bridge	U.S. 50/HOV Lane – El Dorado Hills Blvd to Bass Lake Grade	40.5
	U.S. 50/Missouri Flat Rd Interchange 1B	37.6
	Durock Rd/Business Dr. Signalization	2.1
	Green Valley Rd @ Tennessee Creek Bridge Replacement	7.4
Parks & Trails	Bradford Park Restrooms	0.1

[2] Costs are rounded to the nearest tenth of $1 million.

Projects Planned to Start Construction in FY 2010/2011:

Project Type	Project Description	Total Cost ($M)
West Slope Road/Bridge	Silver Springs Pkwy to Green Valley Rd (north segment), intersection signalization	7.2
	Green Valley Rd/Deer Valley Rd (west) Intersection Improvements	1.1
	Cold Springs Rd/Mt. Shasta Ln Realignment	1.0
	Salmon Falls Rd South of Glenesk Ln Realignment	1.1
	Latrobe Rd North of Ryan Ranch Rd	1.7
	Ice House Rd Bridges Maintenance Project	1.2
	Mosquito Rd Bridge at South Fork American River	0.3
	White Rock Rd Widening (2 to 4 lanes) – Latrobe Rd to Monte Verde Dr/Windfield Wy Intersection Signalization[3]	1.5
	Silva Valley Pkwy Widening (2 to 4 lanes)[3]	2.6
CORP	Latrobe Rd – Cothrin Ranch Rd to So. Shingle Rd	1.1
	Pioneer Trail from Hwy 50 to Glen Eagles Rd	0.7
	North Shingle Rd and Newtown Rd	1.9
	Greenwood Rd and Forni Rd	1.8
	North Upper Truckee Rd from Hwy 50 to Lake Tahoe Boulevard	0.7
Airports ACIP	Georgetown: Regrade along edge of runway	0.1
	Placerville: W. Hangar Area Crack Repair, Slurry Seal	0.3
	Placerville: Perimeter Fence and Gates	0.7
Parks & Trails	SMUD Trail – El Dorado Hills Blvd East to Silva Valley Pkwy	0.3
	Walker Ball Fields	0.2
Tahoe EIP	Rubicon 5 Erosion Control Project	1.3
	Angora Creek Fisheries Enhancement Project	1.8
	Cold Creek Fisheries Enhancement Project	0.4
	Christmas Valley 2B Erosion Control Project	1.0
	Christmas Valley 2C Erosion Control Project	0.8
	Echo View 2 Erosion Control Project	0.8
	Sawmill 2 Bike Trail/Erosion Control Project	4.7

[3] Assumes grant funding becomes available

Recent Accomplishments

Fiscal Year Completed	Project Type	Project Description	Total Cost ($M)
2009/2010	West Slope Road/Bridge	Cameron Park Dr – La Canada Intersection Signalization	2.3
		Latrobe Rd widening – Suncast to Golden Foothill Pkwy South	10.0
		White Rock Rd Realignment	6.5
	CORP	Lotus Rd Overlay	1.1
		Pony Express Trail Overlay	0.4
		Malcolm Dixon Rd Overlay	0.4
		Forni Rd Overlay	0.2
	Parks & Trails	El Dorado Trail – Missouri Flat Rd to Forni Rd	1.7
	Tahoe EIP	Christmas Valley 2A Erosion Control	0.8
		Apalachee 3B.1 Erosion Control	0.4
		Sawmill 1B Bike Path	1.9
2008/09	West Slope Road/Bridge	U.S. 50/Missouri Flat Rd Interchange 1A	32.9
		White Rock Rd Realignment	6.4
		Latrobe Rd Widening (4 to 6 lanes)	3.2
		Cameron Park Dr/Country Club Dr/Palmer Dr Intersection Improvements	2.5
		Mother Lode Dr 2-Way Left Turn Lane Widening	2.3
		Green Valley Rd Sidewalks	0.7
		Marshall Grade Rd Improvements	0.6
	CORP	Cold Springs Rd Overlay	0.5
	Tahoe EIP	Angora 3A/3B Erosion Control	3.0
		Apalachee 3B Erosion Control Project	1.9
	Airports ACIP	Placerville: Automated Weather Observation System	0.1
		Placerville: Precision Approach Path Indicator	0.1
		Placerville: Phase II Runway Lights	0.1

10 Year West Slope Road/Bridge Capital Improvement Program

10 Year West Slope Road/Bridge Capital Improvement Program

Like the 2009 CIP, the 2010 CIP uses a significantly reduced forecast for housing starts for the next few years. Housing permits generate TIM Fees for DOT. Because TIM Fees generate almost 70% of the total funding for the 10 year CIP program, the reduced forecast for housing starts results in a significant reduction in revenue for the next several years. On September 22, 2009, the Board directed DOT to use a 10 year housing permit forecast of 10,730 permits, down from the 13,000 permit forecast the Board approved for the 2009 CIP. For the January 25, 2010 Board workshop on the CIP, DOT used a reduced forecast for fiscal year 2009/10 specifically, to better reflect the actual permit applications received thus far in fiscal year 2009/10. Since the January 25th workshop, DOT has reduced the permit forecast further to be even more fiscally conservative. The table below reflects these changes.

PERMIT FORECAST

Fiscal Year	09/10	10/11	11/12	12/13	13/14	14/15-18/19	TOTAL
Board approved 9/22/09	166	166	478	920	1,500	7,500	10,730
1/25/10 Workshop	75	166	478	920	1,500	7,591	10,730
March 2010	75*	80	166	478	920	7,591	9,310

*47 actual permits received through 2/28/10

Project Prioritization

DOT uses several criteria to prioritize road improvement projects including: safety, capacity, traffic circulation patterns, level of service (LOS) requirements, economic development needs, available funding, etc.

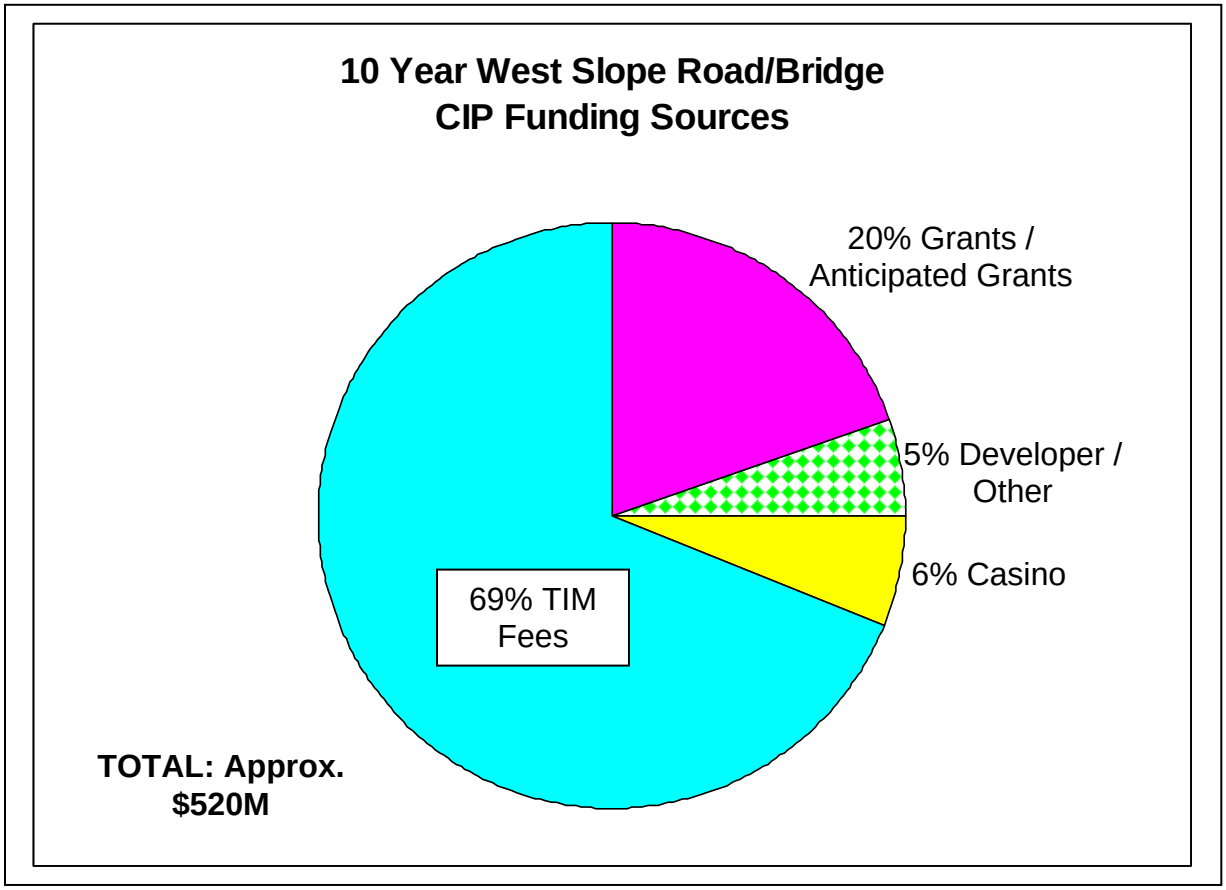
Economic Development

During the March 2, 2009 CIP Workshop, the Board requested more information on how DOT's proposed CIP projects would enhance economic development and thus, asked DOT to work with the CAO's Office to identify "economic development" areas of high importance in the County and to include a summary of how DOT projects fit within these areas. The County's Economic Development Coordinator, helped DOT identify the key economic development areas which are depicted in Section 2A. on "10 Year" and "20 Year" versions of DOT's "CIP Project Map with Economic Development Overlay". These maps have been updated to reflect the 2010 CIP. Many of DOT's planned projects fall within the key areas identified.

The 10 year CIP includes all projects that have any funding (from any source) between County fiscal years 2009/20010 through 2018/2019. Note that not all projects in the 10 year CIP will be completed within this 10 year period. Some projects are being made "shelf-ready" so that if additional funding can be secured earlier than is currently forecast (e.g., through developer advances, federal/state grants, etc.), they can be advanced sooner. The "CIP Project Summary Table" behind tab 2.D. summarizes all the projects in the 20 years CIP and provides a guide as to which projects could be advanced more quickly, from an economic development perspective, if additional funds became available.

10 Year CIP

DOT's total expenditures for the 10 year CIP period are approximately $520M which includes funding from all sources (e.g., TIM Fees, Federal/State grants, Developer funded projects, Casino, etc.).



Sections 2B. through 2F., provide the following information on the CIP:

2B. "Individual Project Summaries" are provided for the 10 Year CIP; these are grouped by project type and provide detailed descriptions, timing, cost, and revenue information.

2C. A list summarizing the projects that will be built beyond fiscal year 2018/19 is included to provide a complete picture of the program.

2D. A summary table of projects in the 10 Year CIP, as well as those beyond 2018/19, depicts the current planned timing for planned projects that will support the County's key economic development areas. (Red dots indicate those projects being constructed in the next 5 years and blue dots indicate projects being completed between 5 years and 20 years.) Note that DOT does not consider all projects physically located in a key economic development area as directly supportive of economic development. Some projects are done for other reasons such as safety or congestion relief along Highway 50.

2E. TIM Fee Program Cash Proformas show the funds available from the various TIM Fee accounts and for which projects the funds are used for.

2F. Indices provide multiple ways to locate detailed project summaries.

ECONOMIC DEVELOPMENT AREAS
(IDENTIFIED BY ECONOMIC DEVELOPMENT COORDINATOR)

ADDITIONALLY:

- SOMERSET/MT AUKUM
- LOTUS/COLOMA
- COOL/GEORGETOWN
- MEYERS
- GEORGETOWN AIRPORT
- PLACERVILLE AIRPORT

CIP PROJECTS PROPOSED FOR COMPLETION BY 2014

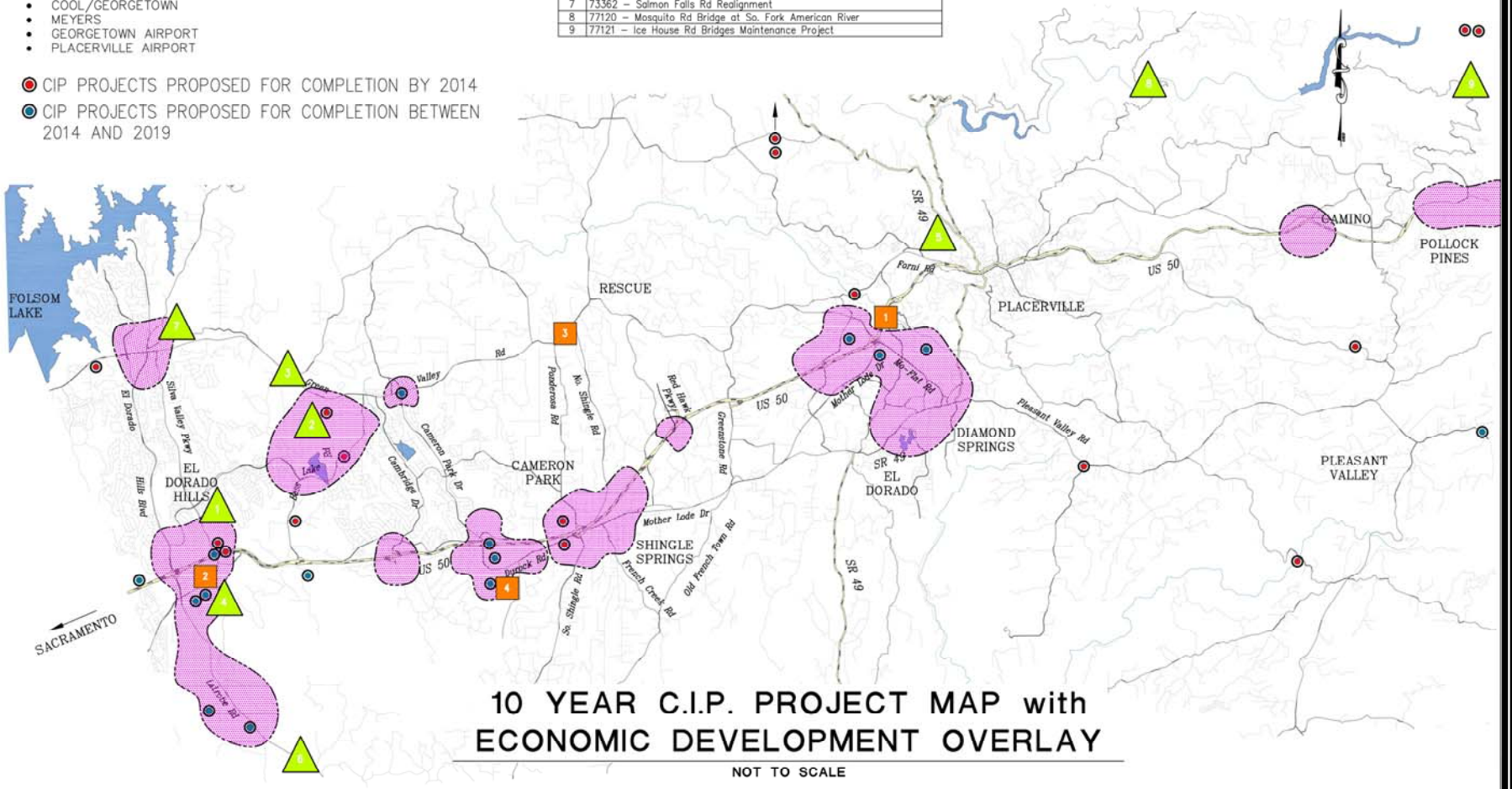
CIP PROJECTS PROPOSED FOR COMPLETION BETWEEN 2014 AND 2019

PROJECTS PLANNED TO START CONSTRUCTION IN FY 2010/2011

NO.	PROJECT NAME
1	72370 – Silva Valley Pkwy Widening (contingent on grant)
2	76107 – Green Valley Rd/Silver Springs Pkwy Intersection Signalization
3	76114 – Green Valley Rd/Deer Valley Rd West Intersection Improvements
4	72372 – White Rock Rd Widening (contingent on grant)
5	73360 – Cold Springs Rd Realignment
6	73359 – Latrobe Rd N. of Ryan Ranch Rd
7	73362 – Salmon Falls Rd Realignment
8	77120 – Mosquito Rd Bridge at So. Fork American River
9	77121 – Ice House Rd Bridges Maintenance Project

PROJECTS IN CONSTRUCTION NOW OR TO BEGIN IN FY 2009/2010

NO.	PROJECT NAME	COMPLETION F/Y
1	71336 – US 50/Missouri Flat Rd Interchange Phase 1B	2011/2012
2	53110 – US 50–HOV Lane EDH Blvd to Bass Lake Grade	2010/2011
3	77109 – Green Valley Rd at Tennessee Creek Bridge Replacement	2011/2012
4	73354 – Durock Rd/Business Dr Signalization	2010/2011



10 YEAR C.I.P. PROJECT MAP with ECONOMIC DEVELOPMENT OVERLAY

NOT TO SCALE

ECONOMIC DEVELOPMENT AREAS
(IDENTIFIED BY ECONOMIC DEVELOPMENT COORDINATOR)

ADDITIONALLY:

- SOMERSET/MT AUKUM
- LOTUS/COLOMA
- COOL/GEORGETOWN
- MEYERS
- GEORGETOWN AIRPORT
- PLACERVILLE AIRPORT

CIP PROJECTS PROPOSED FOR COMPLETION BY 2014

CIP PROJECTS PROPOSED FOR COMPLETION BEYOND 2014

X PROJECTS PLANNED TO START CONSTRUCTION IN FY 2010/2011

NO.	PROJECT NAME
1	72370 – Silva Valley Pkwy Widening (contingent on grant)
2	76107 – Green Valley Rd/Silver Springs Pkwy Intersection Signalization
3	76114 – Green Valley Rd/Deer Valley Rd West Intersection Improvements
4	72372 – White Rock Rd Widening (contingent on grant)
5	73360 – Cold Springs Rd Realignment
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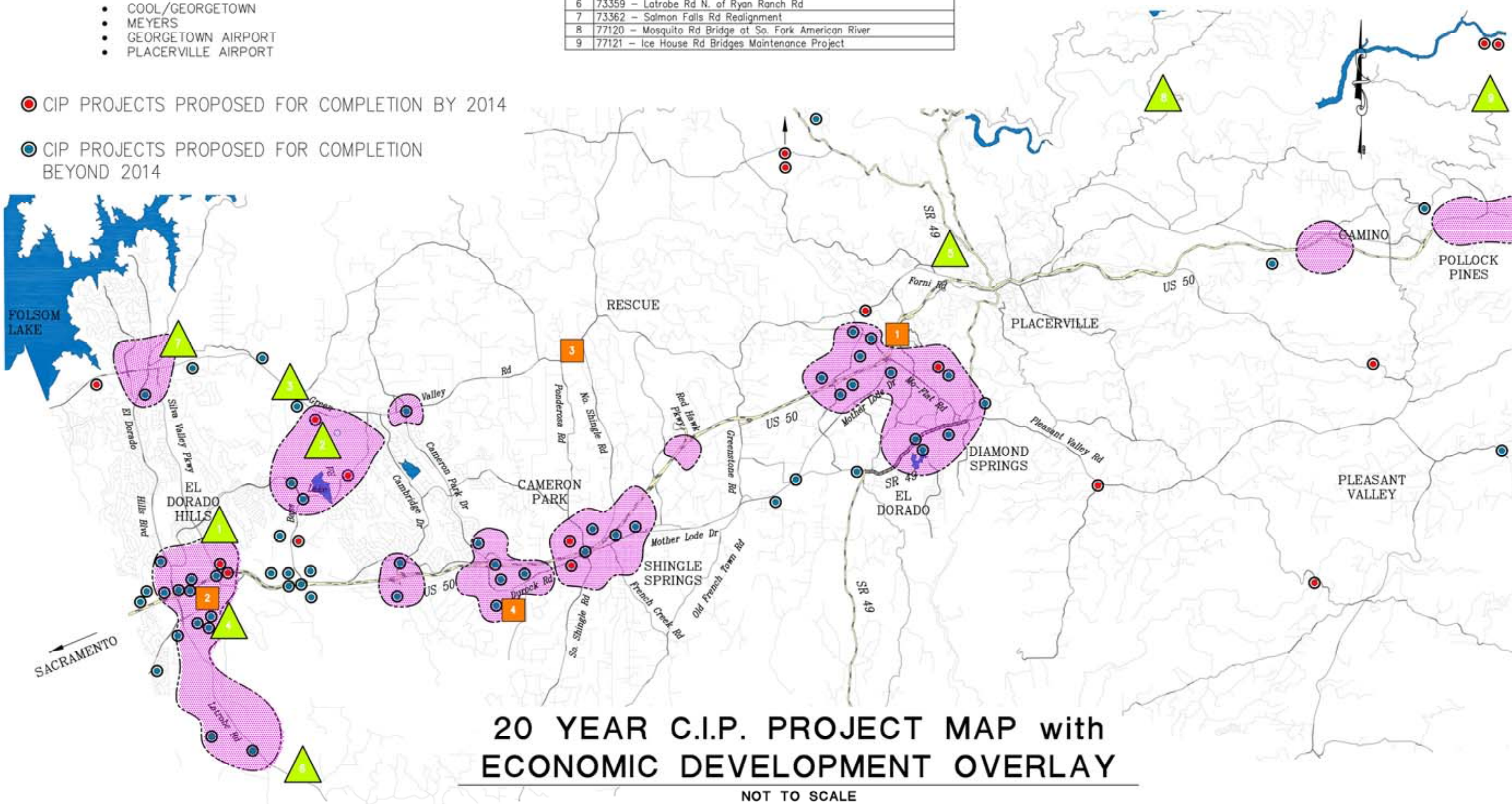
7	73362 – Salmon Falls Rd Realignment
8	77120 – Mosquito Rd Bridge at So. Fork American River
9	77121 – Ice House Rd Bridges Maintenance Project

X PROJECTS IN CONSTRUCTION NOW OR TO BEGIN IN FY 2009/2010

NO.	PROJECT NAME	COMPLETION F/Y
1	71336 – US 50/Missouri Flat Rd Interchange Phase 1B	2011/2012
2	53110 – US 50–HOV Lane EDH Blvd to Bass Lake Grade	2010/2011
3	77109 – Green Valley Rd at Tennessee Creek Bridge Replacement	2011/2012
4	73354 – Durock Rd/Business Dr Signalization	2010/2011



20 YEAR C.I.P. PROJECT MAP with ECONOMIC DEVELOPMENT OVERLAY

NOT TO SCALE

Project Index

For additional project information and the complete El Dorado County CIP go to:

http://www.co.el-dorado.ca.us/DOT/cip.html

APPENDIX I:
LONG TERM NON-MOTORIZED ACTION PLAN

Proposed Bikeway Facilities in El Dorado County

TIER 2 Proposed Improvements			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**Bikeway Facility**
El Dorado Hills Blvd Bike Lanes	Phase 2: Governors Dr.,/ Street Andrews to Green Valley Road	1.5	Class II Bike Lanes
El Dorado Hills SMUD Trail	Within the SMUD powerline easement between El Dorado Hills Boulevard and Sophia Parkway	1.2	Class I Bike Path
Latrobe Road	US 50 to Deer Creek	2.5	Class II Bike Lanes
Valley View Bike Paths	Along Valley View parkway to schools, parks, and Village Center	1.5	Class II Bike Lanes
Valley View Parkway	Entire Length	1.5	Class II Bike Lanes
Harvard Way	Entire Length	.5	Class II Bike Lanes
Francisco Drive	Green Valley Road to El Dorado Hills Boulevard	.5	Class II Bike Lanes
Ambiance Drive	Sophia Parkway to Brittany Way	1	Class II Bike Lanes
Brittany Way	Ambiance Drive to El Dorado Hills Boulevard	.5	Class II Bike Lanes
El Dorado Hills Town Center	Through entire commercial center	1	Class II Bike Lanes
Serrano Parkway	Entire Length	3.5	Class II Bike Lanes
Saratoga Drive	Entire Length	1	Class II Bike Lanes
Country Club Drive	Phase 2: Cambridge Road to Cameron Park Dr.	1.5	Class II Bike Lanes
Green Valley Road	Cameron Park Drive to Lotus Road	5	Class II Bike Lanes
Meder Road	Phase 2: Paloran Court to Ponderosa Road	1	Class II Bike Lanes
Cambridge Drive	Country Club Drive to Merrychase Drive	.5	Class II Bike Lanes
Cambridge Drive	Green Valley Road to Country Club Drive	3	Class II Bike Lanes
Mother Lode Drive	US 50 to French Creek	.5	Class III Bike Lanes
Castana Drive	Entire Length	.5	Class II Bike Lanes
Covello Circle	Castana Drive to end on eastern side	.25	Class III Bike Lanes
Cameron Park – Bass Lake Bike Path connection	Covello Circle to Magnolia Hills Development at Summer Drive	1	Class III Bike Lanes
Latrobe Road Bike Lanes	South Shingle to SPTC	1	Class II Bike Lanes
South Shingle Road	Latrobe Road to School	1	Class II Bike Lanes
Forni Road	Missouri Flat Road to Enterprise Drive	1	Class II Bike Lanes
Mother Lode Drive Bike Lanes	Phase 2: Lindberg Avenue to Pleasant Valley Road	2	Class II Bike Lanes
Carson Road	Jacquier Road to Larsen Drive	4.5	Class II Bike Lanes on climbing shoulder
SR 49	Placerville to Gold Hill Road	3	Class II Bike Lanes
Big Cut Road	Pleasant Valley Road to the City of Placerville	3	Class III Bike Lanes
Fort Jim Road	Entire Length	2	Class III Bike Lanes
Lindberg Avenue	Mother Lode Drive to Forni Road	1	Class III Bike Lanes
Snows Road	Carson Road to Fuji Court	.75	Class II Bike Lanes
Pony Express Trail Road	Carson Road to Sly Park Road	6	Class II Bike Lanes
Carson Road	Snows Road to Pony Express Trail Road	.5	Class III Bike Lanes
Mt Aukum Road	Fairplay Road to Blackhawk Lane	6.5	Class III Bike Lanes
Mt Aukum Road	Fairplay Road to Mt Creek/Pioneer Schools	1	Class III Bike Lanes
Fairplay Road	Mt Aukum Road to Unser Way/Pioneer Park	.5	Class III Bike Lanes
Mt Aukum Road	Blackhawk Lane to Fairplay Road	6.5	Class III Bike Lanes
SR 49	Cold Springs Road to Cool	11	Class II Bike Lanes
SR 49 (also map 4)	Placerville to Gold Hill Road	3	Class II Bike Lanes
Lotus – Coloma Bike and Pedestrian Bridge	Beach Court in Coloma to Henningsen Lotus Park	.5	
Lotus Road Bike Lanes	Green Valley Road to SR 49	4.5	Class II Bike Lanes
SR 193	Through Georgetown	1	Class II Bike Lanes
SR 193	Auburn Lake Trails to Wentworth Springs Road	11	Class II Bike Lanes
Garden Valley Road	Near schools in Garden Valley	1	Class II Bike Lanes
Marshall Road	SR 49 to Prospector Road	.5	Class II Bike Lanes
Marshall Road	Near Schools in Garden Valley	1	Class II Bike Lanes
Marshall Road	Through Georgetown	1	Class II Bike Lanes
Lotus Road Bike Lanes	Phase 2: Green Valley Road to Gold Hill Road	3	Class II Bike Lanes
Newtown Road Bike Lanes	Parkway Drive to Pleasant Valley Road	5	Class II Bike Lanes
Sly Park Road Bike Route	Mormon Emigrant Trail to US 50	4.5	Class III Bike Route
SPTC – El Dorado Trail	Mother Lode Drive in El Dorado to Mother Lode	4.75	Class I Bike Path

	Drive in Shingle Springs		

TIER 3 Proposed Improvements			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**Bikeway Facility**
Village Center Drive	Entire Length	.5	Class II Bike Lanes
Windplay Road	Entire Length	.25	Class II Bike Lanes
Golden Foothill Parkway	Entire Length	2	Class II Bike Lanes
Sheffield Drive	Entire Length	1	Class III Bike Lanes
Francisco Drive	Sheffield Drive to Green Valley Road	1.5	Class III Bike Lanes
Lakehills Drive	Sheffield Drive to El Dorado Hills Boulevard	1	Class III Bike Lanes
South Shingle Road	SPTC to US 50	.75	Class II Bike Lanes
Wild Chaparral Dr	Ponderosa Road to end	.75	Class II Bike Lanes
North Shingle Road	Ponderosa Road to Sports Field Dr	.5	Class II Bike Lanes
Oxford Road	Entire Length	.5	Class III Bike Lanes
Merrychase Drive	Entire Length	.75	Class III Bike Lanes
Shingle Lime Mine Road	Durock Road to SPTC	.5	Class III Bike Lanes
SPTC – El Dorado Trail	Mother Lode Drive in Shingle Springs to Shingle Lime Mine Road	2.5	
SPTC/El Dorado Trail	Shingle Lime Mine Road to Latrobe Road	8	
Mother Lode Drive Bike Lanes	Phase 3: Pleasant Valley Road to South Shingle Road	4	Class II Bike Lanes
SR 49	Pleasant Valley Road to Union Mine Road	.5	Class II Bike Lanes
Lindberg Avenue	Mother Lode Drive to Forni Road	1	Class III Bike Lanes
Patterson Drive	Pleasant Valley Road to Crusader	.75	Class III Bike Lanes
Crusader Road/Cash Boy Road/Crystal Dr/Tullis Mine Road	Patterson Drive to Pleasant Valley Road	1	Class III Bike Lanes
Zandonnella Road	Entire Length	1	Class III Bike Lanes
Union Mine Road	Entire Length	4	Class III Bike Lanes
SPTC – El Dorado Trail	Halcon Road to Snows Road in Camino	4	
Happy Valley Road/Cutoff	Mt Aukum to Happy Valley Cutoff to Mt Aukum Road	1.5	Class III Bike Lanes
Grizzly Flat Road	Glen Drive to Sciaroni Road	.5	Class II Bike Lanes
Sciaroni Road/Tyler Road	Grizzly Flat Road to Grizzly Pines School	.5	Class II Bike Lanes
Sly Park Road	Mormon Emigrant Trail to Pleasant Valley Road	6	Class III Bike Route
Fairplay Road	Pioneer Park to Omo Ranch Road	4.2	Class III Bike Route

Proposed Bikeway Facilities in the City of Placerville

PROPOSED BIKEWAY FACILITIES – CLASS II BIKE LANES			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**MISCELLANEOUS**
Green Valley Road	Placerville Drive to Mallard Lane	.24	
Forni Road	Ray Lawyer Drive to US 50/Placerville Drive	.5	
Cold Springs Road	City Limit to Placerville Drive	.5	
Pierroz Road	Cold Springs Road to Placerville Drive	.25	
Placerville Drive	Bridge over Hangtown Creek	.10	
Combellack Road	Entire Length	.25	
SR 49	City Limit to Green Street	1	
Spring Street	SR 49 to Pleasant Street	.25	
Bee Street	Entire Length	.25	
Main Street	Spring Street to Canal Street	.25	
Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	.20	
Marshall Way	Cedar Ravine to Marshall Hospital	.25	
Clay Street	Coleman Street to Arizona Way	.5	
Mosquito Road	Dimity Lane to Broadway	.25	
Schnell School Road	Broadway to Carson Road	.25	
Broadway	Main Street to Schnell School Road	.5	
Tunnel Street	Spring Street to Robin Court	.25	
Cedar Ravine	Washington Street to Lyon Park	1	
TOTAL CLASS II BIKE LANES PROPOSED		6.79 miles	

PROPOSED BIKEWAY FACILITIES – CLASS III BIKE ROUTES			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**MISCELLANEOUS**
Armory Drive	Entire length	.25	
Canal Street	Entire length	.75	
Bedford Avenue	Pleasant Street to Gold Bug Park	.75	
Moulton Dr/Markham Dr	Entire length	.25	
Coloma Court	Entire length	.25	
Coloma Street /SR 49	Green Street to US 50 Overcrossing	.5	
Benham Street	Entire length	.25	
Big Cut Road	To City limit	.5	
Spring Street	US 50 to Pleasant Street	.25	
Main Street	Spring Street to Clay street	.25	
Cedar Ravine	Main Street to Marshall Way	.25	
Washington Street	Main Street to Cedar Ravine	.25	
Sherman Street / Thompson Street / Sheridan Street	Washington Street to Sierra School / Main Street	.35	
Spanish Ravine Road	Connection from Main Street to McDonald's parking lot	.25	Make the gate bicycle and pedestrian friendly
Clay Street	Arizona Way to Mosquito Road	.5	
Carson Road	Broadway to Dimity Lane	.25	
Dimity Lane	Mosquito Road to Carson Road	.25	
TOTAL CLASS III BIKE ROUTES PROPOSED		6.1 MILES	

PROPOSED BIKEWAY FACILITIES – CLASS I BIKE ROUTES			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**MISCELLANEOUS**
Government Center to Fairgrounds Connector	Fair Lane Court to El Dorado County Fairgrounds	.10	
Government Center Placerville Drive Connector	Fair Lane to Armory Way	.5	
El Dorado Trail	Clay Street to Bedford Avenue	.25	
El Dorado Trail	Lower Main Street / Forni Road to Ray Lawyer Drive	1	
Quartz Mountain Bike Path	Quartz Mountain Road to Robin Court / Tunnel Street	.25	
TOTAL CLASS I BIKE PATHS PROPOSED		**2.35 MILES**	

PROPOSED BICYCLE FACILITIES – BIKE RACKS AND LOCKERS	
Roadway, Route or Project Name	**Segment**
Bike Racks	Lower Broadway, near Taco Bell, Rite Aid
Bike Racks	Upper Broadway, near Grocery Outlet
Bike Racks	Placerville Station on Mosquito Road
Bike Racks	At Raley's Center on Placerville Drive
Bike Racks	At any new Park and Ride Lot in the City of Placerville

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APPENDIX J:
ITS GLOSSARY

APPENDIX J

ITS GLOSSARY

Ramp and Mainline Metering
Ramp meters are traffic signals located at freeway on-ramps. They control the rate at which vehicles enter the mainline freeway, so that downstream capacity is not exceeded. In turn, this allows the freeway to carry an increased volume at higher speeds. Another benefit of ramp metering is its ability to break up groups (i.e., platoons) of vehicles entering the freeway. The freeway's main lanes even when operating near capacity, can accommodate merging vehicles one or two at a time. However, when platoons of vehicles attempt to force their way into freeway traffic, turbulence and shockwaves are created, causing the mainline flow to break down.

Mainline metering functions provide a metering of traffic flow through the use of overhead signals. In this case, however, it is the freeway main lane traffic that is stopped in order to slow the inflow of vehicles into a congested area. This can be used to prevent excessive congestion at chain-up areas or to help alleviate incident related traffic complications. Mainline metering is used to control the flow of vehicles leaving the western side of the study area heading to the East. A typical use for mainline metering is to control the arrival rate of vehicles at chain control points at higher elevations.

Traffic Monitoring Stations
Traffic monitoring stations (TMS) are fixed devices that measure speed and count number of passing vehicles. Classification of vehicles can be performed at properly equipped stations. This information can then be accessed from a remote location to allow system managers to provide timely response through traveler information systems, metering or initiation of incident verification and response.

Closed Circuit Television (CCTV)
CCTV systems can provide real-time images of highway conditions to remote locations. This allows monitoring that results in quicker incident detection and analysis of traffic congestion issues. With multiple cameras at various locations, an operator at a TMC can view several locations at once. This technology is another information input for them to rely on when updating traveler information, performing maintenance response, adjusting traffic signal timing, and in incident response and management. CCTV can also serve as a safety and security measure at locations such as res areas, bus stops, and park-and-ride lots.

Changeable Message Signs (CMS)
Also referred to as Dynamic Message Signs (DMS), CMS provide a highly visible written or graphic message to passing motorists via an overhead electronic display. These signs are deployed with communications that allow their control from a remote location. Locations for deployment could include decision points prior to route intersections and in conjunction with road weather information system sites to provide information regarding conditions ahead. This application can also include portable CMS, which can be useful for roadway and traffic impacts that are intermittent at various locations such as construction or incidents.

Highway Advisory Radio (HAR)
These systems provide a low power radio broadcast near the roadway in conjunction with highway signing alerting motorists to tune their car radio to the appropriate station. This technology has been in use for some time; however, often its effectiveness is marginal due to the lack of emphasis on updating messages. Technology providing automation of the updating procedure can help to address this issue. Some advantages of HAR include the ability to provide longer messages and to provide messages to either or both directions of travel depending on the need.

Weigh-in-Motion Sensors (WIM) and Pre-Pass
Weigh-in-Motion sensors are typically used in conjunction with commercial vehicle weigh stations to check truck weights while on the highway. They can be used at mainline speeds along with other CVO applications and variable message signs to allow those trucks meeting weight limits and other requirements to pass ports without slowing. They can also be used as an integral component in a safety warning system to provide analysis of a combination of factors such as weight, speed, pavement conditions, and roadway geometry. This analysis can then determine whether or not to provide a warning message for truck drivers with excessive speed for the given conditions.

Road Weather Information Systems (RWIS)
This technology allows remote, automated collection of weather information, which can have a significant impact on the safety of travel, especially in more mountainous areas. These systems can collect information about temperature, humidity, wind speed, visibility, precipitation type and rate, and roadway icing. Information regarding weather related highway conditions is in high demand by both motorists and maintenance personnel.

Traffic Management
The Tahoe Gateway Counties region already has some existing ITS infrastructure to manage traffic in both the rural and urbanized areas. These applications help to detect and respond to incidents, dispatch maintenance crews, improve safety, manage work zones and improve traffic flow. A typical piece of infrastructure is a traffic management center, described below.

Traffic Management Center (TMC)
A TMC is a central location for the collection, processing, and dissemination of data in order to facilitate management activities. Incoming data often includes video images from CCTV, weather information from RWIS, traffic data from various monitoring devices, and reports from maintenance personnel, the media, emergency service providers, and the public. In many cases emergency service dispatchers are co-located with the transportation management personnel in such a center.

Traveler Information
Many ITS applications provide information to motorists. This benefits the efficiency of the system and the expediency of travel. When travelers have better information they can make better decisions. Information regarding congestion, weather, and road conditions can help travelers avoid delays by postponing trips or choosing alternate routes. Better information means information that is accurate, timely, and accessible. A variety of methods for providing this information are currently in use. One method is using Changeable Message Signs. The internet and media are also used to disseminate roadway information.

Communications
The existing ITS elements utilize leased telephone service for communications. Both cellular telephone or leased voice-grade communication lines provide this service. Recent modifications to the cellular infrastructure have improved connections and service. Recent advancements in communications have made low-cost options available to gather real time traffic information. These technologies include: wireless Ethernet for carrying high speed data such as video over long distance in rural areas; Cellular distributed Packet Data (CDPD) for low speed data; and Digital Subscriber Line (DSL) for both high and low speed data over ordinary phone lines. These technologies allow for low cost internet access through local providers. These new technologies are now the preferred communication approaches by Caltrans in the region. It should be noted, however, that DSL is not often available in rural areas because of technical limitations.

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APPENDIX K:
ACRONYM LIST

RELATED TRANSPORTATION PLANNING ACRONYMS

AADT..... Annual Average Daily Truck Traffic
ACIP..... Airport Capital Improvement Program
ADA..... Americans with Disabilities Act
ADT ..... Average Daily Traffic
ALUC..... Airport Land Use Commission
APCD ..... Air Pollution Control District
ARRA ..... American Recovery and Reinvestment Act
AVI ..... Automatic Vehicle Identification
AVL ..... Automatic Vehicle Location
BTA ..... Bicycle Transportation Account
CARB ..... California Air Resources Board
CASP ..... California Aviation System
CCTV ..... Closed Circuit Television
CEQA..... California Environmental Quality Act
CHP..... California Highway Patrol
CIP ..... Capital Improvement Program
CLUP..... Compatibility Land Use Plans
CMAQ ..... Congestion Mitigation Air Quality
CMS/DMS ..... Changeable or Dynamic Message Signs
CSMP……Corridor System Management Plan
CT ..... Caltrans
CTC..... California Transportation Commission
DOT..... El Dorado County Department of Transportation
EA ..... Caltrans Expenditure Authorization Number
EDCTA..... El Dorado County Transit Authority
EDCTC..... El Dorado County Transportation Commission
EIR ..... Environmental Impact Report
EIS ..... Environmental Impact Study
FAA ..... Federal Aviation Administration
FHWA..... Federal Highway Administration
FSP ..... Freeway Service Patrol
FTA ..... Federal Transit Administration
FTIP ..... Federal Transportation Improvement Program
FY ..... Fiscal Year
GA..... General Aviation
GHG..... Green House Gas Emissions
HOV ..... High Occupancy Vehicle
ISTEA..... Intermodal Surface Transportation Efficiency Act
ITIP..... Interregional Transportation Improvement Plan
ITS..... Intelligent Transportation Systems
LOS..... Level of Service
LTF..... Local Transportation Fund
MPO..... Metropolitan Planning Organization
MTIP..... Metropolitan Transportation Improvement Program
MTP..... Metropolitan Transportation Plan
NEPA ..... National Environmental Protection Act
NMTP..... Non-Motorized Transportation Plan
OWP..... Overall Work Program
PA&ED..... Project Approval and Environmental Document
PCI ..... Pavement Conditions Index

PCP ..... Pedestrian Circulation Plan
PPNO ..... Project Planning Number
PS&E..... Plans, Specifications, and Estimates
ROW ..... Right-of-Way
RPA..... Rural Planning Assistance
RSTP..... Regional Surface Transportation Program
RTIP ..... Regional Transportation Improvement Program
RTP ..... Regional Transportation Plan
RTPA..... Regional Transportation Planning Agency
RUCS ..... Rural Urban Connections Strategy
SACOG ..... Sacramento Area Council of Governments
SAFE..... Service Authority for Freeways and Expressways
SAFETEA-LU ..... Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHOPP..... State Highway Operation and Protection Program
SIP ..... State Implementation Plan
SMAQMD ..... Sacramento Metropolitan Air Quality Management District
SPTC-JPA..... Sacramento-Placerville Transportation Corridor Joint Powers Authority
SSTAC ..... Social Services Transportation Advisory Council
STA ..... State Transit Assistance
STIP ..... State Transportation Improvement Program
TAC ..... Technical Advisory Committee (for the EDCTC)
TCM ..... Transportation Control Measures
TCRP ..... Traffic Congestion Relief Program
TDA ..... Transportation Development Act
TDM ..... Transportation Demand Management
TE..... Transportation Enhancements
TEA ..... Transportation Enhancement Act
TEA21……Transportation Equity Act for the 21st Century
TIGER ..... Transportation Investment Generating Economic Recovery
TIM ..... Traffic Impact Mitigation
TMA..... Transportation Management Association
TRPA..... Tahoe Regional Planning Agency
TSM..... Transportation Systems Management
VMT……Vehicle Miles Travelled
ZEV ..... Zero Emission Vehicle

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APPENDIX L: PARK-AND-RIDE LOT TABLE

Summary of Existing Park-and-Ride Facilities

Community	Usage		Amenities				Access				Condition	Security			Notes
	Spaces	Use	Shelters	Benches	Bike Storage	Lighting	Signage	Vehicle Access	Ped Access	Bike Access	Maintenance	Lighting	Visibility	Activity	
El Dorado Hills Multi-Modal Facility															
NE corner of White Rock Rd .and Latrobe Rd. Ownership: County Maintenance: EDCTA	120	110-130	Yes (4)	Yes (5)	Lockers (10)	Yes	Adequate	Good	Good	Yes	Fair	Excellent	Good	High	1. At capacity during peak use. 2. Long standing drainage/irrigation problems have resulted in accelerated pavement deterioration. 3. Parking is being used as overflow for area businesses.
Cambridge Road Park-and-Ride															
NE quadrant of US 50/Cambridge Rd. Interchange Ownership: County Maintenance: EDCTA	73	60-65	Yes	Yes	Lockers (2)	Yes	Excellent	Good	Poor	Poor	New	Excellent	Excellent	High	
Rodeo Road Park-and-Ride															
On Street Parking south of Coach Lane Ownership: County Maintenance: County (maintained street system)	On street (50+)	15-20	No	No	No	Yes	Poor	Adequate	Poor	Poor	Poor	Poor	Moderate	Moderate	
Ponderosa Road Park-and-Ride (Northwest)															
NW quadrant of US 50/Ponderosa Rd. Interchange Ownership: Caltrans Maintenance: Caltrans	111	55-75	No	No	No	Yes	Adequate	See Notes	Poor	Poor	Poor	Good	Good	Moderate	Transit vehicles cannot access due to substandard encroachment.
Ponderosa Road Park-and-Ride (Northeast)															
NE quadrant of US 50/Ponderosa Rd. Interchange Ownership: Caltrans Maintenance: Caltrans	19	5-10	No	No	No	Yes	Adequate	Poor	Poor	Poor	Poor	Poor	Good	High	No existing transit service.
Ponderosa Road Park-and-Ride (Southwest)															
SW quadrant of US 50/Ponderosa Rd. Interchange Ownership: Caltrans Maintenance: Caltrans	57	20-30	No	No	No	Yes	Adequate	Adequate	Poor	Poor	Poor	Poor	Good	High	No existing transit service.
Shingle Springs Drive Park-and-Ride															
NW quadrant of US 50/Shingle Springs Dr. Interchange Ownership: Caltrans Maintenance: Caltrans	19	5-10	No	No	No	No	Adequate	Adequate	Poor	Poor	Poor	Poor	Poor	Low	No existing transit service.
Greenstone Road Park-and-Ride															
NW quadrant of US 50/Greenstone Rd. Interchange Ownership: Caltrans Maintenance: Caltrans	22	3-5	No	No	No	No	Adequate	Adequate	Poor	Poor	Poor	Poor	Poor	Low	1. Considered the least safe park-and-ride due to extremely low level of activity in area and poor visibility from freeway. 2. No existing transit service.
Missouri Flat Road Park-and-Ride															
SW quadrant of US 50/Missouri Flat Rd. Interchange Ownership: Caltrans Maintenance: Caltrans	70	50-60	Yes (2)	Yes (2)	No	Yes	Adequate	See Notes	Poor	Poor	Fair	Good	Moderate	Moderate	1. Transit vehicles cannot navigate. 2. No existing transit service.
Fairgrounds Park-and-Ride															
North side of Fairgrounds on Armory Drive Ownership: County Fair Association Maintenance: County Fair Association	200+	35-45	No	No	Yes (6)	Yes	Poor	Adequate	Good	Poor	Poor	Good	Poor	Low	
Placerville Station (Mosquito Park-and-Ride)															
West of Mosquito Road on the north side of US 50 Ownership: City Maintenance: City	130	45-55	Yes	Yes	Yes	Yes	Yes	Excellent	Good	Excellent	Excellent	Excellent	Excellent	High	Current facility includes 56 permanent parking spaces and an interim expansion area for a total of approximately 130 spaces.
Camino Heights Park-and-Ride															
East of Camino Heights Drive, on the south side of US 50 Ownership: County Maintenance: EDCTA	24	5-10	No	No	No	No	Adequate	Adequate	Good	Poor	Fair	Poor	Poor	Low	
Commerce Park-and-Ride															
Ownership: County Maintenance: EDCTA															
State Route 49 / 193 Park-and-Ride															
SE corner of State Route 193 and State Route 49 in Cool Ownership: Caltrans Maintenance: Caltrans	14	3-5	No	No	No	Yes	Adequate	Adequate	Poor	Poor	Poor	Excellent	Excellent	Moderate	

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