El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

FINAL

Adopted November 5, 2020

El Dorado County Regional Transportation Plan 2020-2040

el dorado county edctc TRANSPORTATION COMMISSION

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

CHAPTER 9: PUBLIC TRANSIT (GOAL 4)

CHAPTER 10: AVIATION (GOAL 5)

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

APPENDICES

Individuals without access to the internet or a computer who wish to access the draft and final RTP and related materials can contact the EDCTC office directly by calling 530-642-5260 to schedule a review or printing of the requested materials. Individuals with disabilities or specific language requirements will be accommodated per the policies set forth in the El Dorado County Transportation Commission Title VI Program, Public Participation Plan, and Language Assistance Plan Title VI adopted by the EDCTC in August 2018.

CHAPTER 1: INTRODUCTION

The El Dorado County 2020-2040 Regional Transportation Plan (RTP) was developed under the direction of the El Dorado County Transportation Commission (EDCTC). The RTP is designed to be a guide for the systematic development of a balanced, comprehensive, multi-modal transportation system. This system includes but is not limited to: highways, streets and interregional roadways, public transit, aviation, freight/goods movement, active transportation (bikeways and pedestrian facilities), transportation systems management, and intelligent transportation systems. The RTP is action oriented and pragmatic, considering both the short-term (up to 10 years) and long-term (10 to 20 year) periods.

Federal requirements for the development of RTPs are directed at States and Regional Transportation Planning Agencies (RTPAs), as specified in 23 CFR 450.202. The primary federal requirements regarding RTPs are addressed in the statewide/nonmetropolitan transportation planning and metropolitan transportation planning rules – Title 23 CFR Part 450 and 771 and Title 49 CFR Part 613. These federal regulations, incorporating both MAP-21/FAST Act changes, were updated by FHWA and FTA and published in the May 27, 2016 Federal Register.

Since the mid-1970s, with the passage of AB 69 (Chapter 1253, Statutes of 1972), California state law has required the preparation of RTPs to address transportation issues and assist local and state decision-makers in shaping California's transportation infrastructure.

California statute relating to the development of the RTP is primarily contained in Government Code Section 65080. State planning requirements apply to state designated RTPAs. Just like federal legislation, Government Code Section 65080 requires that all RTPAs prepare RTPs to update their RTPs every four or five years (including RHNA adjustments).

When applicable, RTPs shall be consistent with federal planning and programming requirements and shall conform to the RTP Guidelines adopted by the CTC pursuant to Government Code Section 65080(d). In addition, the CTC cannot program projects in the State Transportation Improvement Program (STIP) that are not identified in an RTP.

State law requires each RTPA to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) not less than every five years in non-urban regions.

PURPOSE

The purpose of the Regional Transportation Plan is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of people, commerce and goods.

RTPs are developed by RTPAs in cooperation with Caltrans and other stakeholders, including local and regional travelers and users of the transportation system. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.

Pursuant to Title 23 CFR Part 450.324 et seq., FHWA describes the development and contents of RTPs as follows:

"The transportation plan is the Statement of the ways the region plans to invest in the transportation system. The plan shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods." The plan has several elements, for example: Identify policies, strategies, and projects for the future; Determine project demand for transportation services over 20 years; Focus at the systems level, including roadways, transit, non-motorized transportation, and intermodal connections; Articulate regional land use, development, housing, and employment goals and plans; Estimate costs and identify reasonably available financial sources for operation, maintenance, and capital investments); Determine ways to preserve existing roads and facilities and make efficient use of the existing system; Be consistent with the Statewide transportation plan; Be updated every five years or four years in air quality nonattainment and maintenance areas; and, should make special efforts to engage interested parties in the development of the plan."

Regional transportation planning led by RTPAs is a collaborative process with federal, state, tribal governments/agencies, as well as other key stakeholders, and the general public. The process is designed to foster involvement by all interested parties, such as the general public, community groups, the business community, California Tribal Governments, environmental organizations, and local jurisdictions, through a proactive public participation process conducted by the RTPA in coordination with the state and transit operators. It is essential to extend public participation to those traditionally underserved by the transportation system and services in the region. Neglecting public involvement early in the planning stage can result in delays during the project stage. While new federal MAP-21/FAST Act requirements are addressed in Section 1.7 of these guidelines, the traditional steps undertaken during the regional planning process include:

1. Providing a long-term (20 year) visioning framework;
2. Monitoring existing conditions;
3. Forecasting future population and employment growth;
4. Assessing projected land uses in the region and identifying major growth corridors;
5. Identifying alternatives and needs and analyzing, through detailed planning studies, various transportation improvements;
6. Developing alternative capital and operating strategies for people and goods;
7. Estimating the impact of the transportation system on air quality within the region; and,
8. Developing a financial plan that covers operating costs, maintenance of the system, system preservation costs, and new capital investments.

RTPs provide a clear vision of the regional transportation goals, objectives, and strategies. This vision must be realistic and within fiscal constraints. In addition to providing a vision, the RTPs serve specific functions, including:

1. Providing an assessment of the current modes of transportation and the potential of new travel options within the region;
2. Projecting/estimating the future needs for travel of people, commerce, and goods;
3. Identification and documentation of specific actions necessary to address regional mobility and accessibility needs;
4. Identification of guidance and documentation of public policy decisions by local, regional, state, and federal officials regarding transportation expenditures and financing;
5. Identification of needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal State Transportation Improvement Program (FSTIP, which includes the STIP), (b) Facilitation of the National Environmental Policy Act (NEPA)/404 integration process, and (c) Identification of project purpose and need;
6. Utilizing realistic and appropriate performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals;

7. Ensuring consistency between the California Transportation Plan (CTP), the RTP and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;
8. Providing a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues which transcend regional boundaries; and,
9. Involving community-based organizations as part of the public, Federal, State and local agencies, California Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on 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.
- Priorities for regional transportation programs are established within the Action Element.

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.

ENVIRONMENTAL DOCUMENTATION

In California, the environmental review associated with the RTP and subsequent project delivery process is two-fold. RTPAs are responsible for the planning contained in the RTP that precedes project delivery. Typically, a local government, consultant or Caltrans is responsible for the actual construction of the project (project delivery). CEQA applies to the RTP document, while both National Environmental Policy Act (NEPA) and CEQA may apply to individual projects that implement the RTP during the project delivery process. Likewise, all RTP CEQA Analysis and subsequent transportation project CEQA analysis assess all environmental issue areas identified in the CEQA Guidelines Environmental Checklist Form.

The RTP planning document as well as the projects listed in it are considered to be projects for the purposes of CEQA. Subsequent RTP amendments or updates are discretionary actions that can also trigger CEQA compliance. As defined in CEQA statute section 21065, a project means “an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following: (a) An activity directly undertaken by any public agency or (b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies”.

Many RTPAs prepare a program Environmental Impact Report (EIR) to analyze the environmental impacts of implementing their RTP. The purpose of the program EIR is to enable the RTPA to examine the overall effects of the RTP i.e. broad policy alternatives, program wide mitigation, growth inducing impacts, and cumulative impacts can be considered at a time when the agency has greater flexibility to avoid unnecessary adverse environmental effects. Additionally, environmental documents subsequently prepared for the individual projects contained in the RTP can be tiered off of the Program EIR thus saving time and reducing duplicative analysis.

REGIONAL TRANSPORTATION PLAN CONSULTATION AND COORDINATION

The El Dorado County Transportation Commission is the 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.

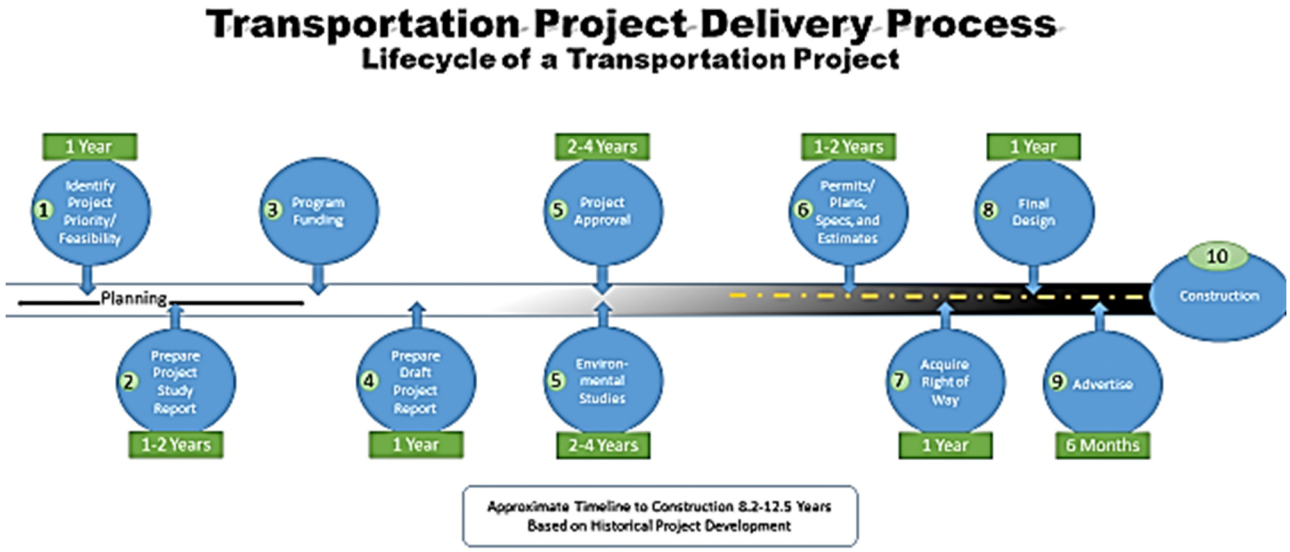
Transportation planning is a collaborative process, led by the RTPA and other key stakeholders in the regional transportation system. Transportation planning activities include visioning, forecasting population/employment, identifying major growth corridors, projecting future land use in conjunction with local jurisdictions, assessing needs, developing capital and operating strategies to move people and goods, and developing a financial plan. The required planning processes are designed to foster involvement by all interested parties, such as the business community, community groups, walking and bicycling representatives, public health departments and public health non-governmental organizations, environmental organizations, the Native American community, neighboring RTPAs, and the general public through a proactive public participation process.

Coordination is the cooperative development of plans, programs, and schedules among agencies and entities with legal standing in order to achieve general consistency. Consultation means that one or more parties confer with other identified parties in accordance with the established process, and prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. Under the terms of a Memorandum of Understanding (MOU) between the EDCTC and the Sacramento Area Council of Governments (SACOG), EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). 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. The MOU also stipulates that EDCTC shall utilize data and data analysis methodologies which are consistent with that developed by SACOG. This data includes existing and projected travel data, socio-economic data, and travel demand forecasts and assumptions. However, this data is integrated into this locally developed RTP process focused around local consensus of policies, projects, programs, and funding decisions. The El Dorado County 2020-2040 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 a lengthy process that includes extensive public outreach, detailed planning, environmental studies, engineering design, right of way, and 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, see Figure 1-1: Transportation Project Lifecycle.

Figure 1-1: Transportation Project Lifecycle



This complex process is one of the many reasons the RTP is developed to address transportation needs over a 20-year period. A long-horizon planning process allows for the time necessary to effectively deliver projects. The 2010-2030 and 2015-2035 RTPs each included a 20 year "shelf' of multi-modal projects which, in most circumstances, would take at least 20 years to deliver. The State of California faced tremendous funding challenges during the five-year planning period of the 2015 RTP. In 2016, the State Transportation Improvement Program had a fund estimate of minus $754 million. This "negative STIP" resulted in tremendous delays to projects statewide. However, EDCTC was fortunate to maintain the programming of the Western Placerville Interchange Phase 2 project, which started construction in February 2018. Despite the negative STIP, EDCTC, City, and County partners were still successful in project delivery.

The following Delivered Projects Fact Sheets, shown in Tables 1-1 through 1-9, highlight the delivery successes of the RTP over the last five years (2015-2020). Costs included in the delivered projects tables below are for illustrative purposes only. The costs represent planning level estimates developed during the 2015-2035 RTP process and *do not necessarily reflect actual expenditures*.

TABLE 1-1: EL DORADO COUNTY REGIONAL ROAD NETWORK DELIVERED PROJECTS 2015-2020

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2015 Dollars	Lead/Support Agencies	Funding Programs
Alder Drive at EID Canal Bridge Replacement	2017	$1,134,200	$1,070,000	El Dorado County	HBP
Bassi Rd/Granite Creek Bridge replacement	2020	$4,621,226	$4,621,226	El Dorado County	HBP
Blair Road at EID Canal Bridge Replacement	2017	$1,550,780	$1,463,000	El Dorado County	HBP, RSTP
Cold Springs Road Realignment	2016	$176,800	$170,000	El Dorado County, Caltrans	HSIP, RSTP
Cosumnes Mine Road at North Fork Cosumnes River Bridge Maintenance	2015	$143,000	$143,000	El Dorado County	HBP, Road Fund/Discretionary
Francisco Drive Right-Turn Pocket	2015	$1,013,000	$1,013,000	El Dorado County, Caltrans, EDCTC	CMAQ, RSTP, TEA
Gold Hill Overlay	2015	$750,000	$750,000	El Dorado County	Local
Green Valley Road at Tennessee Creek – Bridge Replacement	2015	$45,100	$41,000	El Dorado County, Caltrans, EDCTC, EID	TIM, HBP, HSIP, RSTP, TCSP, EID
Green Valley Road at Weber Creek Bridge Replacement	2017	$11,576,320	$10,336,000	El Dorado County, Caltrans, EDCTC	TIM, HBP, RSTP
Green Valley Road Traffic Signal Interconnect	2015	$287,000	$287,000	El Dorado County, Caltrans	HSIP, RSTP
Green Valley Road/Deer Valley Road West Intersection Improvements	2015	$1,209,000	$1,209,000	El Dorado County	TIM, Developer Funded, Road Fund/Discretionary
Happy Valley Cutoff Road at Camp Creek Bridge Maintenance Project	2016	$200,000	$200,000	El Dorado County	HBP, Road Discretionary Fund
Hazel Valley Road at EID Canal Bridge Replacement	2020	$2,495,880	$3,665,347	El Dorado County	HBP

TABLE 1-1: *(continued)*
EL DORADO COUNTY REGIONAL ROAD NETWORK DELIVERED PROJECTS 2015-2020

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2015 Dollars	Lead/Support Agencies	Funding Programs
Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement	2020	$4,087,743	$4,087,743	El Dorado County	HBP
Hollow Oak Road Drainage	2016	$977,000	$977,000	El Dorado County	Bass Lake Hills Specific Plan, RSTP
Ice House Road at Jones Fork Silver Creek Bridge Maintenance Project	2017	$791,440	$761,000	El Dorado County	HBP, SMUD (UARP)
Ice House Road Rehabilitation (Phase 1)	2016	$5,011,760	$4,819,000	El Dorado County	FLAP, SMUD(UARP)
Latrobe Road Widening - White Rock Road to Carson Creek (Suncast Lane)	2017	$11,413,490	$8,987,000	El Dorado County	TIM
Mt. Aukum Road at North Fork Cosumnes River – Bridge Maintenance	2015	$498,000	$498,000	EDCTC, El Dorado County	HBP, RSTP
Pleasant Valley Road at Oak Hill Road Improvements	2015	$1,238,000	$1,238,000	El Dorado County, Caltrans, EDCTC	HSIP, RSTP, TIM
Salmon Falls Road South of Glenesk Lane Realignment	2016	$1,472,000	$1,472,000	El Dorado County, Caltrans	HSIP, RSTP
Saratoga Way Extension – Phase 1	2019/20	$14,657,070	$11,541,000	El Dorado County	TIM
Silva Valley Interchange Traffic Mitigation	2015	$50,000	$50,000	El Dorado County	Anticipated Urban RSTP, CMAQ (Currently Road Fund)
Silver Fork Road at South Fork American River - Bridge Rehabilitation	2018	$2,487,820	$2,347,000	El Dorado County	HBP, Utility Agencies

TABLE 1-1: *(continued)*
EL DORADO COUNTY REGIONAL ROAD NETWORK DELIVERED PROJECTS 2015-2020

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2015 Dollars	Lead/Support Agencies	Funding Programs
Silver Springs Parkway to Bass Lake Road (South Segment)	2019	$9,258,840	$8,573,000	El Dorado County	TIM, Developer Funded, Road Fund/Discretionary
Sly Park Road at Clear Creek Crossing Bridge Replacement	2019	$5,978,960	$5,749,000	El Dorado County	TIM, HBP, RSTP
State Route 49 from Coloma to Cool - Pavement rehabilitation (PM 23.9/35.0)	2016	$8,249,280	$7,932,000	Caltrans	Toll Credits
State Route 49 South Fork American River Bridge Retrofit/Enhancement	2019	$21,595,200	$19,632,000	Caltrans, El Dorado County	SHOPP, Local
U.S. 50 /Missouri Flat Road Interchange Improvements Phase 1B2: Bike and Pedestrian Improvements	2017	$1,505,000	$1,505,000	El Dorado County	MC&FP, CMAQ, LOCAL
U.S. 50/Missouri Flat Road Interchange Improvements Phase 1C Riparian Restoration	2018	$1,909,440	$1,768,000	El Dorado County, Caltrans	MC&FP
US 50 Drainage Improvements in Placerville at 0.5 mile west of junction with State Route 49 - Install slotted drain and drainage inlets in median	2015	$950,000	$950,000	Caltrans	SHOPP, Toll Credits
US 50/Silva Valley Parkway Interchange Phase 1	2017	$61,536,240	$56,978,000	El Dorado County, Caltrans, EDCTC	Silva Valley Interchange Set Aside, Developer Advance, Road Fund /Discretionary, SLPP, Utility Agencies
Wentworth Springs Road at Gerle Creek Bridge Replacement	2015	$1,527,760	$1,469,000	El Dorado County	HBP, OHV Grant, Road Fund /Discretionary, RSTP, SMUD (UARP)

TABLE 1-2: CITY OF PLACERVILLE ROAD NETWORK DELIVERED PROJECTS 2015-2020

Project Description	Completion Year	Cost Estimate	Responsible Agency	Funding Programs
Blairs Lane over Hangtown Creek - Replace 1 lane bridge with 2 lane bridge	2017	$3,175,202	City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Broadway Crosswalk Improvements – Carson Road to Schnell School	2016	$251,000	Caltrans, City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ
Lower Main Street Road Closure Gates	2015	$31,000	City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Placerville ADA Curb Ramps in Placerville, at the intersection of Spring Street and US 50, and at the intersection of Spring Street and Coloma	2017	$1,938,000	Caltrans	Toll Credits
Western Placerville Interchanges Phase 2: US 50 Eastbound Off Ramp to Ray Lawyer Drive, Park-and-Ride Lot, and associated bike/pedestrian and roadway improvements for access to Ray Lawyer Drive Extension	2020	$8,940,000	Caltrans, City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ

TABLE 1-3: TRANSIT 2015-2020 COMPLETED PROJECTS

Goal	Description	Average Annual Cost*
El Dorado Hills Taxi Voucher Subsidy Program	Establish a taxi voucher program for residents of El Dorado Hills. The taxi voucher program will utilize private transportation providers by providing subsidies to eligible citizens to purchase discounted taxi services.	$1,204,460
Implement Community Express Route Plan with 1 Hour Headway on US 50 Express	Convert the Iron Point Connector into the US 50 Express Route, using a single bus to provide consistent service every hour between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	$223,553
Extend Placerville, Pollock Pines and Diamond Springs Service by one hour	One additional hour of service should be added on weekdays on the Placerville, Pollock Pines and Diamond Springs Routes.	$1,240,600
Start Diamond Springs and Placerville Routes one hour earlier	Modify the schedules for the Diamond Springs and Placerville Routes to begin service at 6:00 AM, rather than 7:00 AM.	$729,250

TABLE 1-3: *(continued)*
TRANSIT 2015-2020 COMPLETED PROJECTS

Goal	Description	Average Annual Cost*
Provide Diamond Springs Service on Saturdays	Operate Diamond Springs Service on Saturday 9 AM to 5 PM	$360,920
Advanced Public Transit System Technologies	Innovations in fare, data collection, and communications technologies that should be implemented consist of the following:	$55,790
	Full implementation of the "Connect Card" Universal Fare Card for Sacramento Region	
	Improvements to Mobile Data Terminals and installation in the vehicles.	
	Real-time traveler information system that can provide access to vehicle location information and trip planning software via the internet, including smartphones and video displays in transit centers.	
	Automated next-stop announcements and reader boards on transit vehicles.	
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service (for 20-year period of RTP)	$70,912,580
Transit Capital Plan	Vehicle Replacement needs	$24,461,200

TABLE 1-4: EL DORADO COUNTY NON-MOTORIZED TRANSPORTATION COMPLETED PROJECTS 2015-2020

Project	Segment/ Description	Planning Level Cost Estimate	Responsible/ Support Agency
Cameron Park Drive Bike Lanes	Class II Bike Lanes on entire length with the exception of from Palmer Drive to Hacienda Road	$363,000	El Dorado County DOT
El Dorado Hills Boulevard Bike Path Phase (2019)	Class I Multi-Use Path between Governor's Drive and Brittany Place	$1,135,869	El Dorado County DOT
El Dorado Hills New York Creek Trail Phase 1	Class I Bike Path from El Dorado Hills Boulevard to natural trail at New York Creek	$1,000,000	El Dorado County DOT, El Dorado Hills CSD
El Dorado Hills New York Creek Trail Phase 2 (2019)	New York Creek Bridge and Trail Extension to Tam O' Shanter Drive	$1,443,000	El Dorado County DOT, El Dorado Hills CSD
El Dorado Trail Los Trampas to Halcon (2019)	Class I Bike Path from Los Trampas Drive to Halcon Road	$1,437,998	El Dorado County DOT
El Dorado Trail – Missouri Flat Road Bike/Pedestrian Overcrossing – Design and Environmental Phases	Bicycle and pedestrian overcrossing of Missouri Flat Road at the El Dorado Trail	$603,000	El Dorado County DOT
Green Valley Road Bike Lanes	Class II Bike Lanes from Loch Way to Pleasant Grove Middle School	$320,000	El Dorado County DOT, El Dorado Hills CSD

TABLE 1-4: *(continued)*
EL DORADO COUNTY NON-MOTORIZED TRANSPORTATION COMPLETED PROJECTS 2015-2020

Project	Segment/ Description	Planning Level Cost Estimate	Responsible/ Support Agency
Harvard Way Bike Path	From Clermont Road to El Dorado Hills Boulevard	$200,000	El Dorado County DOT, El Dorado Hills CSD
Latrobe Road Bike Lanes	Investment Boulevard to Wetsel/Oviatt Road	$525,000	El Dorado County DOT
Latrobe Road Class I Bike Path	Golden Foothill Parkway to Royal Oaks Drive	Developer Funded	El Dorado County DOT
Saratoga Way Extension – Class II Bike Lanes (2019/20)	Class II Bike Lanes included in extension of Saratoga Way from Finders Way to County Line	Developer Funded	El Dorado County DOT
Silva Valley Bike Facilities Project (2019)	Harvard Way to Green Valley Road	$2,580,000	El Dorado County DOT, El Dorado Hills CSD
Silva Valley Parkway Bikeway	Class I Bike Path between Harvard Way and Appian Way; Class II Bike Lanes on southbound Silva Valley Parkway between Harvard Way and Appian Way; Class II Bike Lanes between Appian Way and Green Valley Road	$1,678,000	El Dorado County DOT, El Dorado Hills CSD
El Dorado Trail – Missouri Flat to El Dorado (2019)	Class I Bike Path from Missouri Flat Road to El Dorado Road	$4,483,500	El Dorado County DOT
U.S. 50/Missouri Flat Road Interchange – Phase 1B.2	Second Phase of the Class 1 Bike Path and Pedestrian Facility between Missouri flat Road and Placerville Drive.	$6,298,579	El Dorado County DOT
White Rock Road Bike Lanes	From El Dorado County Line to Carson Crossing Road	$50,000	El Dorado County DOT, El Dorado Hills CSD

TABLE 1-5: CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION COMPLETED PROJECTS 2015-2020

Roadway, Route or Project Name	Segment	Segment Distance (miles)	Miscellaneous
Upper Broadway Bike Lanes & Sidewalks (2020)	Schnell School Road to Point View Drive	.5	City of Placerville
El Dorado Trail in Placerville	Clay Street to Bedford Avenue, Ray Lawyer Drive to Main Street	1	City of Placerville, Caltrans
Mallard Lane Bike Lanes	Davis Court to near Green Valley Road	.5	City of Placerville
Broadway Bike Lanes	Blairs Lane to Schnell School Road	.25	City of Placerville
Fair Lane Sidewalks	Along Fair Lane, from County Offices to Shopping Center	.25	City of Placerville

TABLE 1-5: *(continued)*
CITY OF PLACERVILLE NON-MOTORIZED TRANSPORTATION COMPLETED PROJECTS 2015-2020

Roadway, Route or Project Name	Segment	Segment Distance (miles)	Miscellaneous
Spring Street	SR 49 to Pleasant Street	.25	City completed Fog Line Striping to indicate safe lane for bike travel between Tunnel and Pleasant Streets
Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	.20	City Completed Fog Line Striping to indicate a lane for safe bicycle travel from Benham Park to Cedar Ravine
Schnell School Road	Broadway to Carson Road	.25	City Completed Fog Line Striping to indicate a lane for safe bicycle travel.
Broadway	Main Street to Schnell School Road	.5	Class II Bike Lanes completed between Blairs Lane and Schnell School Road
Main Street	Spring Street to Clay street	.25	City installed Shared Lane Marking

TABLE 1-6: AVIATION DELIVERED PROJECTS 2015-2020

Project Description	Project Status
Crack seal and repaint project at Georgetown and Placerville airports.	Completed
Continue efforts to avoid conflicts over noise issues at each airport	Ongoing
Continue to protect airspace and runway approaches at each airport	Ongoing
Continue to maintain and improve existing airport facilities in accordance with the Airport Master Plans and Airport Layout Plans at each airport	Ongoing
Assist operators of public use airports in pursuing funding sources for all airports	Ongoing
Maintain compact land uses surrounding each airport	Ongoing
Provide opportunities for commercial aviation related tourism activities such as tours at each airport	Ongoing
Coordinate with medical service providers at each airport	Ongoing

TABLE 1-7: GOODS MOVEMENT DELIVERED PROJECTS 2015-2020

Project Description	Project Status
Support projects that facilitate inter-regional, multi-modal goods transport to commercial and industrial areas	Ongoing
Support projects that facilitate inter-regional goods movement utilizing the regional system of airports	Ongoing

TABLE 1-7: *(continued)*
GOODS MOVEMENT DELIVERED PROJECTS 2015-2020

Project Description	Project Status
Support projects that address the timely movement of goods and services throughout the region	Ongoing
Improve US 50 in order to facilitate goods movement and access to jobs	Ongoing
Support projects which provide for appropriate loading and unloading as reflected in the adopted El Dorado County Zoning Ordinance	Ongoing

TABLE 1-8: TRANSPORTATION SYSTEMS MANAGEMENT (TSM) DELIVERED PROJECTS 2015-2020

TSM Project Description	Project Status
Work cooperatively with neighboring jurisdictions to implement ITS improvements in the region	Ongoing Effort
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	Ongoing Effort
Improve and expand public transportation systems as feasible	Ongoing Effort
Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities and Park-and-Ride lots	Completed County Line Multi-Modal Transit Center Study
Work cooperatively to implement school congestion mitigation programs, such as Safe Routes to School and walking school buses	Walk to School Day events held at six El Dorado County Schools
Expand the use of alternative fuels to reduce impacts on air quality	Electric charging stations installed at the El Dorado County Government Center and locations in El Dorado Hills. Purchase of Electric Vehicles for County usage.
Maintain a Freeway Service Patrol program along US 50	Ongoing Effort

TABLE 1-9: ITS DELIVERED PROJECTS 2015-2020

Location	Project Description	Project Status
Local	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Ongoing
Local	Continued Signal Coordination Improvements	Ongoing
Local	Critical Intersection Improvements	Ongoing
Regional	Web Page Development	Ongoing
Local	Placerville Signal System Technology Advances	Ongoing
Local	Lower US 50 Freeway Management	Ongoing
Local	US 50 Winter Traffic Management	Ongoing

TABLE 1-9: *(continued)*
ITS DELIVERED PROJECTS 2015-2020

Location	Project Description	Project Status
Local	US 50 Traveler Information	Ongoing
Local	US 50 Surveillance	Ongoing
Local	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Completed US Highway 50 Wildlife Undercrossing
Local	Implement/Expand AVL/CAD Technologies for Public Transit	Complete

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.

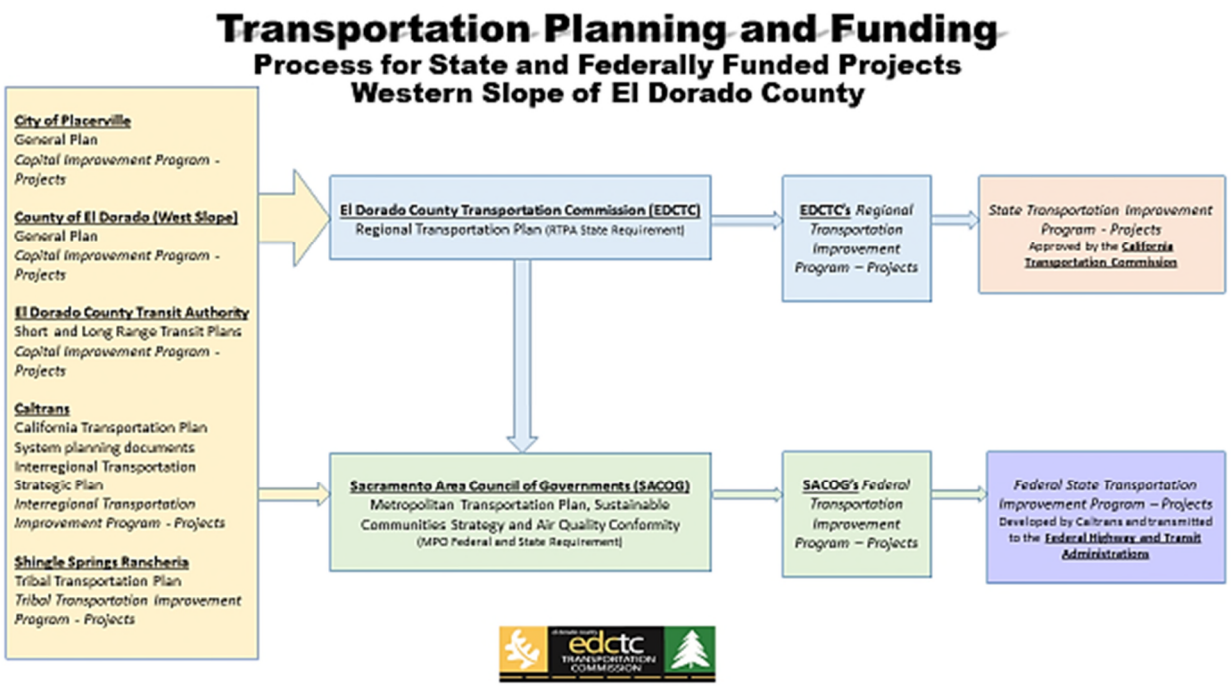
REGIONAL TRANSPORTATION PLANNING AGENCY DESIGNATION

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 January 18, 2017, in order to ensure that EDCTC and member jurisdictions continue to receive state and federal transportation planning and construction funds.

It is important to distinguish the roles and responsibilities of EDCTC and partner agencies. EDCTC performs transportation planning and funding efforts in coordination with the City of Placerville, El Dorado County, Caltrans, and the Sacramento Area Council of Governments (SACOG). EDCTC is not responsible for the design, construction, or maintenance of transportation and transit related projects. Furthermore, EDCTC has no land use authority. These duties fall primarily on El Dorado County Department of Transportation, the City of Placerville Public Works Department, El Dorado County Transit Authority, and Caltrans on the state transportation system. Figure 2-1 highlights the roles and responsibilities of each agency and how their role fits into each step of the process.

Figure 2-1: Transportation Planning and Funding *(next page)*



PARTNER 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 currently consists of four 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 Policy Advisory Team, 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 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. Senate Bill (SB) 375 adds new requirements: the inclusion of a Sustainable Communities Strategy (SCS) along with the RTP that strives to achieve a passenger vehicle greenhouse gas emissions reduction target; and additional consideration of natural resource and farmland impacts. Therefore, rather than thinking of the MTP and SCS as two separate documents, they are one document that has more detailed requirements in some areas than the past plans, while offering some incentives to achieve the regional greenhouse gas reduction target.

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 submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan.

ELDORADO NATIONAL FOREST

The Eldorado National Forest, managed by the United States Forest Service (USFS), comprises over 420,000 acres within El Dorado County. The roadway network within these USFS managed lands includes over 1,500 miles maintained and managed by the USFS. Additionally, over 350 miles of trail are maintained and managed by the USFS. This transportation network is a significant resource in El Dorado County as it provides access to logging and resource extraction operations as well as the extensive public outdoor and active recreation opportunities found throughout the forests. Table 2-1 below provides additional detail.

TABLE 2-1: US FOREST SERVICE MANAGED ROADS AND TRAILS IN EL DORADO COUNTY

Roads	**Miles**
Miles of National Forest Service (NFS) roads managed by ENF in El Dorado County (excluding closed roads)	1,564
Trails	**Miles**
Miles of motorized trail managed by ENF in El Dorado County	303
Miles of non-motorized trail managed by ENF in El Dorado County	302
Miles of National Trails (such as Pony Express Trail) managed by ENF in El Dorado County	60
Carson Emigrant National Recreation Trail (Mostly located in Amador/Alpine Counties)	2.5
Pacific Crest Trail	19
Pony Express Trail	38

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.

POLICY ADVISORY TEAM (PAT)

The Policy Advisory Team provides input to the EDCTC Executive Director and Board on policy-level issues related to financing, land use, and intergovernmental cooperation which impact the overall ability to plan, fund, and deliver transportation programs and projects. PAT members are responsible for ongoing communication and action taken within their respective organizations regarding coordination with EDCTC adopted policies and programs. The members include the El Dorado County (EDC) Department of Transportation Director, City of Placerville Director of Development and Engineering, the EDC Air Quality Management District Air Pollution Control Officer, the EDC Transit Authority Executive Director, and the EDCTC Executive Director.

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC is composed of members representing the Engineering Department of the City of Placerville; selected representation from the EDC Department of Transportation; EDC Long-Range Planning Division; and EDC Air Quality Management District; a representative from El Dorado County Transit Authority; the Caltrans District 3 Liaison; a Caltrans District 3 Project Manager; and a SACOG Liaison. The TAC provides technical guidance in the development of EDCTC's plans, programs, and agenda items 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, disabled, 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 A for a summary of public outreach associated with this RTP process, including RTP Advisory Committee meeting agendas.

ACTIVE TRANSPORTATION PLAN STAKEHOLDER ADVISORY COMMITTEE (ATP-SAC)

The Active Transportation Plan Stakeholders Advisory Committee assists EDCTC with bicycle and pedestrian issues including the development of Active Transportation Plans for the City of Placerville and El Dorado County. The ATP-SAC meets on an as-needed basis to discuss bicycle and pedestrian issues with a focus on improving Active Transportation throughout El Dorado County as well as improving access and safety for bicyclists. The ATP-SAC was ratified by the EDCTC for the update of both the 2010 El Dorado County Bicycle Transportation Plan and the 2010 City of Placerville Non-Motorized Transportation Plan in 2019.

Additional advisory committees are established by the Commission on an as-needed basis. Refer to Appendix B 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 ensure consistency with Tribal plans and the RTP. Tribal leaders were included in all RTP AC correspondence and outreach, and direct consultation was conducted (see Appendix A, Attachment 3 for correspondence letters, meeting agenda and summary). EDCTC actively reaches out to the Shingle Springs Band of Miwok Indians to collaborate 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 the transportation system. Consequently, public 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 public and provides opportunities for any interested parties or individuals to participate and have access to information, as outlined in Title VI of the Civil Rights Act of 1964 and the American's with Disabilities Act.

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, public hearings for the RTP must be noticed and posted at least 30 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.

RELATED 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 acknowledges existing general plans and local jurisdictions' capital improvement programs.

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

Under MAP-21, in order for transit agencies and providers to be eligible for funding from the Section 5310 program for Enhanced Mobility of Seniors and Individuals with Disabilities, they were required to adopt a Coordinated Public Transit Human Services Transportation Plan (coordinated plan).

According to the FTA, the coordinated plan should be a "unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of three priority groups/transportation disadvantaged groups: 1) individuals with disabilities, 2) seniors, and 3) individuals with limited incomes, laying out strategies for meeting these needs, and prioritizing services." The plan should be developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers, and participation by members of the public.

In coordination with Caltrans and social service partners, EDCTC completed an update to the previously adopted 2008 coordinated plan in 2014/2015.

SHORT- AND LONG-RANGE TRANSIT PLAN

In 2014 EDCTC adopted a 2035 Short- and Long-Range Transit Plan to improve and enhance transit services of El Dorado County. In 2019, the El Dorado County Transportation Commission (EDCTC) initiated a Short-and Long- Range Transit Plan update process, in order to consider the impacts of the changing Western El Dorado County and how these changes will impact the near-term and long-term transit needs within the region. The plan was completed in 2020 and focused on two key goals. On one level, the plan includes a detailed, year-by-year short-range implementation plan to improve and enhance transit services. On another level, the plan provides a long-term (25-year) strategy for developing transit plans that supports and enhances larger goals regarding transportation and land use.

The short-range element (five years) focuses on concrete implementable steps towards the long-range vision for public transit services. This element of the overall study focuses on immediate transit service issues, such as route and scheduling modifications, current unmet service needs, and year-by-year capital improvements, including facilities for active transportation. It will also provide a financially constrained plan for achieving transit goals.

The primary focus of the long-range element (25 years) is to identify long-range strategies for public transportation in Western El Dorado County that are consistent with land use, transportation, and air quality plans, and a series of implementation steps to achieve these strategies. This was accomplished through a review of existing long-range plans, an evaluation of demographic forecasts, analysis of the regional traffic model, data collection, and preparation of alternative service strategies. Another key requirement of the long-range study is to ensure that it is financially constrained – that the operating and capital costs of the plan can be met by future foreseeable funding levels.

EL DORADO COUNTY TRANSIT AUTHORITY PARK AND RIDE MASTER PLAN

The Park-and-Ride Master Plan, first developed in 2007 and updated in 2017, identifies the policies, actions, and financing needed to ensure a continuous, adequate supply of parking capacity in El Dorado County to support the El Dorado Transit's 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 El Dorado Transit 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.

ACTIVE TRANSPORTATION PLANS

EDCTC has developed a Non-Motorized Transportation Plan (NMTP 2010) and a Pedestrian Circulation Plan (2007) for the City of Placerville. EDCTC also developed the El Dorado County Bicycle Transportation Plan (2010). The plans include detailed lists of existing conditions, proposed projects, goals, objectives, and policies to guide the development of projects and programs related to bicycle and pedestrian transportation. The adoption of the Active Transportation Program in California in 2013, changed the emphasis of bicycle and pedestrian projects to a health, community, and performance-based program. Not only did the terminology for these types of plans change, but the program initiated a highly competitive and performance-based environment for obtaining funds for these types of projects. As a result, in 2017, EDCTC developed the Active Transportation Connections Study to outline a process for identifying which adopted active transportation projects may be most competitive under various grant application criteria. To further efforts in Active Transportation in El Dorado County, in 2020, EDCTC completed comprehensive Active Transportation Plans for the City of Placerville and western slope of El Dorado County.

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 acknowledges the Regional Transportation Plans of surrounding areas.

SACRAMENTO REGIONAL CLEAN AIR PLAN

The Sacramento Federal Nonattainment 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. California leads the nation in an effort to mitigate the impacts of automobile generated greenhouse 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 California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a

"business as usual" scenario. Pursuant to AB 32, ARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. 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. 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.

SACOG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

Similar to the RTP developed by EDCTC, SACOG develops the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). This is a long-range (at least 20-year) regional plan for transportation projects, such as bikeway, road, sidewalk, and transit projects. In order to provide people with a variety of efficient transportation options, an MTP/SCS considers where jobs, housing and services are located both today and in the future. The plan also includes a financial forecast that shows that the transportation projects in the plan can reasonably be funded over the course of 20 years. The major outcomes of the MTP/SCS include improving air quality, reducing traffic congestion, and reducing greenhouse gas emissions. The RTP is incorporated into the MTP/SCS as El Dorado County's component of the broader regional planning effort.

SACOG must maintain and update the MTP/SCS at least every four years. All transportation projects that receive state or federal funding must be included in the plan, and therefore SACOG works closely with its 22 member cities and 6 member counties when updating the MTP/SCS. In addition to working with member jurisdictions, SACOG staff examines projections for growth in population, housing, and jobs. Staff also gathers input from a wide variety of stakeholders and the general public.

SACOG SMART REGIONAL TECHNOLOGY AND MOBILITY MASTER PLAN

The Regional Technology and Mobility Master Plan documents an assessment of regionally influenced needs such as emerging technology readiness, mainstreaming technology, and regional mobility. This assessment can be used to create regional synergy, prepare for emergencies, and establish performance metrics, preparing the region for future advancements in mobility through unified movement. The Regional Technology Master Plan also includes the Concept of Operations report, the Regional ITS Infrastructure and the STARNET Modernization Strategy.

CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

In July 2015, Governor Brown issued Executive Order B-32-15, which provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing harmful pollution affecting many California communities. The California Sustainable Freight Action Plan was completed in July 2016

FREIGHT MOBILITY PLAN

The California Freight Mobility Plan Serves the following four purposes: 1) It builds on the successes of previous California freight plans such as the Goods Movement Action Plan (2007) and current programs such as the Trade Corridors Improvement Fund (TCIF) to identify an updated, cohesive freight vision and a project action list that establishes the need for a new, substantial freight funding program. 2) It responds to federal freight planning guidelines under MAP-21 and related State requirements to prepare a freight plan that is consistent with federal guidelines. 3) It provides a foundation for air quality improvement and energy transition programs to guide and support the freight sector in achieving criteria pollutant and greenhouse gas reduction targets. 4) It serves as a catalyst to normalize freight as a regular aspect of transportation planning at all levels of government in California.

CALIFORNIA STATE WILDLIFE ACTION PLAN

The California State Wildlife Action Plan (SWAP) examines the health of wildlife and prescribes actions to conserve wildlife and vital habitat before they become more rare and more costly to protect. The SWAP also promotes wildlife conservation while furthering responsible development and addressing the needs of a growing human population. The SWAP includes options for conserving California's wildlife resources while responding to environmental challenges. The SWAP identifies several transportation-related challenges, including barriers to fish migration from road construction; the introduction and movement of invasive plants when adding to or improving the region's roadways; harm to sensitive wildlife habitat; public health impacts as a result of increased particulate matter; the effect of rural roads on wildlife migratory patterns; and the impact of climate change, which are all evaluated in the Draft Environmental Impact Report for the El Dorado County 2020-2040 RTP.

DISTRICT SYSTEM MANAGEMENT AND DEVELOPMENT PLAN

In January 2013, Caltrans completed the District System Management and Development Plan (DSMDP). The District 3 DSMDP is the District's long-range strategic planning document. It identifies key policies, programs and projects that are intended to maintain, manage, and enhance overall system mobility with the District, with a primary focus on the State Highway System. For the first time, the DSMDP also includes the comprehensive list of actual proposed improvement projects, which was previously included in the separate District 3 Transportation System Development Program. The DSMDP is a 20-year strategic plan, focused primarily on the State Highway System, defining, and describing how the transportation system will be managed with enhancement activities positioned in terms of multi-modal and multi-jurisdictional cooperation.

TRANSPORTATION CONCEPT REPORTS

In addition, Caltrans has prepared Transportation Concept Reports (TCR) for State Route (SR) 49, US 50, SR 89, SR 153, and SR 193. The TCR 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 DSMDP, Caltrans has initiated the process of developing Corridor System Management Plans (CSMP) for corridors within each district within the state (See Map 2-1). Each CSMP outlines transportation improvements for the State's most congested corridors. CSMPs were created for corridors associated with the Corridor Mobility Improvement Account (CMIA) and the Highway 99 Bond Programs, supported by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Proposition 1B. One CSMP within District 3 includes that which was developed for US Highway 50 and parallel routes within El Dorado County. The US 50 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 Highway 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. The most current US Highway 50 CSMP was adopted June 2014.

RTPA RELATED STATE FUNDING PROGRAMS

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.

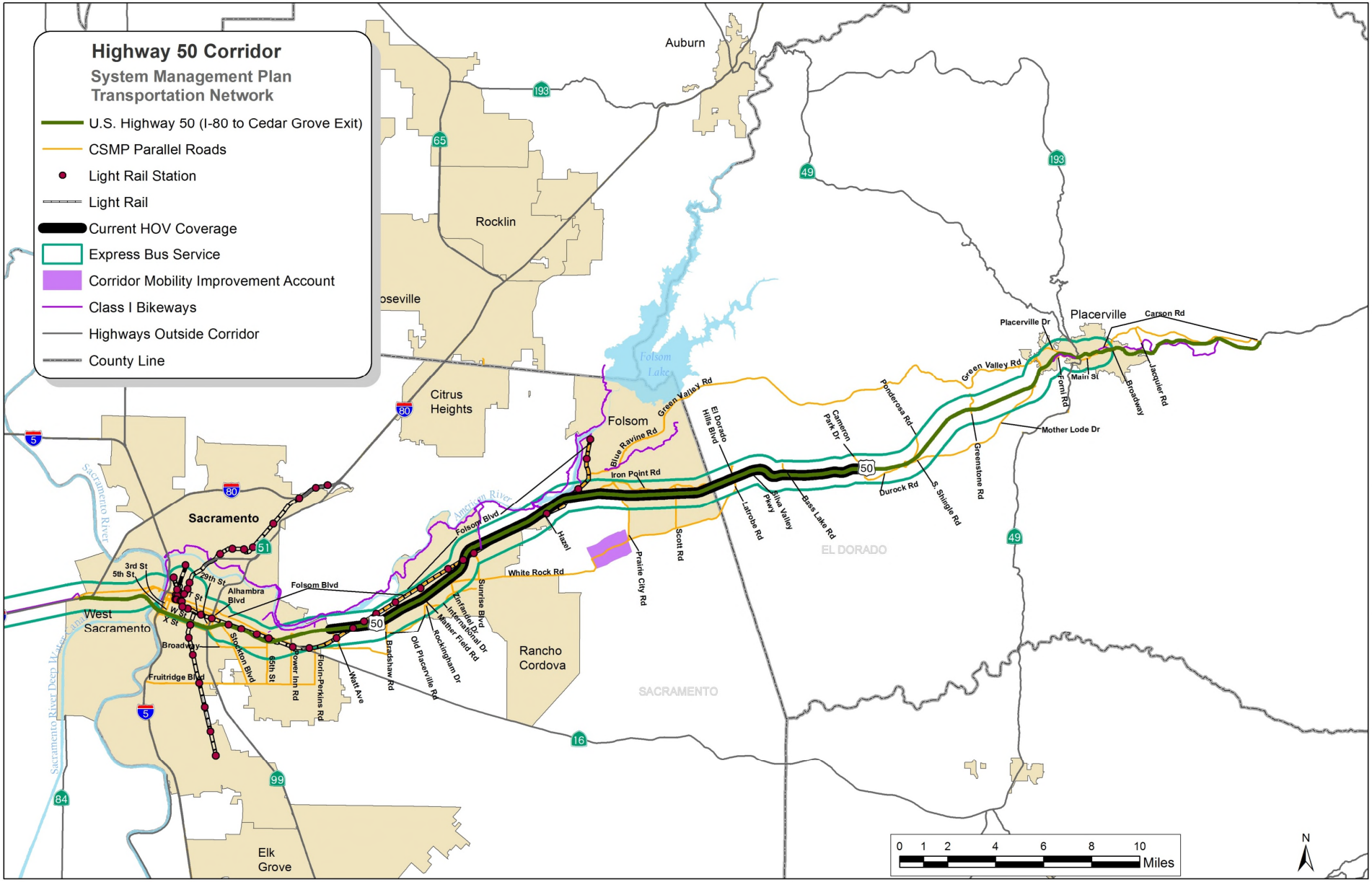
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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.

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP)

The 2018 State Interregional Transportation Improvement Program (ITIP) was prepared in accordance with Government Code Section 14526, Streets and Highways Code, Section164, and the California Transportation Commission (Commission) State Transportation Improvement Program (STIP) Guidelines. The ITIP is a five-year program of projects for improvement of interregional movement of people, vehicles, and goods.

Map 2-1: Highway 50 Corridor System Management Plan Transportation Network



CHAPTER 3:
PHYSICAL SETTING

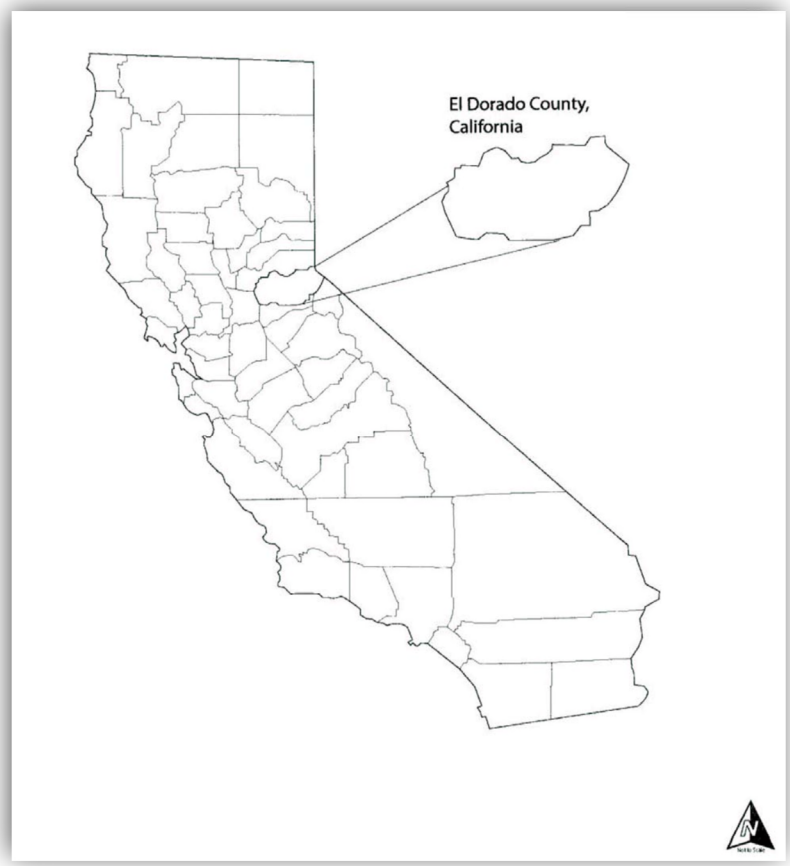
To set the framework in which the current and future transportation systems of El Dorado County function, a complete characterization of the area is needed. Information included in this section describes the location, population, and demographics of the county, as well as projections for the future employment,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

LOCATION

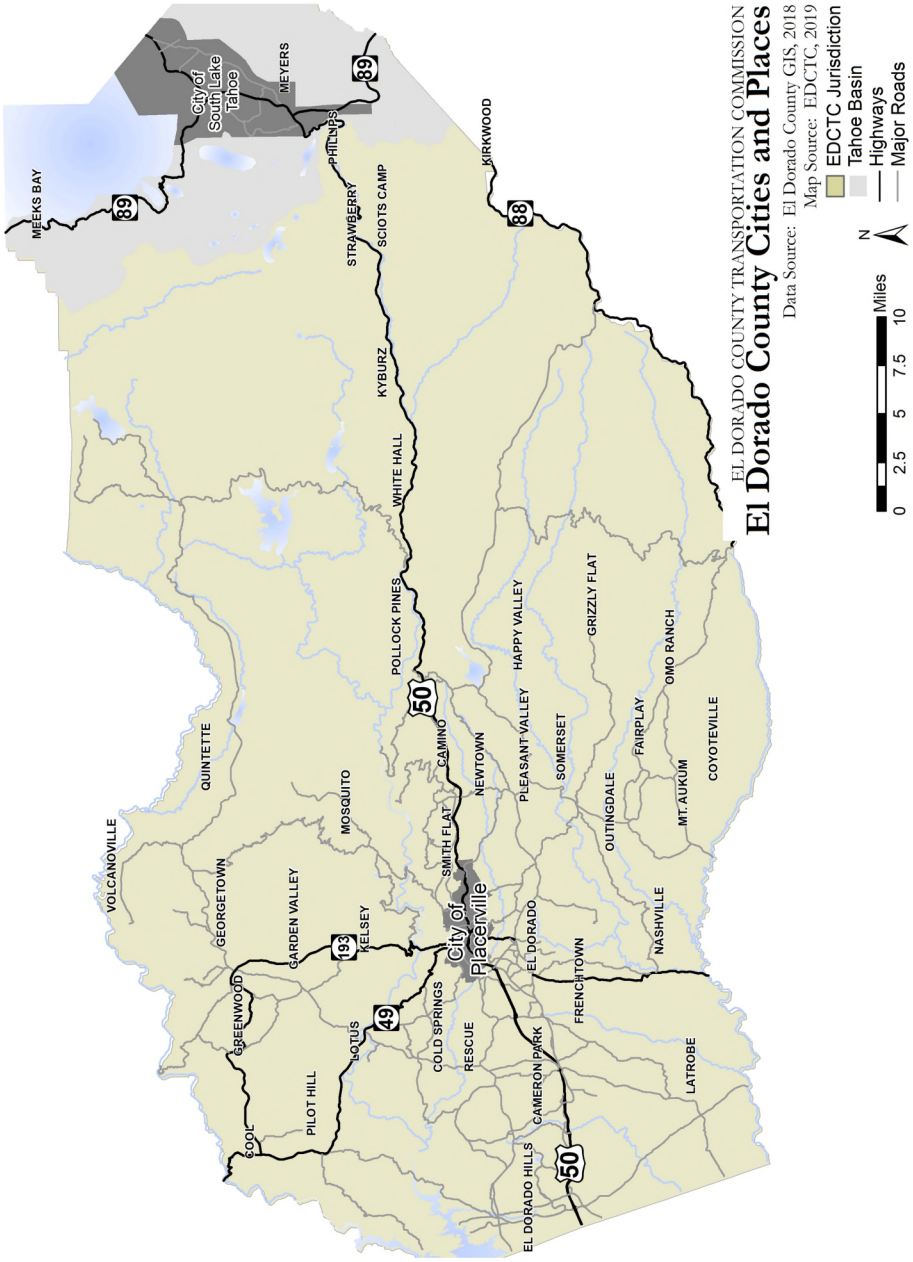
El Dorado County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. The western portion of El Dorado County is characterized by rolling foothills, increasing in elevation to the east. The county is bordered by Placer 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.

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.

Map 3-1: El Dorado County Location in California



Map 3-2: Cities and Places of 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 Annual Precipitation
Placerville	57.3	71.2	43.4	38.55
Georgetown	57.25	69.0	45.50	51.55
South Lake Tahoe	43.35	56.1	30.6	31.85

Source: Western Regional Climate Center, http://www.wrcc.dri.edu/summary/climsmnca.html, 2018

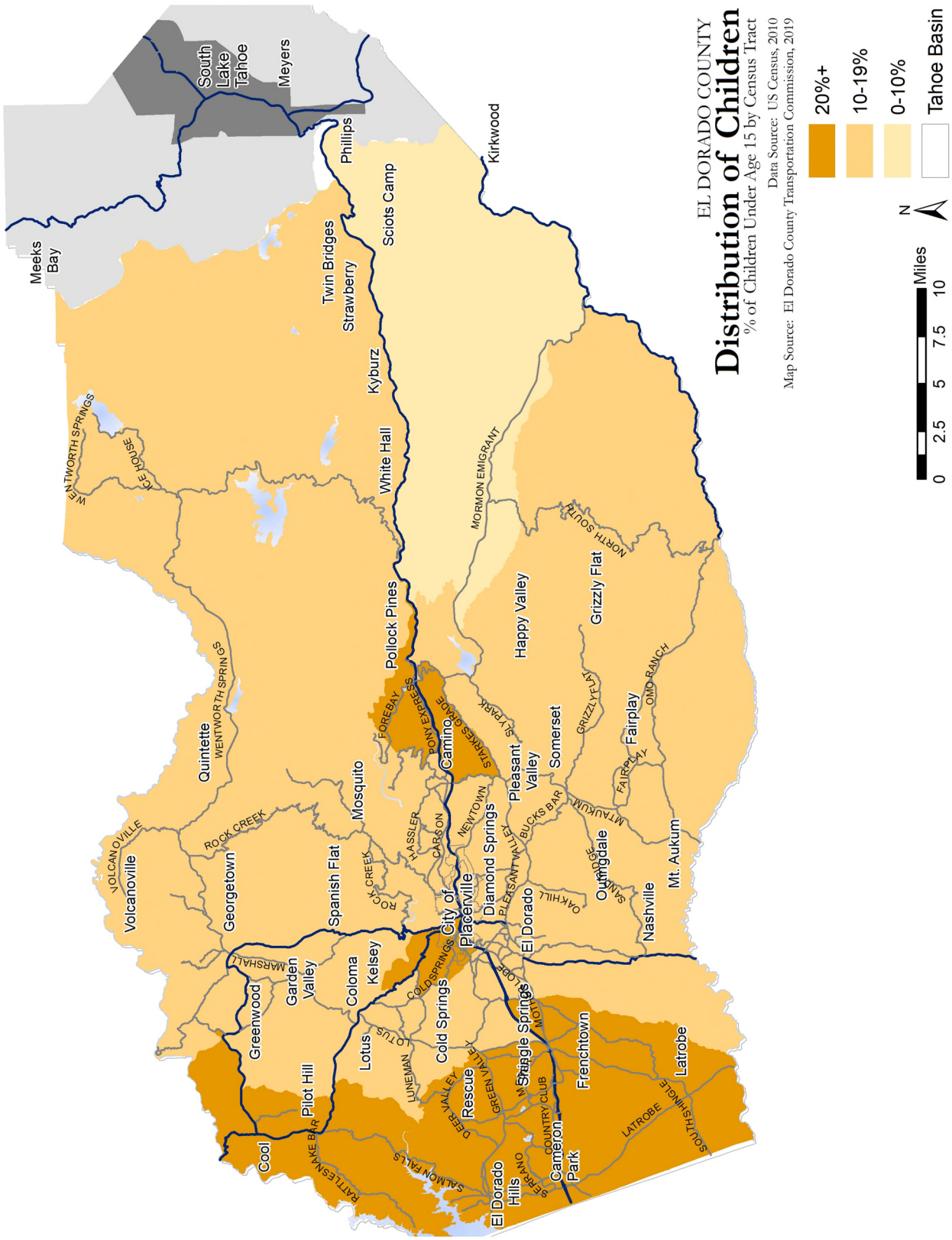
CHARACTER

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.

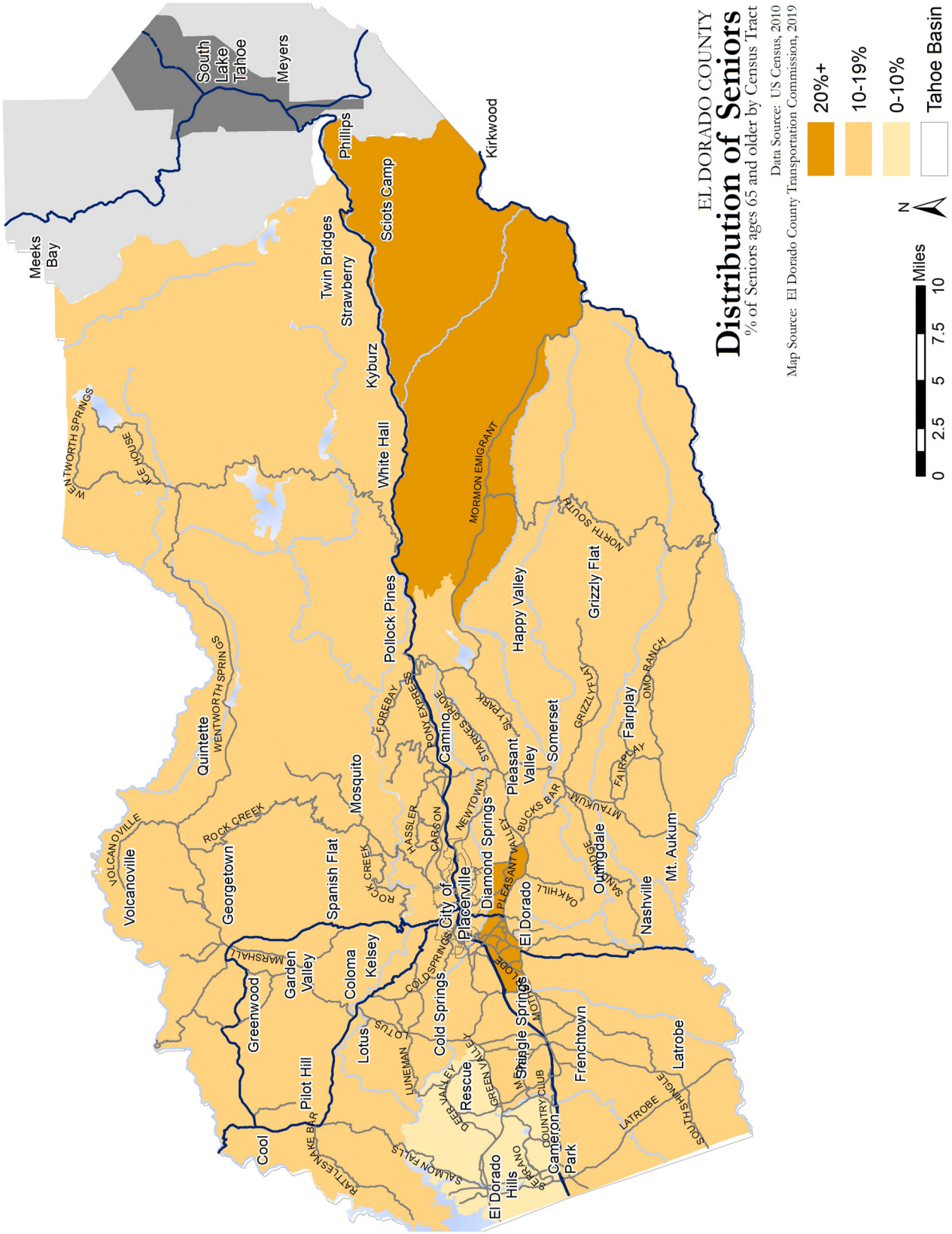
El Dorado County is rich in a diverse array of agricultural resources. The orchards of Apple Hill host thousands of visitors each fall for the apple harvest. The wineries of El Dorado have gained acclaim since 1984 when the County was designated by the federal government as an official wine district appellation with the El Dorado name. In 2001, the sub-region of Fairplay was given a similar designation. The Red Hawk Casino, owned and operated by the Shingle Springs Band of Miwok Indians, is located in Shingle Springs. The casino has over 1,000 employees and is located off US Highway 50. The average daily visitation, as reported by the Casino in 2018, was 9,025 daily guests. 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.

The western portion of El Dorado County, Cameron Park to the Sacramento County Line, is more suburban and urban in nature. The communities of Cameron Park and El Dorado Hills are more typical of communities which are located near the rural-urban interface. Within the 2010 US Census, this area is classified as urban and has a variety of residential, employment, and service sector opportunities. This area also includes the El Dorado Hills Business Park, located south of U.S. Highway 50, on the west side of Latrobe Road. The 900-acre park is home to more than 200 companies, including one of the county's largest employers; Broadridge. Blue Shield of California, another one of the county's largest employers, is located in Town Center West of El Dorado Hills. 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

According to the El Dorado County Economic and Demographic Profile 2017, El Dorado County experienced slow growth between 2007 and 2015, growing by 8,691 non-incarcerated residents (4.93 percent). Between 2016, the non-incarcerated population declined by 1,167 residents (-0.6 percent) from 2015. By comparison, the State grew by 8.5 percent during the same time period. Between 2007 and 2015, El Dorado County experienced a natural increase in population with births exceeding deaths. However, in 2016, the number of deaths exceeded the number of births, indicating a decline in natural population growth. Between 2013 and 2016, there was an increase in net migration with a total of 1,095 in-migrants in 2016. In 2016, individuals who were 40 and over, accounted for a majority of the population in El Dorado County. The age ranges of 18 to 24 and 25 to 39 were much lower than the California average in 2015. Between 2006 and 2016, the County's population aged, with large growth in the age groups 55 and older, and large declines in age groups 55 and younger. With an aging population, healthcare transportation services will become more important to the County.

El Dorado County became more racially diverse between 2010 and 2015, with distinct trends among particular ethnic and racial groups. However, the county has a population with a much higher percentage of Caucasians than the California state average. While the overall population diversity increased in El Dorado County, the American Indian population declined by 37.7 percent, and the Asian population decreased by 9.3 percent. Decreases in these groups were offset by the substantial increases in the black or African American population (274.7 percent), the Pacific Islander population (306.1 percent), and those who identify as two or more racial groups (86.8 percent).
Source: 2017_EDC_Demographic Profile.pdf

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 that follow, reflect the growth that is anticipated to occur within El Dorado County during the 20-year horizon of this plan. SACOG developed the population and employment forecasts in consultation with local jurisdictions and the 2010 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 2016 data for each jurisdiction.

TABLE 3-2: POPULATION PROJECTIONS 2020 REGIONAL TRANSPORTATION PLAN AND SACOG MTP/SCS

Regional Analysis Districts (RADs)	2016	2035	2040
*El Dorado County Total**	*147,200*	*171,910*	*174,650*
Cameron Park-Shingle Springs	31,740	36,090	37,000
Coloma - Lotus	7,660	8,340	8,330
Diamond Springs	11,450	12,160	12,260
El Dorado High Country	2,310	2,900	2,910
El Dorado Hills	42,180	56,610	57,610
Georgetown	6,380	6,910	6,930
Mt Aukum - Grizzly Flat	4,770	5,130	5,130
Pilot Hill	5,110	5,600	5,620
Pollock Pines	14,900	16,180	16,260
Placerville	20,710	21,990	22,600
Community Region	**2016**	**2035**	**2040**
Cameron Park	21,270	22,660	22,990
El Dorado Hills	41,900	58,250	59,540
El Dorado/Diamond Springs	10,180	10,350	10,620
Shingle Springs	3,690	3,970	4,040
Placerville (incorporated and unincorporated)	13,050	14,260	14,560
Other	57,110	62,420	62,890

**Excludes Tahoe Basin*
Source: SACOG, October 2018. Based on Draft growth allocation for 2020 MTP/SCS.
https://www.sacog.org/sites/main/files/file-attachments/12-2020_mtp_scs_land_use.pdf
Includes adjustments to number of households based on comments from El Dorado County staff.

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 2016 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 2016 data for each jurisdiction.

TABLE 3-3: EMPLOYMENT PROJECTIONS BY SECTOR 2020 REGIONAL TRANSPORTATION PLAN & SACOG MTP/SCS

	2016						2035						2040					
Regional Analysis Districts (RADs)	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	**Total**	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	**Total**	Educ. / Gov't / Health	Retail / Food	Office / Service	Ind'l / Warehouse	Home-based Bus. / Other	**Total**
*El Dorado County Total**	*8,460*	*10,480*	*16,860*	*4,920*	*8,340*	***49,060***	*10,170*	*11,830*	*20,860*	*5,430*	*8,340*	***56,630***	*10,510*	*12,150*	*21,330*	*6,010*	*8,340*	***58,340***
Cameron Park-Shingle Springs	1,260	3,120	2,820	730	1,950	**9,880**	*1,840*	*3,630*	*3,150*	*730*	*1,950*	***11,300***	1,990	3,740	3,270	920	1,950	**11,870**
Coloma - Lotus	90	70	140	20	500	**820**	*90*	*70*	*140*	*20*	*500*	***820***	90	70	140	70	500	**870**
Diamond Springs	270	260	340	70	600	**1,540**	*340*	*400*	*610*	*70*	*600*	***2,020***	340	410	620	120	600	**2,090**
El Dorado High Country	20	10	20	40	80	**170**	*20*	*10*	*30*	*40*	*80*	***180***	20	10	30	40	80	**180**
El Dorado Hills	1,970	2,460	6,770	1,830	2,780	**15,810**	*2,710*	*2,800*	*9,800*	*2,170*	*2,780*	***20,260***	2,810	2,870	9,920	2,360	2,780	**20,740**
Georgetown	240	300	360	20	340	**1,260**	*240*	*300*	*360*	*20*	*340*	***1,260***	240	300	360	20	340	**1,260**
Mt Aukum - Grizzly Flat	80	50	120	80	190	**520**	*80*	*50*	*120*	*80*	*190*	***520***	80	50	120	80	190	**520**
Pilot Hill	70	80	160	20	270	**600**	*70*	*80*	*170*	*20*	*270*	***610***	70	80	170	20	270	**610**
Pollock Pines	390	410	800	390	720	**2,710**	*410*	*490*	*920*	*390*	*720*	***2,930***	430	570	1,060	420	720	**3,200**
Placerville	4,070	3,720	5,340	1,720	910	**15,760**	*4,360*	*3,990*	*5,570*	*1,880*	*910*	***16,710***	4,430	4,030	5,650	1,960	910	**16,980**
Community Region																		
Cameron Park	890	1,490	1,640	170	1,140	**5,330**	*1,300*	*1,840*	*1,870*	*170*	*1,140*	***6,320***	1,400	1,940	1,960	230	1,140	**6,670**
El Dorado Hills	1,830	2,450	6,730	1,770	2,670	**15,450**	*2,550*	*2,790*	*9,770*	*2,110*	*2,670*	***19,890***	2,660	2,880	9,890	2,290	2,670	**20,390**
El Dorado/Diamond Springs	990	1,600	1,980	1,300	350	**6,220**	*1,140*	*1,840*	*2,330*	*1,300*	*350*	***6,960***	1,150	1,850	2,370	1,390	350	**7,110**
Shingle Springs	280	380	940	540	270	**2,410**	*470*	*540*	*1,030*	*540*	*270*	***2,850***	510	550	1,070	660	270	**3,060**
Placerville (incorporated and unincorporated)	3,230	2,290	3,570	380	540	**10,010**	*3,470*	*2,470*	*3,730*	*550*	*540*	***10,760***	3,530	2,510	3,780	600	540	**10,960**
Other	1,240	2,260	1,990	770	3,380	**9,640**	*1,240*	*2,340*	*2,130*	*770*	*3,380*	***9,860***	1,260	2,420	2,270	850	3,380	**10,180**

**Excludes Tahoe Basin*

Source: SACOG, October 2018. Based on Draft growth allocation for 2020 MTP/SCS.

https://www.sacog.org/sites/main/files/file-attachments/12-2020_mtp_scs_land_use.pdf

TABLE 3-4: DWELLING UNIT PROJECTIONS 2020 MTP/SCS

Regional Analysis Districts (RADs)	2016	2035	2040
*El Dorado County Total**	*63,810*	*71,410*	*72,300*
Cameron Park-Shingle Springs	12,610	14,040	14,360
Coloma - Lotus	3,200	3,260	3,270
Diamond Springs	5,200	5,280	5,350
El Dorado High Country	1,500	1,710	1,710
El Dorado Hills	14,670	19,770	20,090
Georgetown	3,450	3,550	3,550
Mt Aukum - Grizzly Flat	3,730	3,750	3,750
Pilot Hill	2,240	2,290	2,290
Pollock Pines	7,610	7,710	7,710
Placerville	9,620	10,050	10,220
Community Region			
Cameron Park	8,280	8,790	8,930
El Dorado Hills	14,420	20,330	20,700
El Dorado/Diamond Springs	4,520	4,590	4,680
Shingle Springs	1,500	1,610	1,640
Placerville (incorporated and unincorporated)	6,130	6,500	6,630
Other	28,940	29,590	29,710

**Excludes Tahoe Basin*
Source: SACOG, October 2018. Based on Draft growth allocation for 2020 MTP/SCS.
https://www.sacog.org/sites/main/files/file-attachments/12-2020_mtp_scs_land_use.pdf

SUMMARY

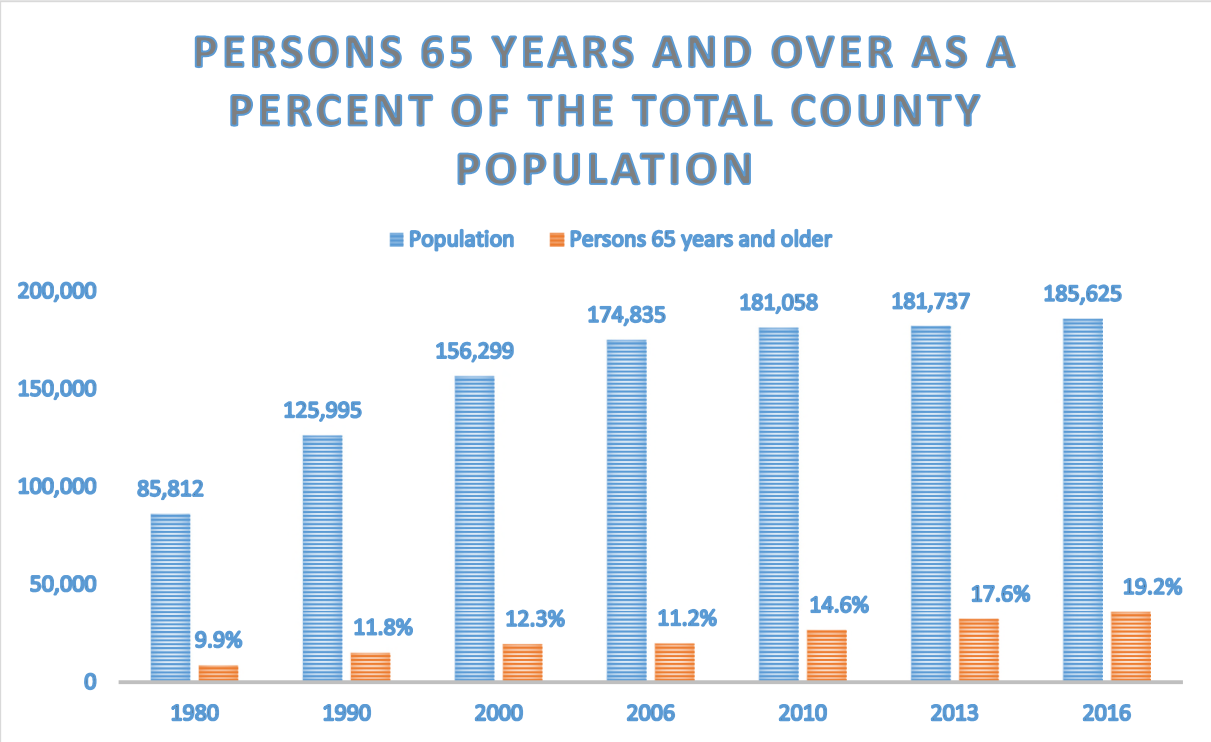
El Dorado County's communities, cultural amenities, economic opportunities, and climate continue to attract new residents, workers, and businesses, creating a dynamic environment in which to plan for and implement transportation improvements. To examine how growth has impacted transportation, it is useful to examine historic growth trends. Table 3-5 displays key growth indicators shaping travel behavior in El Dorado County. It is also important to note that the population of El Dorado County has experienced a significant increase in the aging cohorts over the past 20 years. Figure 3-1 highlights the growth in persons 65 years and older in relation to the total population. El Dorado County has experienced a higher rate of growth among this aging cohort as compared to the rest of California.

TABLE 3-5: GROWTH TREND FACTORS EL DORADO COUNTY

	1980	1990	2000	2006	2010	2013	2016
Population	85,812	125,995	156,299	174,835	181,058	181,737	185,625
Households	32,505	46,845	58,939	65,310	70,223	66,751	69,653
Registered cars and trucks	52,325	114,953	164,839	163,241	N/A	N/A	N/A
Persons Over 16 in Labor Force	42,404	62,301	78,086	94,609	89,358	88,104	79,778
Persons who drove alone to work*	25,433	43,213	54,656	64,805	62,194	60,358	60,238
Persons carpooling to work*	7,349	8,397	9,599	10,581	9,052	8,001	7,216
Persons using public transit*	752	920	1,294	1,187	1,219	914	1,349
Mean commute time (in minutes)	21	24	28	29	30	29	30
Persons 65 years and older	8,478	14,885	19,278	19,615	26,362	31,982	35,629
Median Household Income (Real $'s)	$17,513	$35,058	$51,484	$68,640	$66,129	$61,365	$75,772

Source: U.S. Census Bureau, American Community Survey. Unless otherwise noted, all data are from 1-year samples.
**Compiled from 5-year sample data for 2010, 2013, and 2016.*
SACOG Info Center info@sacog.org
October 2018

Figure 3.1: Growth in Aging Population



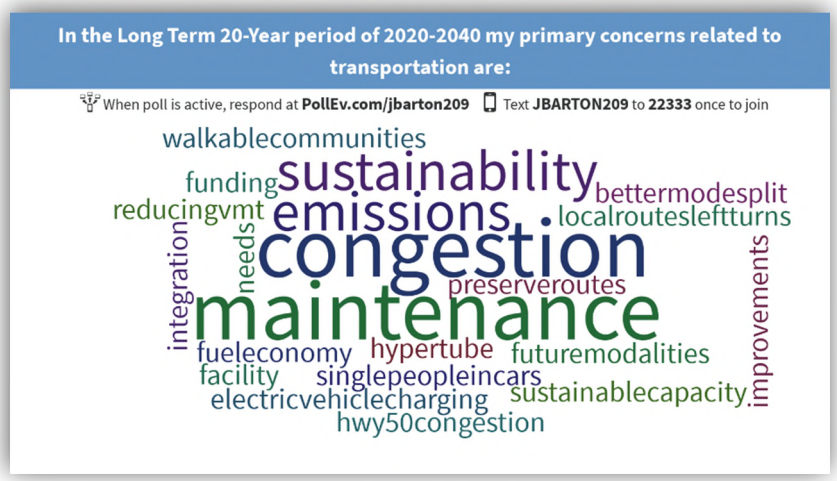
CHAPTER 4:
REGIONAL TRANSPORTATION ISSUES

REGIONAL ISSUES

Throughout the planning process for the 2020-2040 Regional Transportation Plan, EDCTC staff engaged with the public, stakeholders, and local agency staff to identify Regional Transportation Issues on the western slope of El Dorado County. Commonly mentioned issues included congestion, safety, funding, maintenance, sustainability, emergency response, and evacuation planning. This chapter discusses these and other issues facing transportation across the West Slope of El Dorado County and the City of Placerville.

CONGESTION

Congestion was consistently mentioned as a primary issue of concern on both the state highways and local roads throughout the western slope of El Dorado County. While even the most severe congestion in El Dorado County doesn't rival that of major metropolitan areas, it remains a fundamental concern of residents, local transportation agencies, local businesses, and emergency services.



The El Dorado County Department of Transportation's Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee Program, includes several large capital transportation infrastructure projects that are anticipated to mitigate the impact of congestion from planned growth and development. However, traffic congestion from interregional tourism, as well as seasonal events, remains to be an issue along US 50 between the western County line and Cameron Park, and through the City of Placerville.

Most peak-period congestion along US 50 near the county line is associated with daily commute traffic, due largely to the fact that approximately 65 percent of El Dorado County residents commute west, out of the County daily (2014). As noted on Table 3-3 in Chapter 3, less than 10,000 new jobs are anticipated in all job sectors between 2016 and 2040. With fewer jobs anticipated, the jobs housing imbalance will continue to increase congestion related to this commute travel pattern.

Congestion on US 50 through the City of Placerville is fundamentally tied to the vast attraction to recreation and tourism throughout El Dorado County, including the internationally acclaimed Lake Tahoe Basin (See page 4-4 for additional detail). This interregional tourism travel continues to grow annually and is a fundamental issue for travelers on US 50, local residents, and the needs of emergency first responders and evacuation planning.

COMMUTE PATTERNS

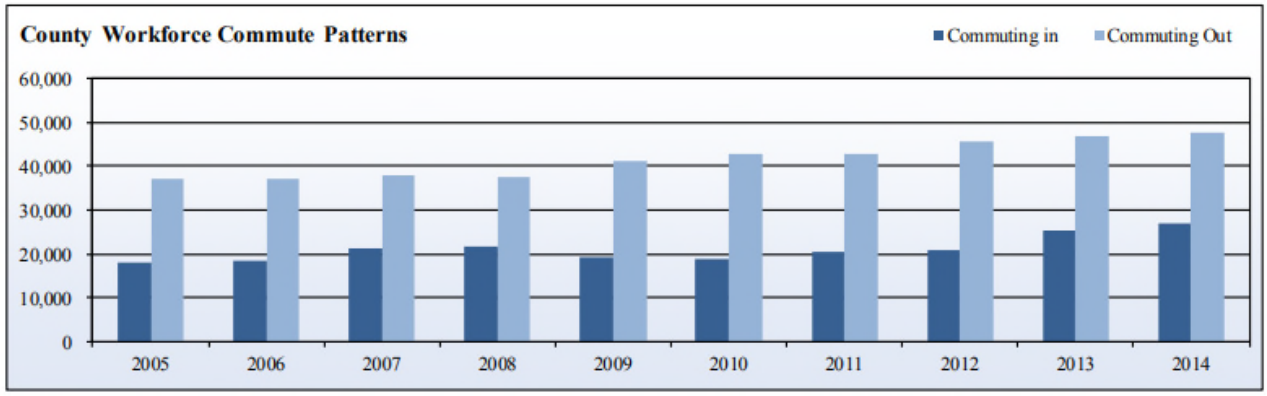
The US Census Bureau's Longitudinal Employment and Household Dynamics system produces a useful data set to better evaluate changing commute patterns for America's communities. Commute pattern data is calculated by the geographic source of an employee's W-2 tax form. Government employees are

tabulated as commuting-out because their W-2's come from Sacramento. Given El Dorado County's close proximity to the State Capital and high level of government employment in the region, the workforce commuting-out counts can be artificiality high.

TABLE 4-1: COMMUTE PATTERNS, EL DORADO COUNTY

Year	Jobs in County	Employed Local Workforce	Local Workforce Employed in County	Workforce Commuting In	Percent Commuting In	Workforce Commuting Out	Percent Commuting Out
2005	46,841	65,643	28,702	17,883	38%	36,941	56.3 %
2006	47,231	65,519	28,347	18,515	39%	37,172	56.7 %
2007	49,258	66,943	28,958	21,135	43%	37,985	56.7 %
2008	49,006	66,211	28,716	21,635	44%	37,495	56.6 %
2009	46,254	69,297	28,123	19,424	42%	41,174	59.4 %
2010	44,484	70,311	27,371	18,994	43%	42,940	61.1 %
2011	44,819	69,545	26,830	20,560	46%	42,715	61.4 %
2012	45,015	69,815	24,181	20,834	46%	45,634	65.4 %
2013	50,223	71,825	24,862	25,361	50%	46,963	65.4 %
2014	52,622*	73,540	25,723	26,899	51%	47,817	65.0 %

Source: US Census Bureau's Longitudinal Employment Data
Includes El Dorado County within the Tahoe Basin
**US Census Employment data differ slightly from SACOG Employment projections include in Chapter 3*



Source: 2017 El Dorado County Economic and Demographic Profile

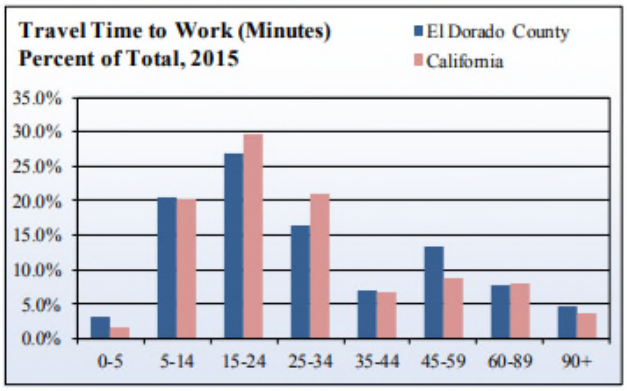
TRAVEL TIME TO WORK

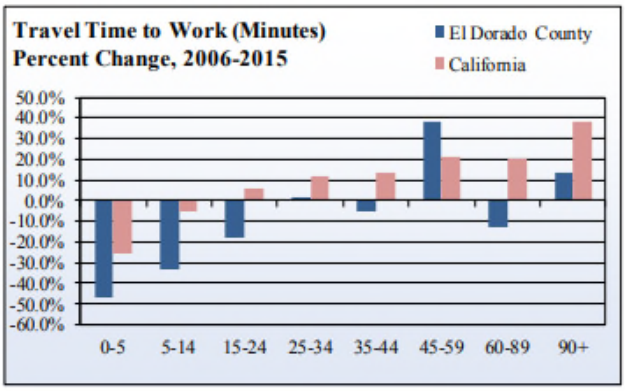
For many El Dorado County residents commuting has become a way of life. Many people in other counties spend an increasing number of hours on the road traveling to and from work at the expense of time. In line with that trend, between 2006 and 2015 El Dorado County experienced increases in the 45 to 59 minute, and 90 minute or more commute times. During the same time period commute times less than 45 minutes decreased, clearly showing increased commute times for local residents.

TABLE 4-2: TRAVEL TIME TO WORK, EL DORADO COUNTY

Travel Time to Work	2006	2015	Percent of Total in 2015		Change from 2006 to 2015	
			County	California	County	California
Less than 5 minutes	4,348	2,329	3.3%	1.8%	-46.4%	-25.7%
5 to 14 minutes	21,789	14,52	20.4%	20.2%	-33.4%	-5.3%
15 to 24 minutes	23,265	19,10	26.8%	29.6%	-17.9%	5.6%
25 to 34 minutes	11,475	11,62	16.3%	21.0%	1.3%	12.0%
35 to 44 minutes	5,263	5,006	7.0%	6.8%	-4.9%	13.6%
45 to 59 minutes	6,907	9,571	13.4%	8.8%	38.6%	20.8%
60 to 89 minutes	6,426	5,615	7.9%	8.0%	-12.6%	20.6%
90 or more minutes	2,991	3,400	4.8%	3.8%	13.7%	38.4%
Total not working at home	82,464	71,167	100.0%	100.0%	-13.7%	7.4%

Source: US Census Bureau, 2006 and 2015, ACS 1- year estimates
Includes El Dorado County within the Tahoe Basin





Source: 2017 El Dorado County Economic and Demographic Profile

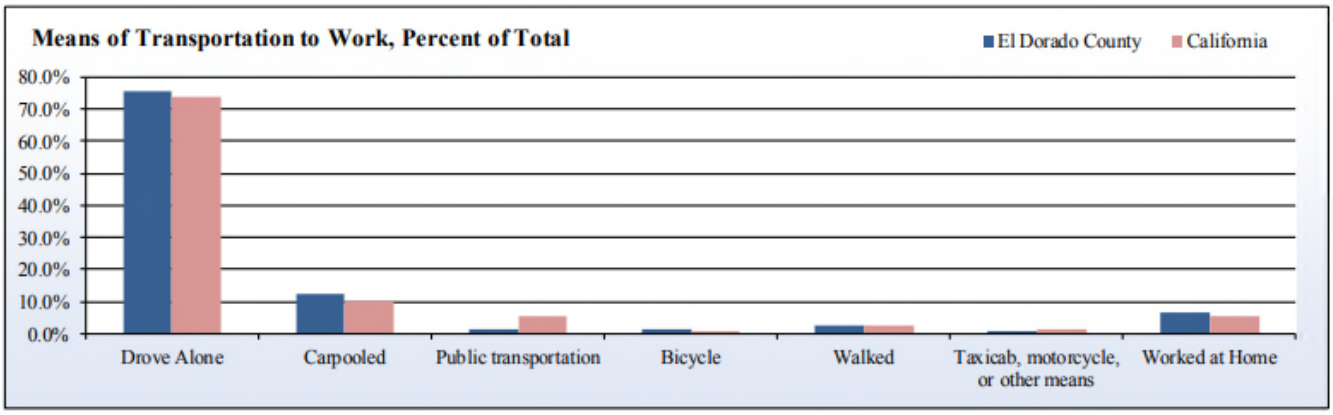
MEANS OF TRANSPORTATION TO WORK

As with travel time, the means of transportation indicator was measured every ten years by the decennial census until 2005. The American Community Survey now asks means of transportation to work and the data is reported as a one-year estimate.

TABLE 4-3: MEANS OF TRANSPORTATION TO WORK, EL DORADO COUNTY

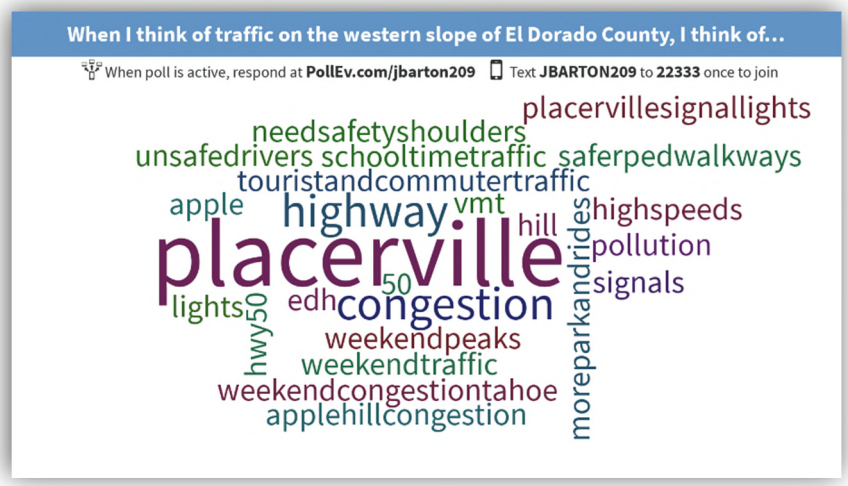
Means of Transportation	El Dorado County		Percent of Total in 2015		Change from 2006 to 2015	
	2006	2015	County	California	County	California
Drove Alone	66,663	59,773	75.5%	73.9%	-10.3%	9.1%
Carpooled	10,724	6,697	12.1%	10.0%	-37.6%	-12.9%
Public Transportation	1,031	1,754	1.2%	5.3%	70.1%	13.7%
Bicycle	1,022	716	1.2%	1.1%	-29.9%	49.2%
Walked	2,252	1,365	2.6%	2.7%	-39.4%	7.6%
Taxicab, motorcycle, or other	772	862	0.9%	1.5%	11.7%	23.8%
Worked at Home	5,827	6,710	6.6%	5.5%	15.2%	20.8%
Total	88,291	77,877	100.0%	100.0%	-11.8%	10.1%

Source: US Census Bureau, 2006 and 2015, ACS 1-year estimates
Includes El Dorado County within the Tahoe Basin



Source: 2017 El Dorado County Economic and Demographic Profile

INTERREGIONAL TOURISM AND RECREATION TRAVEL



Increasingly, the transportation needs of the recreation and tourism industries are impacting transportation infrastructure in El Dorado County. The unique transportation demands of recreation-oriented travel need to be accounted for in all transportation planning. For example, there are peak travel seasons and times of day that differ from peak commute patterns. El Dorado County offers a vast array of tourism and recreational opportunities ranging from whitewater rafting and historical tours, to wine tasting and other agritourism related activities, to mountain snow sports. As this economic sector continues to grow, more demand will be placed on the rural state and local transportation system, requiring more planning and focus to meet the needs of not only the resident population, but the actual transportation system user population. The following issues have been identified in various reports and studies regarding Interregional Tourism and Recreation Travel along US 50 between the western El Dorado County line and the Tahoe Basin:

- Tourism and recreation travel, as discovered in the Bay to Tahoe Basin Tourism and Recreation Travel Impact Study 2014, can account for 80% or more of daily peak hour traffic along primary routes such as US 50 in the City of Placerville.
- Over four million visitors, from the Bay Area alone, make close to eight million trips annually to the Lake Tahoe Basin (2014 Bay to Tahoe Basin Recreation Tourism and Travel Impact Study; page ES-2).
- In addition to the millions of trips to and from Lake Tahoe, the Apple Hill™ agritourism area has very high seasonal area traffic volumes with 40% of the eastbound traffic on US 50 during the peak fall agritourism season headed for the Camino area. (El Dorado County Sustainable Agritourism Mobility Study, 2016).

- As a percentage of all trips entering the Tahoe Basin, US 50 delivers more travelers than I-80 in both winter and summer months. In February 2017, 30% of travelers entered from US 50 and 27% in July (Linking Tahoe: Corridor Connection Plan, 2017).

One of the challenges is to provide a public transportation system that is convenient, flexible, and reliable enough to encourage visitors to leave their cars behind and/or negate the need to use a car. Furthermore, the typical visitor has multiple passengers and/or recreation equipment or is purchasing agriculture products. Linking different modes conveniently (air, car, bus, bicycles, shuttles) is also important, yet challenging, in providing a seamless transportation system for tourists and visitors. The greatest challenge is the fact that transportation funding has long been based on a formula that considers two factors: resident population and lane miles. The formula ignores the impacts that millions of trips from visitors entering El Dorado County each year have on the transportation system. In order to adequately support and maintain an effective transportation system, funding programs need to support investments in the transportation system that provide for the user population, not just the resident population.

INTER-JURISDICTIONAL COORDINATION

One of the 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 intermodal connection 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 the funds that are available are spent in the most efficient and effective manner possible. Intergovernmental coordination furthers that goal by developing county-wide transportation priorities, implementing studies and projects in cooperation with other agencies and jurisdictions, facilitating joint transportation projects, and anticipating and mitigating the impacts that the decisions by one jurisdiction may have on another.

Coordination both within El Dorado County, the City of Placerville and with neighboring jurisdictions in the Sacramento region, Tahoe Basin, and State of Nevada, 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, Tahoe Transportation District, El Dorado County Air Quality Management District, Sacramento Metropolitan Air Quality Management District, and others also plays an important role.

Integrated 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. A continuous dialogue, interdisciplinary approach, and proactive strategy is necessary to ensure that land use decision-making and transportation investment are coordinated.

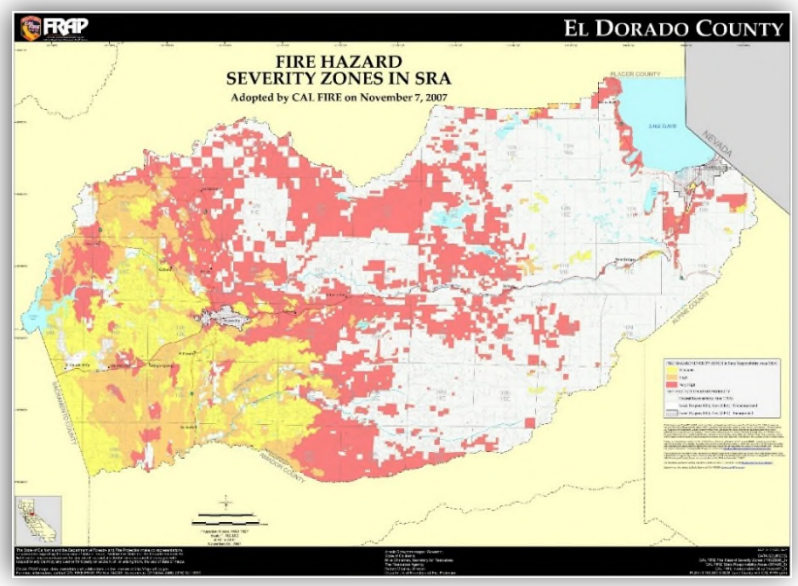
AIR QUALITY

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 efforts to mitigate the impacts of automobile generated greenhouse gas emissions (GHG). One of two 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 California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. Pursuant to AB 32, ARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. 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.

GROWTH

The El Dorado County region continues to experience, slow yet consistent, urban, and sub-urban growth. The total county-wide population, excluding the Tahoe Basin, is expected to grow at an average of approximately .75% annually, for an estimated overall growth of over 18% between 2016 and 2040.

Between 2016 and 2040, the number of housing units on the west slope are projected to increase by approximately 13%. Employment in the west slope of El Dorado County is expected to grow over 18% between 2016 and 2040. 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 2020 MTP).



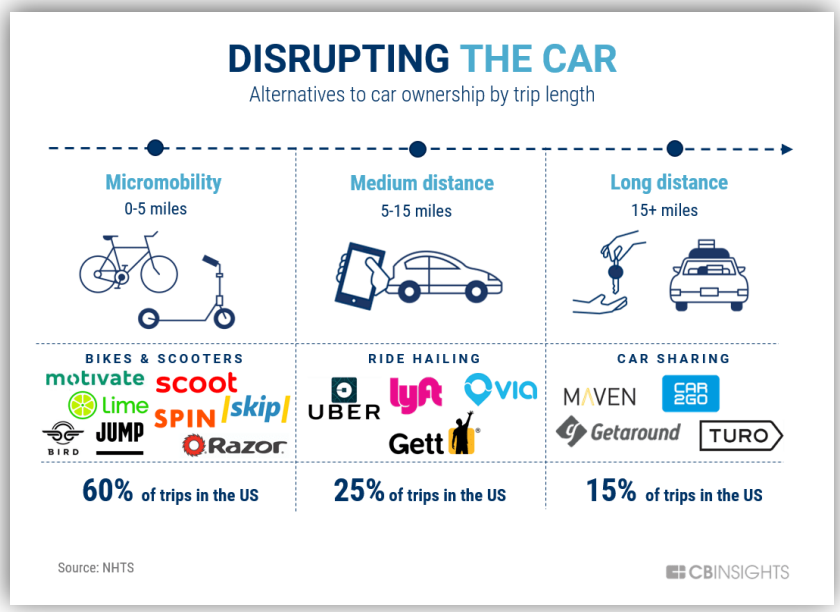
According to the El Dorado County Economic and Demographic Profile 2017, El Dorado County experienced relatively slow growth between 2007 and 2015, with an increase of just 4.93 percent in that time period. By comparison, the State grew 8.5 percent during the same time period. However, slow to moderate growth is beginning to show in most sectors.

EMERGENCY EVACUATION AND PLANNING

The devastating Camp Fire, which took place in Paradise, California in 2018, demonstrated that many rural road systems are not equipped to handle a sudden mass evacuation. As a result, many El Dorado County residents and public officials are concerned about the threat of fire and their ability to evacuate by vehicle. Much of El Dorado County is classified as a Very High or High Fire Severity Zone. El Dorado County is working diligently to remove dead or dying

trees where possible to reduce the threat of wildfire. Additionally, El Dorado Transit in partnership with EDCTC, in 2011 completed the El Dorado Transit Safety, Security and Emergency Preparedness Plan (SSEPP). The SSEPP outlines the process to be used by El Dorado Transit to make informed decisions that are appropriate for transit operations, passengers, employees, and local community members regarding the development and implementation of a comprehensive security and emergency preparedness program. The SSEPP also includes a map set that identifies dead end roads to support evacuation planning efforts. EDCTC, El Dorado County, the City of Placerville, and emergency response providers recognize emergency preparedness as a serious issue for transportation and are working with our partners throughout the region, including SACOG and PG&E, to prevent the threat of wildfire and improve the conditions related to evacuation.

NEW TECHNOLOGIES IN TRANSPORTATION



Technology in transportation has brought about one of the most distruptive eras in transportation planning and implementation. Several new transportation technologies have launched in the last three to five years creating challenges for federal, state, and local agencies in terms of implementation and accommodation of these new technologies. A few of the emerging technologies are outlined below.

Micro-mobility is a relatively new concept for transportation that includes things such as electric scooters, electric skateboards, shared electric assist and traditional bicycles, and electric pedal assisted bicycles.

Several startups such as Lime, Jump, and Bird have launched bike and scooter share programs, predominantly in urban areas, to support short trips and vehicular trip replacement a small scale. Scooter and bike share can support first and last mile trips to or from transit, or short trips to the store, or to run an errand. These programs have not yet fully penetrated the rural or small region market, but it is likely that as these companies and uses become more established, a transition into rural areas will be commonplace.

Autonomous or Self-Driving Vehicles are piloted from various technologies that require little to no input from a human driver. The technologies include GPS navigation, sensors, optics, and other detection systems to avoid collisions. Autonomous vehicles have been tested in several forms around the United States and other parts of the world. Some in the industry believe the future in transportation will be driverless. Many challenges will need to be overcome before full integration of autonomous

vehicles is to take place. However, in the near term, implementation is already taking place on a smaller scale in the Sacramento region. In 2019, both California State University Sacramento and the City of Rancho Cordova White Rock Corporate Campus tested Olli, the world's first co-created, 3D printed, self-driving shuttle developed by Local Motors. At each location, Olli is taking passengers on short trips around their respective campuses.

Transportation Network Companies (TNCs), such as Uber™ and Lyft™, provide prearranged transportation services for compensation using an online-enabled application or mobile smart phone platform to connect drivers using their personal vehicles with passengers needing a ride. These 'shared mobility' systems are commonly referred to as ride-hailing services and companies like Lyft and Uber are currently dominating the market. In recent years, TNCs have dramatically increased in popularity for both short trips in urban areas, to serving as an alternative to having a 'designated driver' for a night out on the town in more suburban areas. In rural areas such as El Dorado County, TNC's can provide transportation where and when private taxi or transit services are limited or not available.

SUSTAINABILITY

CLIMATE ADAPTATION AND RESILIENCY

During the past five years, El Dorado County experienced extreme weather and subsequent landslides, storm damage to culverts, bridges, and even washouts of some road sections. In spite of diligent and ongoing maintenance activities, extreme conditions often result in damaged infrastructure. A comprehensive analysis of El Dorado County's assets and vulnerabilities could be prepared in the future to help anticipate and prevent loss of infrastructure during severe weather events. The majority of the severe weather events in the past have been related to rain and flooding, but drought conditions and dry summer months can also lead to wildfire.

ZERO EMISSION VEHICLES

To meet California's air quality standards and greenhouse gas emission reduction goals, the cars we drive and the fuel we use must be transformed away from petroleum. The Zero-Emission Vehicle (ZEV) program is part of California Air Resources Board's Advanced Clean Cars package of coordinated standards that controls smog-causing pollutants and greenhouse gas emissions of passenger vehicles in California.

Vehicles and transportation fuels are the dominant sources of carbon emissions in California. While California has made substantial improvements in air quality, the greater Los Angeles region and the San Joaquin Valley are classified by the United States Environmental Protection Agency as "extreme" ozone non-attainment areas, and the Sacramento Region is classified as "severe", these regions do not meet health-based air quality standards. The ZEV program is an integral part of California's long-term solutions to improve air quality and reduce the state's impact on climate change.

California Air Resources Board (CARB) has been the leader in the development of programs designed to reduce emissions from mobile sources. Mobile sources account for well over half of the emissions which contribute to ozone and particulate matter air pollution in California. ZEVs and near-zero-emission vehicles are a key element of California's plan for attaining health-based air quality standards.

REDUCTION IN VEHICLE MILES TRAVELED AND SB 743

The State of California has set an ambitious goal for reducing greenhouse gas emissions. For the transportation sector, changes in vehicle and fuel technologies will help the state in achieving its goal, but forecasts show that reductions in driving will also be necessary. Improved multi-modal transportation options, increased transit use, increased active transportation, and compact land use

are just a few of the strategies that can be implemented to reduce vehicle miles traveled. Senate Bill (SB) 743, signed into law in 2013, requires that local, regional, and state agencies move away from vehicle delay and level of service (LOS) as the metric used to evaluate impacts under the California Environmental Quality Act (CEQA). SB 743 placed the responsibility on the State Office of Planning and Research (OPR) to determine a new metric to be used in the CEQA analysis. OPR has done so through the identification of Vehicle Miles Traveled (VMT) as the new metric to be used. This recommendation would require that VMT per-capita, per-employee, and per-service population be considered for analysis of transportation impacts of land use projects. Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018. July 1, 2020 is the statewide implementation date and agencies may opt-in use of new metrics prior to that date.

ENVIRONMENTAL AND SOCIAL JUSTICE

Environmental and Social Justice (ESJ) seeks to come to terms with, and remedy, a history of unfair treatment of communities, predominantly communities of people of color and/or low-income residents. These communities have been subjected to disproportionate impacts from one or more environmental hazards, socio-economic burdens, or both. Residents have been excluded in policy setting or decision-making processes and have lacked protections and benefits afforded to other communities by the implementation of environmental and other regulations, such as those enacted to control polluting activities.

ESJ communities include, but are not limited to:

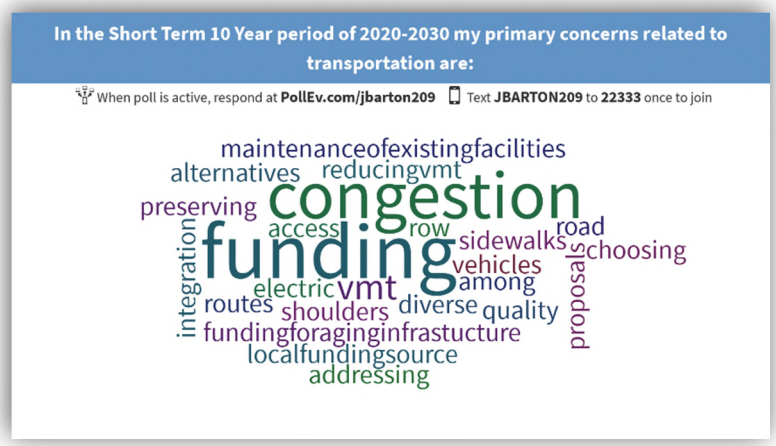
- Disadvantaged communities, as identified by CalEPA's CalEnviroScreen tool;
- All Tribal lands;
- Low-income households (Household incomes below 80 percent of the area median income); and
- Low-income census tracts (Census tracts where aggregated household incomes are less than 80 percent of area or state median income).

El Dorado County has few Disadvantaged or ESJ communities. In 2017, the median household income in El Dorado County was $74,885, higher than the California statewide median household income of $61,169. Some funding programs, like the statewide Active Transportation Program, include criteria that indicate that some percentage of the program funds must be allocated to areas with disadvantaged communities as defined by median household income (less than 80% of statewide average or $51,026), CalEnviroscreen, or at least 75% of students participating in National Student lunch programs. Nonetheless, El Dorado County has pockets of disadvantaged communities spread throughout the County and those residents are often challenged with transportation issues. Some residents of El Dorado County are from zero vehicle households, are unable to drive, or have special needs related to transportation.

TRANSPORTATION FUNDING

The western slope of El Dorado County's transportation network consists of streets, highways, an abandoned rail corridor, airports, a transit system, park and ride lots, and bicycle and pedestrian facilities. This network provides people and businesses with the ability to access destinations, move goods, services, and information. The state, regional, and local governments share the network's construction, operation, and maintenance. Moreover, funding to pay for these activities come from federal, state and local taxes, fees and assessments, and private investments. Our region's transportation network receives funding from federal, state, local governments, and private investments.

FEDERAL TRANSPORTATION FUNDS



Federal Fuel Excise Tax: The Internal Revenue Service collects this tax, 18.4¢/gallon gasoline and 24.4¢/gallon diesel fuel, and deposits it into the Highway Trust Fund (HTF).

- About 85% of the HTF account goes into the Highway Account. The Federal Highway Administration (FHWA) appropriates funding to each state for specific purposes.
- The remaining 15% of the HTF account goes into the Transit Account. The Federal Transit Administration (FTA) allocates this funding to regional agencies and local transit providers in each state for specific transit purposes.
- California receives most of its federal tax contributions through the Federal Obligation Authority (OA).

For more information visit: http://www.fhwa.dot.gov/policy/olsp/financingfederalaid/.

The Highway Trust Fund tracks federal spending and revenue for surface transportation. The trust fund has separate accounts for highways and mass transit. Because obligations from the trust fund generally are for capital projects that take several years to complete, outlays reflect projects authorized by Congress in previous years.

Most spending from the Highway Trust Fund for highway and mass transit programs is through federal grants to state and local governments. The federal government accounts for about one-quarter of all public spending on roads and highways, with the remaining three-quarters financed by state and local governments.

FEDERAL TRANSPORTATION BILL

Congress authorizes the federal government to spend its transportation revenue on programs that support public policy interests for a given amount of time—typically a five to six-year period. An authorization sets the maximum amount of funding that can be appropriated to programs each fiscal year. Each year, Congress reviews appropriation bills to allocate funding for all federal agencies, departments, and programs. This action provides the legal authority for federal agencies to spend money during the upcoming fiscal year on administered programs. The federal government can only allocate up to the maximum amount identified in the authorization for the upcoming year – no more. The FHWA and the FTA are the main recipients of federal transportation funding. They allocate funding to each state based on various programs.

Current Federal Authorization: Fixing America's Surface Transportation Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—it was the first federal law, in over a decade, to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains a focus on safety, keeps intact the

established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.
In July of 2019, The US Senate Environment and Public Works Committee passed S. 2302, America's Transportation Infrastructure Act of 2019. The legislation as amended passed the committee by a vote of 21 to 0. The bill authorizes $287 billion over five years, including $259 billion for formula programs to maintain and repair America's roads and bridges. The total represents an increase of over 27 percent from FAST Act levels. The legislation includes provisions to improve road safety, streamline project delivery, protect the environment, and grow the economy.

STATE TRANSPORTATION FUNDS

State Fuel Excise Tax: State Fuel Excise Tax: Effective November 1, 2017, California collects 41.7¢/gallon excise tax on gasoline and 36¢/gallon on diesel fuel - generating approximately $6.9 billion for FY 2017-2018. State Fuel Excise Tax revenues are shared between the State Highway Account (SHA) and the Road Maintenance & Rehabilitation Account (RMRA), Highway Users' Tax Account and local entities, according to a statutory formula, while also relieving the state of transportation general obligation bond debt service.

- In 2017, SB 1 raised the State's base excise tax by 12¢/gallon, fixing this rate at 30¢/gallon until 2020. Thereafter, this rate will be adjusted annually for inflation. Cities and counties receive approximately 36 percent of this revenue, with the remaining 64 percent going to the SHA and RMRA.
- The price-based excise tax as of March 1, 2017, is 11.7¢/gallon. Revenue is first used to backfill weight fees, debt services, and loan repayments. Any remaining funds are allocated among local roadways (44 percent), new construction projects (STIP, 44 percent), and highway maintenance and operations (SHOPP, 12 percent). This rate will change to a fixed rate of 17.3¢/gallon on July 1, 2019, and annually adjusted for inflation starting in 2020.
- The State's diesel excise tax was also raised by 20¢/gallon with the passage of SB1.

SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

California counties are seeing a significant influx of new revenue to invest in the local street and road system from Senate Bill 1, a landmark transportation funding package that was signed by Governor Brown on April 28, 2017. This measure was in response to California's significant funding shortfall to maintain the state's multimodal transportation network which is the backbone of the economy and critical to the quality of life in California.

SB 1 increased several taxes and fees to raise over $5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments so that the purchasing power of the revenues does not diminish, as it has in the past. SB 1 prioritizes funding towards maintenance and rehabilitation, and safety improvements on state highways, local streets and roads, and bridges, and to improve the state's trade corridors, transit, and active transportation facilities.

The revenues will be phased-in over several years as follows:

- The fuel tax increase began on November 1, 2017.
- The value-based transportation improvement fee began on January 1, 2018.
- The price-based excise tax will be reset on July 1, 2019.
- The new zero emissions vehicle fee will begin on July 1, 2020.

Once fully implemented, approximately $1.5 billion per year in new revenue is earmarked for local streets and roads maintenance, state highways, safety, transit, and other eligible uses, including complete streets projects, traffic signals, and drainage improvements. California's counties will share about $750 million annually, and the same amount will be allocated to cities.

In addition to formula funding, counties and cities will be eligible to compete for funding for active transportation and complete streets projects, congested corridor projects, goods movement improvements, and additional state matching funds for self-help counties that pass sales taxes or impose comprehensive development fees to fund transportation.

The Fuel Tax Swap was originally enacted in 2010, as ABX8 6/SB 70, and re-enacted in 2011, through AB 105, in response to Propositions 22 and 26 (2010). The Road Maintenance and Rehabilitation Act of 2017 (SB 1) replaced the Fuel Tax Swap, with a permanent 17.3¢ per gallon rate, on July 1, 2019.

State Sales Tax: The State sales tax on gasoline was eliminated on July 1, 2010; however, diesel fuel is subjected to the sales and use tax. With the passage of SB 1, starting on November 1, 2017, the California Department of Tax and Fee Administration (formerly collected by the California Board of Equalization) collects a 13 percent of sales and use tax on diesel fuel. About 10.5 percent of these tax revenues applies to public transportation funding, which is portioned out for the following transportation purposes:

- 4.75 is split equally, between the state and local transit agencies, through the Public Transportation Account (PTA). This account provides revenue for state and local transit purposes as outlined in the Transportation Development Act (TDA).
- 0.5 percent is dedicated to the State Rail Assistance Program. This program provides funding to intercity and commuter rail agencies for operating and capital projects.
- 5.25 percent is dedicated to the State Transit Assistance (STA) fund for local transit operation and capital purposes.

Proposition 22 (2010) requires revenue, generated from the state's 4.75% base portion of the sales tax on diesel fuel, to be split equally between the state and local transit agencies. The additional 1.75%, on top of base sales tax on diesel fuel, is dedicated to State Transit Assistance fund (STA) for operation and capital purposes.

Truck Weight Fees: The state collects commercial vehicle fees based on weight, generating approximately $900 million a year. The California Department of Motor Vehicles (DMV) calculates weight fees based on the gross weight of commercial vehicles. Fees are collected and deposited into the SHA, and then transferred into the General Fund to pay for transportation debt.

STATE PROGRAMS

Similar to federal programming, the State Legislature dictates how state revenues are spent on the transportation network. The Legislature appropriates state funding for specific purposes each year.

State Transportation Improvement Program (STIP): Funds new construction projects that add capacity to the transportation network. STIP consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP), and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees.

State Highway Operations and Protection Plan (SHOPP): Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges.

Active Transportation Program (ATP): In response to the Federal Transportation Alternatives Program, Governor Jerry Brown signed Senate Bill (SB) 99 on September 26, 2013, allocating $129.5 million of federal and the State Highway Account funding to create the State ATP. This program provides funding for safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, disadvantaged communities must receive at least 25% of the program's funding. The CTC is

responsible for adopting guidelines and programming projects. The state ATP program is currently in its fourth cycle

LOCAL FUND SOURCES

Various local funding sources provide additional revenues for numerous transportation purposes. *Local Sales Tax Measures (Self-Help Counties)*: Counties can adopt a sales tax increase for transportation programs. The passage of a local sales tax measure requires 2/3 of local voter approval, generally lasting 20 to 30 years.

- Twenty-four counties have implemented sales tax measures for their transportation needs.
- Four Transit Authorities have approved permanent local tax measures

TDA of 1971: This act is funded by the Local Transportation Fund (LTF) and the STA fund. Revenues for the LTF are generated from a 0.25 percent general statewide sales tax for local transportation purposes. STA funds are derived from the statewide sales tax on diesel fuel.

Transit Fares: Provided approximately $1.8 billion for local transit systems in 2016.

Local General Funds and Other Local Funds: Includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures.

LOCAL PROGRAMS

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 and South of Pollock Pines; Zone 2 – Cameron Park/Shingle Springs; Zone 3 – West of Placerville (Diamond Springs/El Dorado); Zone 4 – North County (Coloma Garden Valley/ Cool); Zone 5 – East of Placerville (Smith Flat/Camino); Zone 6 – Pleasant Valley/Somerset; 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.

PRICING

State and Federal funds alone are not keeping pace with transportation infrastructure needs statewide, and as a result, many jurisdictions are looking to innovative pricing strategies to generate funds for large-scale projects. Pricing of the transportation system ranges from strategies such as existing tolling, to mileage-based user charges tracking miles driven annually.

TOLLS, MANAGED LANES

Managed Lanes: An operational strategy where demand and capacity on a set of lanes are proactively managed in response to changing demand and capacity conditions.

High-Occupancy Vehicle (HOV) Lanes: A form of managed lanes where access to the lanes is restricted to a specific subset of vehicles (e.g., vehicles with two or more (2+) occupants, mass transit vehicles, motorcycles, and vehicles displaying a valid DMV exemption decal sticker) during specified times throughout the day.

High-Occupancy Toll (HOT) Lanes/Express Toll Lanes/Express Lanes: A form of managed lanes where non-tolled (free) access to the lanes is restricted to vehicles that meet defined minimum occupancy requirements, or to toll-paying vehicles that do not meet the occupancy requirements.

Reversible Lanes: A managed lane strategy where the same designated set of lanes can be physically allocated to inbound, or outbound, traffic to increase capacity in the peak direction.

The goals of managed lanes can be broadly categorized into the following:

- Congestion relief/Improved mobility
- Maximize use of existing infrastructure/Ease of construction
- Enhanced safety
- Revenue generation
- Improving environmental quality
- Enhancing equity/Providing mobility options
- Increase person/vehicle throughput

VALUE/CONGESTION PRICING

Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand (or value). Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including transit services in the tolled corridor. These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Pricing encompasses a variety of market-based approaches such as:

- HOT lanes, or High Occupancy Toll lanes, on which variable tolls are charged to drivers of low-occupancy vehicles using HOV lanes. In some cases, prices vary dynamically every 2 minutes based on traffic conditions.
- Variably tolled express lanes on existing toll-free facilities, such as the “91 Express Lanes” on State Route 91 in Orange County, CA.
- Variable tolls on existing or new toll roads, such as on bridges or tunnels.
- Usage or Mileage-based vehicle pricing, such as mileage-based vehicle taxation, explored in California through the Road User Charge Pilot Program conducted in 2017.

FUTURE FUNDING

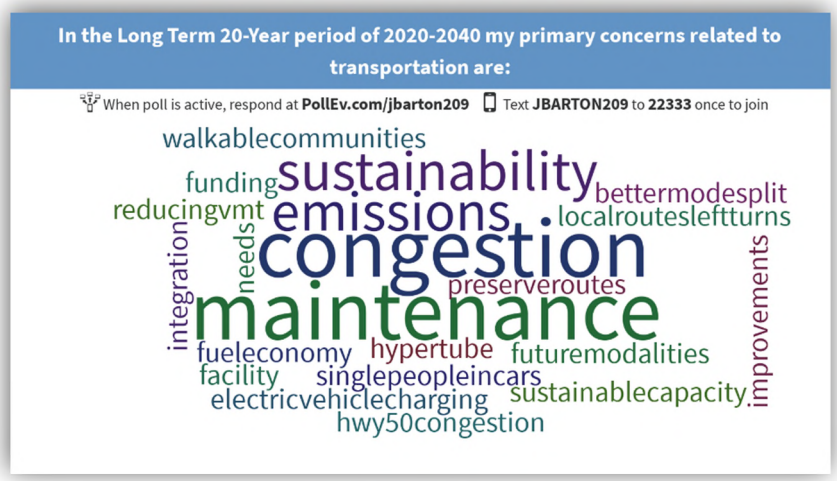
Development of new sources of transportation funding is always a challenge; needs outpace available revenues. The state excise tax, now the highest in the country (when combined with the federal rate),

may not be the best source of funding for our long-term needs. A new approach to funding is necessary to prevent a steady disinvestment in our transportation system. The emergence of the Cap and Trade expenditure program provides an opportunity to expand investment in carbon-reducing transportation programs, but those funds probably will not be used for traditional state highway and local road construction projects.

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 local/federal/state budgets and the City Council, County Board of Supervisors, State Legislature and Congress' development of 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 and raising existing taxes such as the gasoline/fuel tax.

REGIONAL ROAD NETWORK ISSUES

MAINTENANCE AND REHABILITATION



As traffic increases, the issues of roadway rehabilitation and maintenance, including vegetation management and storm water runoff, become increasingly important to ensure safe and effective travel. 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.

Eighty-one percent of California's pavement is 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 an updated Statewide Local Streets and Roads Needs Assessment in 2018. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) is now 65 ("At Lower Risk" category). Even more alarming, 53 of 58 counties are either at risk or have poor pavements. As of 2018, the PCI in El Dorado County is 63, which falls within the "At Lower Risk" Range of 61-70. If existing statewide funding remains the same (estimated at $165 million per year with SB1), and SB1 remains in place, the statewide condition is projected to be at a PCI of 67 by 2028. Even more critical, the unfunded backlog will increase by more than 50% to 2.3 billion.

In 2018, El Dorado County maintenance spent $2.6 million on materials, related to surface treatments and asphalt associated with road rehabilitation, to maintain their 1082 miles of western slope roadway at a PCI of 63. That number does not include costs associated with engineering, equipment, staff time or maintenance activities related to clearing, grubbing, or culvert maintenance.

The City of Placerville Pavement Management Program estimates an average yearly need of $3 million to elevate their 48 miles of roadway, currently at Pavement Condition Index 52, to the rating of 70 over the next 20 years.

As maintenance and rehabilitation projects are undertaken, it is important to involve all modes in design decisions so that pedestrians, bicyclists, auto vehicle drivers, large truck drivers, and transit can all move efficiently and safely. Furthermore, as projects are planned and ultimately delivered, maintenance cost plans should be integrated to ensure the long-term sustainability of the transportation system across all modes.

SAFETY

Expanding the availability of, safety for, and access to a variety of transportation options and integrating health-enhancing choices into transportation policy has the potential to save lives by preventing chronic diseases, reducing and preventing motor-vehicle-related injury and deaths, improving environmental health, while stimulating economic development, and ensuring access for all people.

Improving the safety and efficiency of motor vehicles and their occupants is critical to improving transportation policy and the public's health.

Transportation-related air pollutants are one of the largest contributors to unhealthy air quality. Exposure to traffic emissions has been linked to many adverse health effects including; premature mortality, cardiac symptoms, exacerbation of asthma symptoms, diminished lung function, increased hospitalization, and others.

Public transportation systems reduce the necessity for single occupancy vehicle trips, reduce the production of automobile emissions, increase incidental physical activity, and provide necessary transportation access for people with physical, economic, or other limitations that impede their access to and use of a single occupancy motor vehicle. Policies that encourage public transportation infrastructure are needed to improve access for all people.

Healthy community design incorporates elements (such as transportation networks, street designs, and zoning/land use policies) that work synergistically to promote health and safety. Active transportation systems should connect the places where people live, learn, work, shop, and play by providing safe and convenient walking and bicycling facilities.

State funding exists for safety improvement projects for highways, transit, 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.

The RTP includes a wide array of transportation system projects which improve the safety for all users. This is consistent with the goals of the California's Strategic Highway Safety Plan (SHSP) which is a statewide, comprehensive, data-driven effort to reduce fatalities and serious injuries on public roads. Started in 2005, the SHSP is updated regularly to ensure continued progress and meet changing safety needs.

MOBILITY AND ACCESS

To effectively support existing and future transportation needs, EDCTC and local jurisdictions are faced with options to enhance or build upon existing infrastructure or develop increased access via new facilities. In areas where capacity is, or is planned to be, reached or exceeded, options to explore other modes may promise improvements and ultimately a more efficient transportation system. In areas where mobility challenges are not related to congestion or capacity, access in the form of new transportation infrastructure is the more feasible alternative. This may be delivered in the form of new roadways, non-motorized facilities, or transit services.

TRANSPORTATION DEMAND

In order to address transportation needs associated with existing and projected growth, EDCTC and local jurisdictions are planning to build upon and fully utilize the capacity of the existing transportation system through strategic maintenance and improvements, implementation of new technologies which enhance performance of the transportation system, and when and where feasible, expansion of the existing roadway systems. These efforts involve regional partnerships with SACOG, Caltrans, the private and public sectors, California Highway Patrol (CHP), local jurisdictions, and all users of the complete transportation system. EDCTC continues to promote the development of US 50 parallel capacity roadways, alternative modes, and new technologies to reduce congestion and the reliance on US 50 for local trip purposes. Implementation of the Freeway Service Patrol, along US 50, is one effort that has proven successful in achieving the transportation demand goals of the RTP.

The Freeway Service Patrol program (FSP) is a program managed by the CHP and provides emergency roadside assistance on freeways. 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.

COMPLETE STREETS

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. This is especially critical in El Dorado County which has experienced a significant growth in the elderly population placing emphasis on the importance to consider their transportation needs. 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. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than constructing retrofits later. Furthermore, consideration should be given to the growing elderly population, some of whom rely on personal motorized scooters and other electric driven vehicles for mobility. These types of vehicles are often overlooked when constructing transportation facilities. Considerations given to an aging population should include adapting, connecting, and modifying roads to better accommodate the transportation needs by providing lower speed route options, senior friendly road designs, and signal timing.

TRANSIT ISSUES

COMMUTER TRANSIT

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 20-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 El Dorado County's 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
- 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. Historical efforts to provide services through both a taxi voucher program and fixed route services have failed due to a lack of ridership. Major employment centers and development activity, in the southern portion of El Dorado Hills, may generate a potential for future transit ridership. The coordination of active transportation 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. Furthermore, daily transit needs of rural residents may not be typical of a more urban transit system. Therefore, dial-a-ride services provide for these needs on a more individual basis.

REGIONAL TRANSIT CONNECTIONS

Regional transit connections are one of the most prominent transportation issues in El Dorado County. As El Dorado County works to manage a jobs-housing balance over the next 20 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.

Another challenge facing transit service providers across the region is a connected transit network which supports the significant tourism and recreation travel needs. El Dorado County experiences high volumes of tourism and recreation traffic from the broader region, including the State of Nevada. A high percentage of visitors come from urban areas where transit service is readily available. Developing a cross jurisdictional transit network, which supports tourism and recreation travel needs, would likely be utilized, and appreciated by many visitors to and within the region. Furthermore, a complete cross jurisdictional transit network would mitigate some of the impacts posed by high tourism traffic volumes to the rural state and local transportation network.

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, to be consistent with the current Airport Land Use Compatibility Plans, in and around the three airports within their jurisdiction, which include the Georgetown, Placerville, and Cameron Park Airports. These airports support five primary functions throughout El Dorado County; public and private regional air transportation, 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 will 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.

FREIGHT MOVEMENT ISSUES

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

Freight 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, was 5.39% on US 50 in 2016 and 7.66% on State Route 49 in El Dorado County in 2013 (Caltrans traffic volumes website). It is important to consider the needs of all road users (e.g., residents, truckers, buses, bicyclists) when planning for freight 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.

ACTIVE TRANSPORTATION ISSUES

Bicyclists and pedestrians share the use of transportation facilities with motorized vehicles for both recreation and transportation. Active transportation can provide a viable alternative to vehicular 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 serving as an alternative mode of transportation, active transportation also provides ancillary benefits such as reduced congestion, improved air quality, and improved public health. Providing for safe and efficient active transportation facilities also encourages more users, such as children to and from school, where unsafe conditions may be present or perceived to exist. By including community members in the active transportation planning process, a greater sense of safety and security can be had for users and/or parents of users of the facilities. Land use

coordination can have an impact on people's choice of travel mode by connecting active transportation facilities to activity centers, particularly in the most densely populated areas of the county and providing safe routes to schools. To facilitate active transportation, this RTP recommends inclusion of active transportation needs in all phases of land use and transportation planning, design, and implementation. Through discussions with active transportation plan stakeholders and EDCTC agency partners, four overarching themes emerged concerning active transportation issues: Safety, Health, Connectivity, Funding, and Implementation.

CHAPTER 5:
VISION, GOALS, OBJECTIVES, STRATEGIES, AND PERFORMANCE MEASURES

The policy element of the Regional Transportation Plan includes visions, goals, objectives, and strategies to guide the development and management of the region's transportation systems. Strategies will be performance-based and measurable. These elements of the Regional Transportation Plan were prepared in accordance with the California Transportation Commission 2017 RTP Guidelines and informed by the California Transportation Plan 2040 Policy Framework. EDCTC's vision, goals, objectives, and strategies were developed with input from the RTP Advisory Committee. They are intended to address the regional transportation needs and to provide guidance and monitoring tools to make informed planning decisions. Within this chapter, these elements are presented by mode or topic area and are not presented in any prioritized manner.

The regional vision provides a framework for making transportation planning decisions based on our shared values and goals. The regional vision demonstrates how EDCTC, working as part of a larger regional context, will contribute to overall quality of life for the region.

- ***Goals*** are general statements outlining the desired transportation future reflecting the region's needs and priorities.
- ***Objectives*** are specific and quantifiable steps toward the realization of those goals.
- ***Strategies*** outline the approach to be taken to achieve the goals and objectives.
- ***Performance Measures*** provide a means to determine existing transportation system conditions and to evaluate the effectiveness of proposed investments by using a qualitative or quantitative "measure" that corresponds to the success of transportation investments.

RTP 2040 VISION

To provide a safe and efficient multi-modal transportation system that supports the economic vitality of the area, supports environmental stewardship, efficient system management and operation, and emphasizes the maintenance of the existing transportation system.

GOALS, OBJECTIVES, AND STRATEGIES

The goals embody a general set of strategies by which EDCTC, working as part of a regional context comprised of the interests of public citizens, local governments, non-profit organizations, and the business community, help the region achieve the desired future. These goals reflect the region's transportation needs and priorities while the objectives represent a specific need or priority. Strategies are the actual elements EDCTC will implement to achieve the goals and objectives of the 2040 Regional Transportation Plan.

GOAL 1: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING

Integrate local and regional land use, air quality, and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, preserves the environment, and protects the community character.

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

Strategies:

1. Support the implementation of the local jurisdiction General Plan and encourage implementation to include performance measures to balance growing capacity, cost of infrastructure, and quality of life; seek a balance of housing and employment land uses which encourage the use and integration of transit in daily trips; and continue to provide opportunities to review development proposals to ensure the region's transportation goals, objectives, and strategies are achieved
2. Incorporate public outreach efforts as a fundamental component of the transportation planning process and encourage input from all interest groups and individuals
3. Encourage local jurisdictions to seek a balance of housing and employment land uses to improve the jobs/housing balance and encourage the use of transit and/or active modes for daily trips
4. Encourage local land use planning and community design which minimizes dependence on long-distance, single-occupant-vehicle commute trips
5. Coordinate with local jurisdictions to plan for, construct, and maintain multi-modal transportation infrastructure for the senior, youth, and mobility challenged
6. Encourage local jurisdictions to include multi-modal options within mixed-use and infill development

Objective B: Support local, state, and regional jurisdictions to ensure the transportation infrastructure meets existing and future needs.

Strategies:

1. Work with local jurisdictions to develop transportation projects and programs that complement planned growth patterns, economic development programs, and support adjacent land uses
2. Work with local jurisdictions to review and assess the impact of new development proposals on transportation system demand
3. Plan for transportation improvements which reflect and support projected growth and congestion
4. Work with local jurisdictions to protect transportation corridors and rights-of-way to support opportunities for improved transportation connectivity and parallel capacity to US 50
5. Encourage local jurisdictions to use Complete Streets practices for new development, redevelopment, and infill areas with a focus on high traffic and high-intensity land uses

6. Recognize the multitude of needs and the variety of perspectives and backgrounds of the people that live, work, and visit the region by promoting a range of equitable transportation choices that are designed with sensitivity to the desired context while preserving the unique character of each community or sub region

GOAL 2: SUSTAINABILITY

Encourage sustainable transportation options, embrace new technologies and develop climate adaptation and resiliency strategies.

Objective A: Support transportation planning and programs which aid in achieving regional air quality goals and develop strategies to lessen the impacts of severe weather events and wildfire.

Strategies:

1. Coordinate with local agencies, Caltrans, and other partners to prioritize transportation projects that minimize vehicle emissions while providing cost effective movement of people and freight
2. Work with local and regional transit providers, jurisdictions, and employers to provide for transportation services, facilities, and vehicles that cause the least amount of environmental impact and yield environmental benefits wherever feasible
3. Work with local jurisdictions and first responders to develop strategies to lessen the impacts on the transportation system due to severe weather events and wildfire
4. Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including air and water quality, physical activity, and natural resources
5. Work with state, regional, and local partners to develop a strategy to identify the necessary infrastructure and policies to support electric vehicle charging integration into the existing transportation framework
6. Collaborate with local jurisdictions to identify and develop transportation solutions that effectively meet the needs of an aging population

Objective B: Support the necessary infrastructure and develop innovative programs to support multi-modal, technology-based shared ride solutions.

1. Develop education and outreach programs to increase awareness, improve usability, and promote transportation network company options
2. Work with local jurisdictions to identify and secure locations for park-and-ride lots to support shared ride and transit mobility options
3. As markets expand, work with local jurisdictions to integrate new technologies needed to support connected, electric, alternative fuel, and autonomous vehicles
4. Work with local jurisdictions to improve and extend broadband, Wi-Fi and digital infrastructure to remote areas to promote telecommuting and telemedicine
5. Work with local jurisdictions to support the appropriate use of electric and electric assist mobility devices such as bicycles, scooters, segways, and electric skateboards
6. Ensure that local jurisdictions remain current on emerging technologies and implement smart mobility solutions with new projects whenever and wherever feasible and appropriate

GOAL 3: HIGHWAYS, STREETS, AND REGIONAL/INTER-REGIONAL ROADWAYS

Optimize the existing local, interregional and regionally significant roadway system to support improved maintenance, increased throughput, improved safety and multi-modal mobility.

Objective A: Maintain the existing transportation system at a standard which furthers its life and viability and continues to support the region's current and future transportation needs.

Strategies:

1. Encourage local jurisdictions to adopt a "fix-it-first" planning and programming approach directing transportation funding to clearly identify maintenance and improvements to the transportation system
2. Identify transportation infrastructure in need of major upgrading to meet standards for safety, operations, and design through coordination with Caltrans, regional, and local capital improvement programs
3. Support local jurisdictions to maintain and implement pavement management programs which strategically identify and prioritize projects
4. Incorporate maintenance, funding, accessibility, and safety when planning or programming new or expanded transportation elements
5. Identify interregional transportation system improvements to optimize recreational and freight travel between the Tahoe Basin and western County line
6. Coordinate with local jurisdictions, partner agencies, businesses, and Caltrans to improve access to transportation system condition information to provide for better route/trip planning, travel time reduction, and ingress-egress options for enhanced freight movement

Objective B: Develop and retrofit transportation facilities and corridors to improve safety, enhance community character, and improve multi-modal mobility.

Strategies:

1. Seek out creative and alternative low cost, high impact transportation solutions, across all modes, when planning and programming new transportation investments
2. Work with local jurisdictions to increase efforts to improve the form and function of transportation corridors in order to contribute to "sense of place" and preserve historic character
3. Provide support for local jurisdictions to identify, prioritize, and eliminate conditions on local and regional roadways that currently or may pose a safety risk in coordination with Caltrans and local jurisdictions
4. Work with jurisdictions to underground utilities in conjunction with transportation projects whenever feasible
5. Encourage the development of mobility improvement projects to equitably support disadvantaged communities and ensure that community values and regional character are protected or enhanced
6. Coordinate with Caltrans and local jurisdictions to design mobility improvement projects that protect viewsheds and enhance aesthetics
7. Coordinate with local jurisdictions to provide effective transportation choices for a diverse population including the aging, youth, and disabled

GOAL 4: PUBLIC TRANSIT

Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.

Objective A: Focus transit service provision to the region's diverse characteristics.

Strategies:

1. Encourage El Dorado Transit to prioritize transit services in urban and suburban areas, corridors with high commuter volume, high-tourism traffic areas, and where other operational efficiencies exist
2. Encourage the development of new and innovative transit systems which are effective in serving non-typical transit users such as rural residents, recreation, and tourism travelers
3. Work with transit operators, both within El Dorado County and the surrounding Counties, to coordinate with regional transit operators to support transit trips into and out of El Dorado County for employment, education, medical, tourism, and recreation travel purposes
4. Work with local jurisdictions to encourage development of active transportation facilities that provide access to transit stops, parks and ride lots and other multi-modal facilities
5. Work with local jurisdictions to improve passenger boarding and alighting within existing infrastructure
6. Work with transit providers to implement a bi-lingual marketing program to promote public transit
7. Work with local jurisdictions to consider transit accessibility for projects and investments
8. Encourage transit operators to utilize developments in technology such as mobile device applications, and other Intelligent Transportation Systems, to inform transit users of available service and monitor transit vehicles in order to optimize routes where feasible
9. Market the availability of transit service information to likely users including educational, commercial, recreational, employment, and civic centers

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

Strategies:

1. Update and implement the Coordinated Public Transit – Human Services Transportation Plan in coordination with the El Dorado County Transit Authority (EDCTA)
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 EDCTA to assist social service agencies in providing transportation for Access to Jobs clients
5. Work with transit providers and social service transportation providers to improve or increase transit services to rural and remote areas

GOAL 5: AVIATION

Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.

Objective A: Promote the operation, preservation, and maintenance of a regional system of public use general aviation airports.

Strategies:

1. Encourage the development of airport facilities and services necessary to satisfy a diversity of user requirements such as plane and small jet sizes and fuel requirements

2. Encourage the development of aviation system facilities that serve as a regional economic stimulus including aircraft maintenance and restoration and flight training
3. Support the role of public use airports in accommodating general aviation, agricultural, business promotion and retention, and emergency response needs
4. Encourage the safe, orderly, and efficient use of airports and air space and compatible land uses that are consistent with the Airport Land Use Compatibility Plans (ALUCP) for the Placerville, Georgetown, and Cameron Park Airports
5. Implement, maintain, and update the City of Placerville, Georgetown, and Cameron Park Airport Land Use Compatibility Plans (ALUCPs).
6. Coordinate with airport owners/operators to maintain up to date Airport Master Plans
7. Encourage road system maintenance, consistent with appropriate standards that support freight movement and emergency services, to support access to airports

GOAL 6: ACTIVE TRANSPORTATION

Promote a safe, convenient, and efficient active transportation system for all users.

Objective A: Plan and develop a continuous, safe, and easily accessible pedestrian and bikeway network throughout the region connecting urban, suburban, and rural communities.

Strategies:

1. Ensure local jurisdictions have current and appropriate Active Transportation Plans that comply with state standards while reflecting the unique needs of local communities
2. Encourage the completion of existing active transportation networks and facilities, with an emphasis on closing gaps and enhancing connectivity
3. Work with local jurisdictions to include sidewalks and bikeways with all new construction per currently accepted standards, and where feasible; include sidewalks and bikeways on existing facilities, and utilize maintenance efforts to develop preferred linkages in the bicycle and pedestrian facilities network
4. Maintain a visually clear, simple, and recognizable bicycle route map and develop a comprehensive way finding system
5. Encourage the development of underutilized rights of way, corridors, irrigation ditches, and utility easements for active transportation facilities
6. Pursue funding mechanisms for the development and maintenance of active transportation facilities
7. Provide active transportation facilities that are ADA compatible, and provide safe and easy access for mobility challenged users

Objective B: Support local jurisdictions in providing an active transportation system that emphasizes the health, safety, and wellbeing of people as part of a multi-modal transportation system.

Strategies:

1. Encourage local jurisdictions to develop ordinances to define a consistent direction of travel for all users on shared-use facilities
2. Encourage local jurisdictions to incorporate active transportation facilities when implementing maintenance improvements or new developments to the existing roadway network
3. Encourage local jurisdictions to identify and improve street crossings wherever possible
4. Work with local jurisdictions to prioritize designs that provide for safe use by all modes and all users
5. Work with local jurisdictions to remove barriers to connectivity and identify opportunities to develop safe routes to schools

6. When and where appropriate, incorporate adjacent active transportation facilities maintenance into roadway maintenance
7. Collaborate with regional and cross-regional jurisdictions to establish a comprehensive active transportation system throughout the broader region
8. Encourage employment, transit hubs, schools and activity centers to provide secure bicycle storage

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT

Develop and support an integrated transportation system that incorporates corridor-based solutions and public awareness programs which support alternative transportation modes and reduce the impacts of single-occupant vehicle travel.

Objective A: Support local jurisdictions and partners in developing corridor-based solutions to congestion reduction and support alternatives to the single occupant vehicle.

Strategies:

1. Work with Caltrans and local agencies to develop options for the use of managed lane facilities where applicable
2. Work with Caltrans and local agencies to develop options for the strategic location of park-and-ride lots to support social network transportation and ridesharing options
3. Coordinate with local jurisdictions to develop and improve integrated corridor management
4. Work with Caltrans and local jurisdictions to include noise abatement and control into projects when appropriate
5. Work with Caltrans and local jurisdictions to consider safety and security in every transportation project
6. Strive for full modal integration to provide options for a “complete trip” to include bicycle, pedestrian, transit, and auto for employment, education, and other trips
7. Support the use of public transportation as a transportation control measure to improve throughput and reduce traffic congestion and vehicle emissions

Objective B: Support advancement of Transportation Demand Management (TDM) in a manner which reflects the needs of the region and remains current with new technologies in transportation.

Strategies:

1. Encourage local jurisdictions to integrate multi-modal transit facilities when planning development supporting large concentrations of people and services
2. Work with schools to promote the use of bus transportation, ridesharing, and active transportation using the five principals of safe routes to schools
3. Encourage local jurisdictions, Caltrans, and transit operators to embrace technology, such as mobile device applications, as a means to inform the travelling public on conditions, route choices, and traveler experience
4. Continue the Freeway Service Patrol program along US 50 in El Dorado County
5. Work with local jurisdictions and Caltrans to deploy Intelligent Transportation System elements along primary travel corridors which are fully integrated with the local network

GOAL 8: FUNDING

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

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

Strategies:

1. Keep planning documents current and in compliance with state and federal requirements to ensure state and federal funding eligibility.
2. Secure funding for improvements that will improve safety, traffic flow, further lifecycle, reduce vehicle miles travelled, and optimize system capacity
3. Encourage the funding of maintenance, safety, and modernization of public transit services and facilities
4. Place maintenance of existing infrastructure, “fix-it-first”, as a top priority
5. Provide resources to include advances in transportation technology and innovation

Objective B: Identify innovative and sustainable funding strategies for vital transportation needs where conventional funding sources are insufficient.

Strategies:

1. Work with local jurisdictions to use limited state and federal resources to leverage Traffic Impact Mitigation fees to expand multi-modal facilities to support new and expanding growth
2. Assist local jurisdictions to identify and obtain grant and other non-traditional funding
3. Consider alternative fund sources such as local transportation only sales taxes, local fuel taxes, public/private partnerships, congestion pricing, mileage-based pricing, and bond measures
4. 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
5. Provide education on transportation funding and how it is utilized

TABLE 5-1: PERFORMANCE MEASURES, BY GOAL AND OBJECTIVE

Number	Objective	Performance Measures	Notes/Questions
1.0	**Integrate local and regional land use, air quality, and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, preserves the environment, and protects the community character.**		
1.A	Provide transportation planning support services to local jurisdictions regarding the transportation impacts of local land use decisions.	• EDCTC Collaborative Planning Efforts with Local Jurisdictions and SACOG	
1.B	Support local, state, and regional jurisdictions to ensure the transportation infrastructure meets existing and future needs.	• Peak hour level of service • Pavement Condition Index (PCI)	
2.0	**Encourage sustainable transportation options, embrace new technologies and develop climate adaptation and resiliency strategies.**		
2.A	Support transportation planning and programs which aid in achieving regional air quality goals and develop strategies to lessen the impacts of severe weather events and wildfire.	• Vehicle miles traveled per Service Population • Miles of roadside ditch maintained/improved	
2.B	Support the necessary infrastructure and develop innovative programs to support multimodal, technology-based shared ride solutions.	• Journey to work mode share • Broadband, ITS, or ICM implemented	Sources: SACOG HTS, NHTS, and CHTS
3.0	**Optimize the existing local, interregional, and regionally significant roadway system to support improved maintenance, increased throughput, improved safety, and multimodal mobility.**		
3.A	Maintain the existing transportation system at a standard which furthers its life and viability and continues to support the region's current and future transportation needs.	• Pavement Condition Index (PCI) • Percent of sidewalk in good condition • Class I Bikeway Network Condition	
3.B	Develop and retrofit transportation facilities and corridors to improve safety, enhance community character, and improve multi-modal mobility.	• Number of collisions by mode • Traffic Calming Measures, Sidewalks, Bike Lanes, Landscaping added	Sources: SWITRS, County maintains Annual Accident Location Study.
4.0	**Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.**		
4.A	Focus transit service provision to the region's diverse characteristics.	• On-Time Performance by service type (Demand Response, Rural Local Routes, Urban Commuter Routes)	Source: El Dorado Transit Administrative Operations Report

TABLE 5-2: *(continued)*
PERFORMANCE MEASURES, BY GOAL AND OBJECTIVE

Number	Objective	Performance Measures	Notes/Questions
4.B	Promote a transit system that is responsive to the needs of transit-dependent persons.	• Number of transit stops in within ¼ mile of households without access to motor vehicles	
5.0	**Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.**		
5.A	Promote the operation, preservation, and maintenance of a regional system of public use general aviation airports.	• Landings as a share of capacity • Airport access improved for heavy vehicles	
6.0	**Promote a safe, convenient, and efficient active transportation system for all users.**		
6.A	Plan and develop a continuous, safe, and easily accessible pedestrian and bikeway network throughout the region and connecting urban, suburban, and rural communities.	• Percent of planned sidewalk network completed • Percent of planned bicycle network (shared use paths, bike lanes, and bike routes) completed	
6.B	Support local jurisdictions in providing an active transportation system that emphasizes the health, safety, and wellbeing of people as part of a multi-modal transportation system.	• Percent of projects built in areas with below average rates of walking • Number of safety barriers removed by projects	Source: Performance measures from Active Transportation Connections Study
7.0	**Develop and support an integrated transportation system that incorporates corridor - based solutions and public awareness programs which support alternative transportation modes and reduce the impacts of single-occupant vehicle travel.**		
7.A	Support local jurisdictions and partners in developing corridor-based solutions to congestion reduction and support alternatives to the single occupant vehicle.	• Journey to work mode share • US 50 auto occupancy • US 50 travel time reliability	
7.B	Support advancement of Transportation Demand Management (TDM) in a manner which reflects the needs of the region and remains current with new technologies in transportation.	• Percent of employers offering/mandating TDM strategies • Percent of residents taking advantage of employer offered/mandated TDM strategies • Journey to work mode share	Source: Sac Region 511

TABLE 5-3: *(continued)*
PERFORMANCE MEASURES, BY GOAL AND OBJECTIVE

Number	Objective	Performance Measures	Notes/Questions
8.0	**Secure maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services.**		
8.A	Obtain funding for vital transportation needs through all sources.	• Funding sources used	
8.B	Identify innovative and sustainable funding strategies for vital transportation needs where conventional funding sources are insufficient.	• Funding from non-conventional sources (e.g., Tolls, Managed lanes, Local Tax Measure)	

CHAPTER 6:
INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING

GOAL 1: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING

Integrate local and regional land use, air quality, and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, preserves the environment, and protects the community character.

INTEGRATED LAND USE

El Dorado County Transportation Commission will continue to implement Goal 1, Objective A: *"Provide transportation planning support services to local jurisdictions regarding the transportation impacts of local land use decisions,"* through the continuation of community-based transportation planning efforts such as those encouraged through the Caltrans Sustainable Community Transportation Planning Grant Program. EDCTC has worked with El Dorado County, the City of Placerville, community partners, stakeholders, and the general public to develop several community-based transportation plans in the areas of Cameron Park, Coloma, Diamond Springs, City of Placerville and El Dorado Hills. Previous planning efforts are listed in Table 6-1 below.

TABLE 6-1: COMMUNITY-BASED TRANSPORTATION PLANNING EFFORTS IN EL DORADO COUNTY

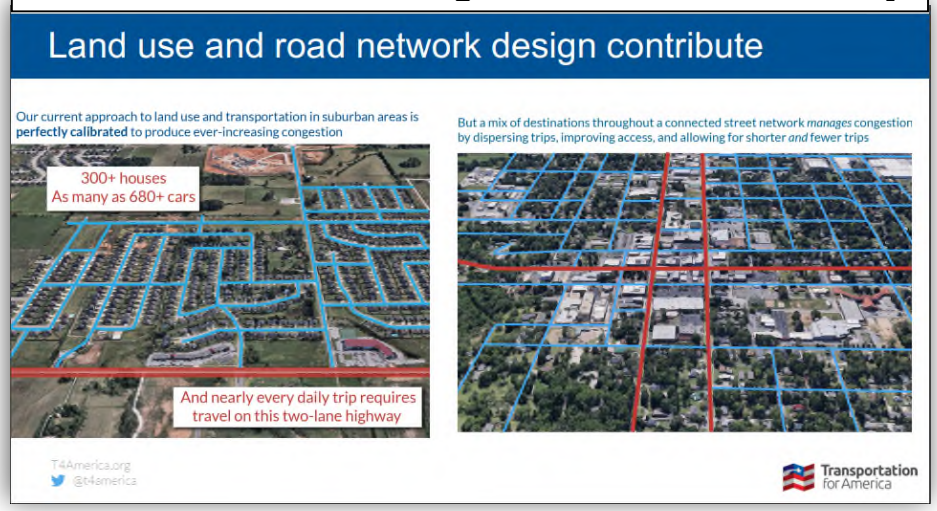
Plan Year	Plan Title	Community Location
2010	Broadway Village Corridor Multi-Modal Implementation Plan	City of Placerville
2014	Diamond Springs and El Dorado Area Mobility and Livable Community Plan	Diamond Springs/El Dorado
2015	Cameron Park Community Mobility Action Plan	Cameron Park
2019	Coloma Sustainable Community Mobility Plan	Coloma
2020	El Dorado Hills Business Park Community Transportation Plan	El Dorado Hills

Community-based transportation planning provides the framework for public engagement and establishes links between local land use planning efforts and transportation needs. The plans help identify transit, active transportation, and multi-modal transportation options within the context of planned and existing land use. These efforts help improve coordination between the functional areas of land use planning, transit operations, active transportation, transportation planning, funding, and efforts to meet the needs of the general public, including the most vulnerable members of the community.

SB 375

Senate Bill 375 (SB 375), which went into effect in 2009, added statutes to the California Government Code to encourage planning practices that create sustainable communities and reduce greenhouse gas (GHG) emissions. SB 375 calls for each Metropolitan Planning (MPO) organization to prepare a Sustainable Communities Strategy (SCS) as an integrated element of the Metropolitan Transportation Plan (MTP). The SCS is intended to show how integrated land use and transportation planning can lead to lower GHG emissions from autos and light trucks. The Sacramento Area Council of Governments (SACOG) serves as the MPO for the greater Sacramento region which includes the West Slope of El Dorado County, the area in which EDCTC has jurisdiction. SACOG works closely with EDCTC to incorporate the RTP into the MTP/SCS to ensure the region meets those GHG reduction targets.

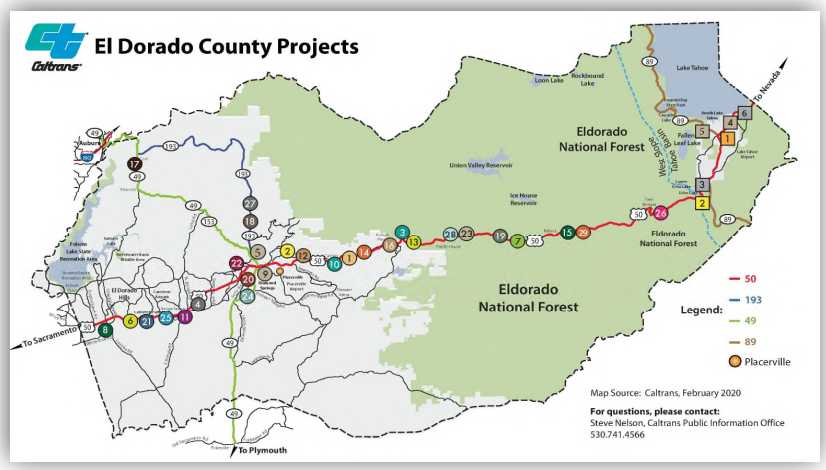
Land Use and Network Design Contribute to Connectivity



CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is the process of engaging stakeholders to address transportation goals within the community, economic, social, and environmental context. It is an inclusive approach used during planning, designing, constructing, maintaining, and operating the transportation system. It integrates and balances community and stakeholder values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary process involving all stakeholders and requires careful, imaginative, and early planning, and continuous stakeholder involvement.

EDCTC practices CSS through comprehensive partner agency and stakeholder engagement, during the RTP development process, as well as through efforts associated with Community Transportation Planning as previously described.



In many communities in El Dorado County, the State highway also functions as a community main street. These communities desire that their main street be an economic, social, and cultural asset as well as provide for the safe and efficient movement of people and goods. EDCTC works closely with Caltrans and community stakeholders to address those needs, primarily through coordination efforts associated with the EDCTC bi-annual Project Monitoring Report, which includes projects programmed with EDCTC controlled fund sources, and a Caltrans project list and map.

COMPLETE STREETS

The term “Complete Streets” refers to a transportation network that is planned, designed, constructed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit and rail riders, commercial vehicles and motorists, all in a way that is appropriate to the specific context and function of the facility.

The California Complete Streets Act of 2008 (AB 1358) ensures that the general plans of California cities and counties meet the needs of all users, including pedestrians, transit, bicyclists, the elderly, motorists, movers of commercial goods, and the disabled. AB 1358 requires cities and counties to identify how the jurisdiction will provide accommodation of all users of roadways during the revision of the circulation element of their general plan. The Governor’s Office of Planning and Research amended guidelines for the development of the circulation element to accommodate all users. A comprehensive update of the General Plan Guidelines in 2016 includes guidance on how cities and counties can modify the circulation element to plan for a balanced, integrated, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The benefits of Complete Streets can include: Safety, Health, GHG Emission Reduction, and Economic Development and Cost Savings.

Multimodal transportation networks, using complete streets planning practice examples, can lead to safer travel for all roadway users. Designing streets and travel routes that consider safe travel for all modes can reduce the occurrence and severity of vehicular collisions with pedestrians and bicyclists. Streets and other transportation facility design considerations that accommodate a variety of modes and user abilities can contribute to a safer environment that makes all modes of travel more appealing.

Planning for Complete Streets will enable local governments to provide healthier lives by encouraging physical activity. Public health studies have demonstrated that people are more likely to walk in their neighborhood if it has sidewalks. Studies have also found that people with safe walking environments within a ten-minute walking radius are more likely to meet recommended physical activity levels. The integration of sidewalks, bike lanes, transit and rail amenities, and safe crossings into initial design of projects is more cost-effective than making costly retrofits later. Complete Streets is also a key strategy in the reduction of GHG emissions. Providing community residents with an option that gets them out of their cars is a proven strategy for improving communities, reducing air pollution, and generating local business. Similarly, Complete Streets consider Safe Routes to School, a public health strategy connecting communities to schools, that includes but is not limited to child safety, reducing traffic congestion, sidewalks, crosswalks, and bicycle lanes.

Creating integrated, multimodal transportation networks can improve economic conditions for both business owners and residents. A network of Complete Streets can be safer and more appealing to

residents and visitors, which can benefit retail and commercial development. Multimodal transportation networks can improve conditions for existing businesses by helping revitalize an area by attracting new economic activity. Equally important to sustain economic vitality are commercial vehicles and their operational needs. Vibrant urban environments cannot function without commercial vehicles delivering goods that sustain economic activity.

Integrating the needs of all users can also be cost-effective by reducing public and private costs. Accommodating all modes reduces the need for larger infrastructure projects, such as additional vehicle parking and road widening, which can be more costly than Complete Streets retrofits.

While AB 1358 provides no statutory requirement for RTPAs, integration of Complete Streets policies support local agencies' requirements to address Complete Streets in circulation elements of their general plan.

To the extent feasible, EDCTC provides support to its local jurisdictions to ensure RTPA funded transportation system projects include Complete Street facilities, and improvements to maximize connectivity, convenience, and safety for all users.

AIR QUALITY

ENVIRONMENTAL SETTING

Air Basin

El Dorado County is located in the middle portion of the Mountain Counties Air Basin (MCAB), which contains Plumas, Sierra, Nevada, Placer, El Dorado, Amador, Calaveras, Tuolumne, and Mariposa Counties. The air basin is located along the northwestern Sierra Nevada mountain range and covers approximately 11,000 square miles. The entire western slope of the County is located within the air basin. The Mountain Counties Air Basin includes the City of Placerville and the western part of El Dorado County. The largest source of air pollution within this basin comes from motor vehicles. A portion of El Dorado County is located in the Lake Tahoe Air Basin. However, the portion of El Dorado County within the Lake Tahoe Air Basin is located outside the scope of the proposed project.

Topography

Specific topography corresponds to the specific air basin. The natural topography of the western slope of the Sierra creates extreme elevation changes throughout the air basin. Elevations range from a few hundred feet above sea level in the west to over 10,000 feet to the east. The pattern of mountains and hills causes a wide variation in rainfall, temperature, and localized winds throughout the basin.

Climate

Temperature variations have an important influence on basin wind flow, dispersion along mountain ridges, vertical mixing, and photochemistry. Winter temperatures in the mountains can be below

freezing for weeks at a time, and substantial depths of snow can accumulate. In the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow. In the summer, temperatures in the mountains are mild, with daytime peaks in the 70s to low 80s Fahrenheit, but the western end of the County can routinely exceed 100 degrees Fahrenheit. The Sierra Nevada receives large amounts of precipitation from storms moving in from the Pacific in the winter, with lighter amounts of precipitation in the summer. Precipitation levels are high in the highest mountain elevations but decline rapidly toward the western portion of the basin. Local meteorological conditions are recorded at the Placerville Station. The annual normal precipitation, which occurs primarily from November through March, is approximately 36.74 inches. January temperatures range from a normal minimum of 31.4°F to a maximum of 53.2°F. July temperatures range from a normal minimum of 55.9°F to a normal maximum of 91.2°F (National Oceanic and Atmospheric Administration, 1992).

Criteria Pollutants of Concern

All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (USEPA) uses six "criteria pollutants" as indicators of air quality and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 6.2) are set to public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the proposed project are discussed below.

Ozone (O_3) is a photochemical oxidant and the major component of smog. While O_3 in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O_3 at ground level are a major health and environmental concern. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O_3 levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops, and other sources using solvents.

The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function, and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion. Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues.

Carbon monoxide (CO) is a colorless, odorless, and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO

exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease.

Nitrogen dioxide (NO_2) is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO_2 is the increased likelihood of respiratory problems. Under ambient conditions, NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O_3) and acid rain and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO_2.

The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO_x). NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NO_x forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

Sulfur dioxide (SO_2) is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of SO_2 emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO_2 is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO_2 affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children, and the elderly. SO_2 is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings, and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO_2 results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp, and paper mills, and from nonferrous smelters.

Particulate Matter (PM) includes dust, dirt, soot, smoke, and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires, and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO_2 and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM_{10} is particulate matter ten micrometers or less in diameter (known as respirable particulate matte*r*), and $PM_{2.5}$ is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis, and premature death. Small particulate pollution has health impacts even at very low concentrations.

Particulate Matter Less Than Ten Microns

Respirable particulate matter (PM_{10}) consists of small particles, less than ten microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation

by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural uses (as created by soil preparation activities, fertilizer, and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM_{10} causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Particulate Matter Less Than 2.5 Microns

Fine particulate matter ($PM_{2.5}$) consists of small particles, which are less than 2.5 microns in size. Similar to PM_{10}, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as household burning and wildfire. It is also formed through the reaction of other pollutants. As with PM_{10}, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for $PM_{2.5}$.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly, and children. Particulate matter also soils and damages materials and is a major cause of visibility impairment.

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil, or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive Pb exposure can cause seizures, mental retardation, and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have also shown that Pb may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead in ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

REGULATORY SETTING

Federal

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National Ambient Air Quality Standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and $PM_{2.5}$ ambient air quality standards indicate that certain individuals exposed to these

pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.
NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the USEPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. The California Air Resources Board (CARB) is the state agency that is responsible for preparing and implementing the California SIP.

Transportation Conformity Analysis
Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been re-designated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures
One aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

State

California Clean Air Act
The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The California Air Resources Board (CARB) is the agency responsible for administering the CCAA. The CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&SC) [§39606(b)], which are similar to the federal standards.

California Air Quality Standards

Although NAAQS are determined by the USEPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM_{10}) and lead. In addition, California created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in Table 6-2.

In June of 2002, the CARB adopted revisions to the PM_{10} standard and established a new $PM_{2.5}$ annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, the CARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Toward this end, the CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

Tanner Air Toxics Act

California regulates toxic air contaminants (TACs) primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB can designate a substance as a TAC. To date, ARB has identified more than 21 TACs and has adopted EPA's list of HAPs as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate best available control technology (BACT), as determined on a case-by-case basis, to minimize emissions.

Local

Air Quality Management District

The El Dorado County Air Quality Management District (AQMD), or "Air District", is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in El Dorado County, as well as for adopting strategies needed to improve air quality and ensure the Region's compliance with federal and state standards.

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. In addition, SACOG, through a memorandum of understanding with the EDCTC, governs federal transportation planning and programming for El Dorado County and is responsible for ensuring that the 2020-2040 RTP conforms to the State Implementation Plan (SIP).

El Dorado County Transportation Commission

The EDCTC is comprised of nine members: seven are elected officials representing local jurisdictions. The seven elected officials are voting members; three are City of Placerville Council members and four are El Dorado County Supervisors. Two non-voting advisory members represent the California Department of Transportation (Caltrans, District 3) and the City of South Lake Tahoe. The EDCTC is responsible for coordinating regional transportation planning for the western slope of El Dorado County. Being the State-mandated Regional Transportation Planning Agency, EDCTC prepares the Regional Transportation Plan and Improvement Program for the Western Slope. This Plan is updated every five years.

Local General Plans

El Dorado County and the City of Placerville, the only incorporated city/town within the portion of El Dorado County in the MCAB, do not directly regulate air quality within their jurisdictions. However, the county and city each adopt policies within their General Plans to reduce air pollutant emissions as part of their general plans and other local programs.

AMBIENT AIR QUALITY STANDARDS

Both the USEPA and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. Each pollutant is measured over several standardized timeframes (called the averaging times), which provide a standard to compare monitored levels of pollutants to the federal and state standards. Each criteria pollutant has more than one average time – for example, the state ambient air quality standard for ozone is monitored over both one-hour and eight-hour periods.

The federal and California state ambient air quality standards are summarized in Table 6-2 for important pollutants. The federal and state ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM_{10}.

TABLE 6-2: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour 8-Hour	-- 0.070 ppm	0.09 ppm 0.070 ppm
Carbon Monoxide	8-Hour 1-Hour	9.0 ppm 35.0 ppm	9.0 ppm 20.0 ppm
Nitrogen Dioxide	Annual 1-Hour	0.53 ppm 0.100 ppm	0.03 ppm 0.18 ppm
Sulfur Dioxide	Annual 24-Hour 1-Hour	0.03 ppm 0.14 ppm 0.075 ppm	-- 0.04 ppm 0.25 ppm
PM_{10}	Annual 24-Hour	-- 150 µg/m^3	20 µg/m^3 50 µg/m^3
$PM_{2.5}$	Annual 24-Hour	12 µg/m^3 35 µg/m^3	12 µg/m^3 --
Lead	30-Day Avg. Calendar Quarter	-- 0.15 µg/m^3	1.5 µg/m^3 --

Notes: ppm = parts per million, ppb = parts per billion, µg/m^3 = Micrograms per Cubic Meter
Sources: California Air Resources Board, 2019b.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Existing air quality concerns within the EDCTC planning area are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, and odors. The primary source of ozone (smog) pollution is motor vehicles which account for 70 percent of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, incidences of wildfire, and agricultural burning.

Attainment Status

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once (excluding those occasions when a violation was caused by an exceptional event, as defined by the CARB).

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for ozone, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of Attainment, Nonattainment, and Unclassified is more frequently used.

The portion of El Dorado County located within the MCAB (i.e. the western portion of El Dorado County, which excludes area within the Lake Tahoe Air Basin) has a state designation of Nonattainment for ozone and PM_{10}, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of El Dorado County within the MCAB has a national designation of Nonattainment for ozone and $PM_{2.5}$ and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). Table 6-3 presents the state and national attainment status for the portion of El Dorado County within the MCAB.

TABLE 6-3: STATE AND NATIONAL ATTAINMENT STATUS (EL DORADO COUNTY WITHIN THE MCAB*)

Criteria Pollutants	State Designations	National Designations
Ozone	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Unclassified
$PM_{2.5}$	Unclassified	Nonattainment
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment

TABLE 6-3: *(continued)*
STATE AND NATIONAL ATTAINMENT STATUS (EL DORADO COUNTY WITHIN THE MCAB*)

Criteria Pollutants	State Designations	National Designations
Sulfates	Attainment	**
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	**
Visibility Reducing Particles	Unclassified	**

Sources: California Air Resources Board, 2018.
**= Note: The portion of El Dorado County with the MCAB does not include the area within the Lake Tahoe Air Basin.*
***= There was insufficient (or no) data available to determine the status.*

El Dorado County Air Quality Monitoring

Air pollutant concentrations are measured at several monitoring stations throughout El Dorado County including:

- Big Hill Lookout Road
- Coloma-Park Headquarters
- Cool-Highway 193
- Echo Summit
- Kyburz-Fire Station
- Loon Lake-Power House
- Placerville-Airport
- Placerville-Gold Nugget Way
- Shingle Springs Ponderosa High School
- Sly Park-Dam
- Strawberry

Air Quality in El Dorado County is generally worse in the western portion of the County. Table 6-4 provides a sample of the air quality monitoring results for the monitoring stations within the portion of El Dorado County in the MCAB for years 2016 through 2018. Data for Ozone is provided from the Cool Highway 193 monitoring site located in Auburn. However, recent data for particulate matter (i.e. PM_{10} and $PM_{2.5}$) for the portion of El Dorado County in the MCAB was not available. The only monitoring station in El Dorado County that maintains recent monitoring for particulate matter in El Dorado County is located in South Lake Tahoe (South Lake Tahoe-Sandy Way monitoring station), which is located outside of the Planning Area. Table 6-5 provides a sample of the air quality monitoring results for the MCAB as a whole.

TABLE 6-4: AMBIENT AIR QUALITY MONITORING DATA (COOL HIGHWAY 193)

Pollutant	Cal. Primary Standard	Fed. Primary Standard	Year	Max Concentration	Days Exceeded State/Fed Standard
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m^3)	--	2018 2017 2016	0.121 0.106 0.105	13 / ** 4 / ** 3 / **
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	2018 2017 2016	0.108 0.085 0.095	26 / 26 28 / 28 20/ 20
Particulate Matter (PM_{10}) (24-hour)	50 µg/m^3	150 µg/m^3	2018 2017 2016	** ** **	**/** **/** **/**
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m^3	2018 2017 2016	** ** **	**/** **/** **/**

Source: California Air Resources Board (ADAM) Air Pollution Summaries, 2019a.
*Notes: µg/m^3 = microns per cubic meter; ** = There was insufficient (or no) data available to determine the value.*

TABLE 6-5: AMBIENT AIR QUALITY MONITORING DATA (MOUNTAIN COUNTIES AIR BASIN)

Pollutant	Cal. Primary Standard	Fed. Primary Standard	Year	Max Concentration	Days Exceeded State/Fed Standard
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m^3)	--	2018 2017 2016	0.129 0.113 0.112	24/ ** 18/ ** 17 / **
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	2018 2017 2016	0.114 0.099 0.097	56/ 53 90 / 84 74 / 72
Particulate Matter (PM_{10}) (24-hour)	50 µg/m^3	150 µg/m^3	2018 2017 2016	307.5 141.7 62.4	**/** 0/** 0 / 0
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m^3	2018 2017 2016	142.8 109.7 57.2	**/16.2 **/15.5 **/24.3

Source: California Air Resources Board (ADAM) Air Pollution Summaries, 2019a.
*Notes: µg/m3 = microns per cubic meter; ** = There was insufficient (or no) data available to determine the value.*

TABLE 6-6: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING ACTION PLAN

Project Description	Responsible/Supporting Agencies
Support the implementation of the local jurisdictions' General Plans and encourage implementation to include performance measures to balance growing capacity, cost of infrastructure, and quality of life; seek a balance of housing and employment land uses which encourage the use and integration of transit in daily trips; and continue to provide opportunities to review development proposals to ensure the region's transportation goals, objectives, and strategies are achieved	Local jurisdictions, EDCTC, El Dorado Transit
Incorporate public outreach efforts as a fundamental component of the transportation planning process and encourage input from all interest groups and individuals	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Encourage local jurisdictions to seek a balance of housing and employment land uses to improve the jobs/housing balance and encourage the use of transit and/or active modes for daily trips	Local jurisdictions, EDCTC, El Dorado Transit
Encourage local land use planning and community design which minimizes dependence on long-distance, single-occupant-vehicle commute trips	Local jurisdictions, EDCTC, El Dorado Transit
Coordinate with local jurisdictions to plan for, construct, and maintain multi-modal transportation infrastructure for the senior, youth, and mobility challenged	Local jurisdictions, EDCTC, El Dorado Transit
Encourage local jurisdictions to include multi-modal options within mixed-use and infill development	Local jurisdictions, EDCTC, El Dorado Transit
Work with local jurisdictions to plan and develop transportation projects and programs that complement planned growth patterns, economic development programs, and support adjacent land uses	Local jurisdictions, EDCTC, El Dorado Transit, SACOG

TABLE 6-6: *(continued)*
INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING ACTION PLAN

Project Description	Responsible/Supporting Agencies
Work with local jurisdictions to review and assess the impact of new development proposals on transportation system demand	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Plan for transportation improvements which reflect and support projected growth and congestion	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Work with local jurisdictions to protect transportation corridors and rights-of-way to support opportunities for improved transportation connectivity and parallel capacity to US 50	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Encourage local jurisdictions to use Complete Streets practices for new development, redevelopment, and infill areas with a focus on high traffic and high-intensity land uses	Local jurisdictions, EDCTC, El Dorado Transit

Unlike in other Action Plan sections, there are no projects included in the RTP 2040 that are specifically identified as "integrated lane use, air quality and transportation planning" projects and therefore they are not depicted as a proportionate share of total expenditures contributing to fiscal constraint. The proposed actions are consistent with the strategies outlined in the Goals, Objectives, and Strategies. However, there are some proposed projects that are consistent with the Action Plan and are included in other sections. Table 6-7 includes example projects included within the financially constrained RTP 2020-2040 project lists:

TABLE 6-7: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING PROJECT EXAMPLES

Project	Description
Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.
System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties.
Mosquito Rd./ Clay St. Park & Bus (Placerville Station Phase II)	Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility.

CHAPTER 7: SUSTAINABILITY

GOAL 2: SUSTAINABILITY

Encourage sustainable transportation options, embrace new technologies and develop climate adaption resiliency strategies.

NEW TECHNOLOGIES IN TRANSPORTATION

While maintaining the current transportation network is a priority for EDCTC, we are also planning ahead for a future in which technology will transform the way that people move and live. This section provides a summary of federal guidance intended to prepare for the new technologies and innovations that will define the future of transportation.

AUTONOMOUS OR SELF-DRIVING VEHICLES

Autonomous or Self-Driving Vehicles are piloted by various technologies that require little to no input from a human driver. The technologies include GPS navigation, sensors, optics, and other detection systems to avoid collisions. Autonomous vehicles have been tested in several forms around the United States and other parts of the world. Some in the industry believe the future in transportation will be driverless. Many challenges will need to be overcome before full integration of autonomous vehicles takes place. However, in the near term, implementation is already taking place on a smaller scale in the Sacramento region. In 2019 both California State University Sacramento and the City of Rancho Cordova White Rock Corporate Campus tested Olli, the world's first co-created, 3D printed, self-driving shuttle developed by Local Motors. At each location, Olli is taking passengers on short trips around their respective campuses.

CONNECTED VEHICLE PROGRAM

The development of connected vehicles is being led by the federal government in partnership with state DOTs, regional transportation agencies, and the auto industry. Connected vehicles will utilize technology that will enable cars, buses, trucks, trains, roads, other infrastructure, and smartphones to "talk" to one another. Cars on the highway, for example, would use short-range radio signals to communicate with each other so every vehicle on the road would be aware of where other nearby vehicles are. The technology in their cars would alert drivers of dangerous situations, such as someone about to run a red light or an oncoming car swerving into their lane. There are several activities related to the national Connected Vehicle Program that will impact regional and local transportation agencies, in addition to Caltrans. Since 90% of the roadways in California are owned and operated by local agencies, including the 58 counties and more than 500 incorporated cities, it is important that EDCTC and partner agencies be aware of and plan for the implementation of

connected vehicles. A pending rule being considered by the National Highway Traffic Safety Administration (NHTSA) would mandate that equipment for vehicle-to-vehicle (V2V) communications, using a technology called “Dedicated Short-Range Communications” (DSRC), be installed in the light-duty passenger car fleet to enable applications that improve vehicle safety. As the government regulator for auto industry safety, NHTSA is expected to adopt this rule, as it did for other safety systems such as seat belts, airbags, and anti-lock brakes.

EDCTC is also aware of the pending guidance from the FHWA to transportation infrastructure owner/operators (Caltrans; counties; and cities) on what equipment to consider installing in their transportation infrastructure to support both V2V and vehicle-to-infrastructure (V2I) communications using DSRC. The best example of this type of equipment is DSRC radios that provide the communication capability that is essential for V2I applications. Roadside processors may also be necessary in some cases where applications demand heavier computing requirements.

Unlike the development of connected vehicles, which is a collaborative effort between the federal government, state DOTs, regional transportation agencies, and the auto industry, automated vehicles are being developed independently by companies in the technology industry such as Google, Tesla, and Delphi. So far, their philosophy has been to avoid dependence on transportation-related infrastructure. However, it is difficult to achieve vehicle automation and connected vehicle (CV) applications without appropriate support from that infrastructure, which needs to be upgraded with DSRC radios and roadside processors. Roadside processors are not an absolute requirement but may be required in some cases.

Title 23 U.S.C. Section 518 requires the U.S. DOT Secretary to establish guidance for the recommended implementation path for V2V and V2I communication system deployment. Title 23 U.S.C. Section 519 ensures that funds are available for the development of Intelligent Transportation System (ITS) Infrastructure, equipment, and systems.

PUBLIC HEALTH AND EQUITY

The role of transportation in public health is increasingly recognized by health advocates and transportation providers alike. Federal, state, regional, and local transportation agencies have long focused on improving both air quality and safety, which are very important to public health. More recently the understanding of the relationship of transportation and health has been expanding to include a much broader range of community needs. One fundamental example is the way in which transportation can encourage physical activity, such as walking and biking, often referred to as active transportation. There is a demonstrated relationship between increased physical activity and a wide range of health benefits. If a higher level of investment is made in active transportation, the walk and bike mode shares could be increased, which could help a community lower its rates of obesity, hypertension, and other chronic diseases. However, local jurisdictions primarily lead the planning and implementing of active transportation infrastructure and supportive land uses, and land use patterns play at least as large a role as the level of investment does in encouraging more active mode choices.

Transportation is also being seen not as an end in itself, but as a means to provide access to important destinations: access to jobs, education, healthy food, recreation, worship, community activities, healthcare, and more. Improved access to key destinations is especially critical for disadvantaged and underserved communities. The design of the transportation system, in combination with land use and housing decisions, also plays a role in public health. Coordinated planning of transportation and land use can promote public health through the development of livable, walkable, accessible communities. And as nations, states, and regions shift away from fossil fuel dependent transportation modes, the benefits of reducing the effects of climate change will also help reduce the public health risks from the effects of climate change such as extreme heat, storms, and drought. Transportation and public health providers can help one another address all of these factors, learning from each other and joining their skills to improve transportation for better health outcomes for everyone.

Improving transportation infrastructure in ways that encourages walking and cycling is one of several effective ways to improve physical activity, decrease traffic collisions, and improve one's health status. Transportation planning also has a tremendous impact on community health, safety, and neighborhood cohesion. For instance, health-focused transportation plans can help reduce the rate of injuries and fatalities from collisions. Some research suggests that there is a multiplier effect: when streets are designed to safely accommodate walking and biking, more people do so, and as more people walk and bike the rate of collisions actually goes down as pedestrians and bicyclists become more visible to motorists. In addition, more people out walking and biking in a neighborhood has an important public safety benefit, as it means there are more "eyes on the street" to deter criminal activity. Taking this a step further, studies have shown that people who live in neighborhoods with less traffic and higher rates of walking, bicycling, and transit use know more of their neighbors, visit their neighbor's homes more often, and are less fearful of their neighbors. When streets are inhospitable to pedestrians and bicyclists, residents don't feel safe walking or biking to nearby transit and their ability to access regional educational and employment opportunities is hampered. In short, improving traffic safety results in better public health and community well-being beyond simply reduced injuries and fatalities.

MICRO-MOBILITY

Micro-Mobility is a relatively new concept for transportation that includes things such as electric scooters, electric skateboards, shared electric assist and traditional bicycles and electric pedal assisted bicycles.

Several startups such as Lime, Jump and Bird have launched bike and scooter share programs, predominantly in urban areas to support short trips and vehicular trip replacement on a small scale. Scooter and bike share can support first and last mile trips to or from transit, or short trips to the store or to run an errand. These programs have not yet fully penetrated the rural or small region market, but it is likely that as these companies and uses become more established, transition into rural areas will be commonplace.

SHARED MOBILITY – TRANSPORTATION NETWORK COMPANIES

Transportation Network Companies (TNCs), such as Uber™ and Lyft™, provide prearranged transportation services for compensation using an online-enabled application or mobile smart phone platform to connect drivers using their personal vehicles with passengers needing a ride. These 'shared mobility' systems are commonly referred to as ride-hailing services and companies like Lyft and Uber are currently dominating the market. In recent years, TNCs have dramatically increased in popularity for both short trips in urban areas to serving as an alternative to having a 'designated driver' for a night out on the town in more suburban areas. In rural areas such as El Dorado County, TNCs can provide transportation where and when private taxi or transit services are limited or not available.

GREENHOUSE GASES AND CLIMATE CHANGE

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, radiation that otherwise would have escaped back into space is now retained, resulting in warming of the atmosphere. This phenomenon is known as the greenhouse effect.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2018a).

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2016, accounting for 41% of total GHG emissions in the state. Transportation was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out of-state sources) (16%), the agriculture sector (8%), the residential energy consumption sector (7%), and the commercial energy consumption sector (5%) (California Energy Commission, 2018a).

REGULATORY SETTING

Federal

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National ambient air quality standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (USEPA) is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The USEPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the USEPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO2 per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

State

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

State of California Energy Action Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy

economy. The current plan is the 1997 California Energy Plan. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces VMT and accommodates pedestrian and bicycle access.

Assembly Bill 1493

In response to AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions were reduced approximately 24 percent between 2009 and 2016.

On July 8, 2009, the USEPA granted a waiver of Clean Air Act preemption to California for its Greenhouse Gas Emission Standards for motor vehicles beginning with the 2009 model year. The intent of the waiver was to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles, in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493.

In September 2019, the federal government rescinded the waiver granted by the USEPA to California in 2009. This decision is currently undergoing litigation, with California and environmental groups fighting to maintain the stricter state standards within California as promulgated under AB 1493. This waiver rescission and ensuing litigation challenging the decision will determine what room exists for California' existing regulation of fuel economy and tailpipe emissions.

Assembly Bill 1007

Assembly Bill 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with state, federal, and local agencies. The plan presented strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Bioenergy Action Plan – Executive Order S-06-06

Executive Order S-06-06 established targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order established the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The executive order also calls for the state to meet a target for use of biomass electricity.

California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32
On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by 2020 and 3) 80% below the 1990 levels by the year 2050. EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and state agencies in climate change

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that the CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

EO S-13-08
EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directed state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

Assembly Bill 32 - Climate Change Scoping Plan
On December 11, 2008, the CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of the CARB's plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO2e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO2e under a business-as-usual scenario. (This is a reduction of 42 MMT CO2e, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions the CARB recommends for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO_2e);
- the Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- a renewable portfolio standard for electricity production (21.3 MMT CO_2e).

The CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017 (the *Final Scoping Plan*). The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the state. Successful implementation of existing programs (as identified in previous iterations of the Scoping

Plan) has put California on track to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the state's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and substantially advances toward the state's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relies on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identifies new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health.

Senate Bill 32

Senate Bill 32, which passed into law in 2016, sets the target of reducing greenhouse gas emissions to 40 percent below the 1990 level by the year 2030. SB 32 extends the original set of greenhouse gas targets provided by the passage of AB 32 (the Global Warmings Solutions Act of 2006). This new target sets an aggressive goalpost, helping the State along its pathway to achieve its longer-term goal of an 80 percent reduction in greenhouse gas emissions by the year 2050.

Senate Bill 743

SB 743, passed into law in 2013, changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the state's climate goals.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS).

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential developments through the Low Carbon Fuel Standard Program and recommend how to ensure affordability and accessibility for all drivers.

Assembly Bill 2076: California Strategy to Reduce Petroleum Dependence

In response to the requirements of Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and the CARB developed a strategy to reduce California's dependence on petroleum. The strategy, *Reducing California's Petroleum Dependence*, was adopted by the CEC and CARB in 2003. The strategy recommends that California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the

Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and sport utility vehicles (SUVs); and increase the use of non-petroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

Governor's Low Carbon Fuel Standard (Executive Order S-01-07)
Executive Order S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through establishment of a Low Carbon Fuel Standard. The Low Carbon Fuel Standard is incorporated into the State Alternative Fuels Plan and is one of the proposed discrete early action GHG reduction measures identified by the CARB pursuant to AB 32.

Senate Bill 97
Senate Bill (SB) 97 (Chapter 185, 2007) required OPR to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the State CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions in draft CEQA documents. The Amendments became effective on March 18, 2010.

Senate Bill 375
Senate Bill (SB) 375 (Stats. 2008, ch. 728) (SB 375) was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles. Each region across the state is required to develop a Sustainable Communities Strategy (SCS) as part of their transportation plan. The SCS is a plan to meet the region's greenhouse gas emissions reduction target, while taking into account regional housing needs, transportation demands, and protection of resource and farmlands based on the best forecast of likely land use patterns across local jurisdictions. Additionally, SB 375 amended the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

Executive Order B-30-15
On April 29, 2015, Governor Jerry Brown issued Executive Order (EO) B-30-15, which established a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05). This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State's Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

Advanced Clean Cars Program
In January 2012, the CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains

and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The program will have significant energy demand implications as battery, fuel cell, and/or plug-in hybrid electric vehicle sales increase overtime, creating new demand for electricity services both in residential and commercial buildings (e.g. charging stations) as well as demand for new EV and hydrogen fuel cell charging stations. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. According to the CARB, by 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016

Local

Air Quality Management District

The El Dorado County Air Quality Management District (AQMD), or "Air District," is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in El Dorado County, as well as for adopting strategies needed to improve air quality and ensure the Region's compliance with federal and state standards.

Sacramento Area Local Council of Governments

SACOG is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. The SACOG Board adopted the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in February 2016. A program-level EIR addressing the environmental impacts of the 2016 MTP/SCS was also prepared and certified. The SCS portion of the MTP/SCS identifies polices and strategies to reduce GHG emissions from passenger vehicles to targets set by the CARB. Pursuant to SB 375, SACOG was tasked by the CARB to achieve a 7 percent per capita reduction in passenger-vehicle generated transportation emissions by 2020 and a 16 percent per capita reduction by 2035 from 2005, which the CARB confirmed the region would achieve by implementing its Sustainable Communities Strategy. The most recent SACOG MTP/SCS (The SACOG 2020 MTP/SCS) was adopted by the SACOG Board of Directors in November 2019. SB 375 gives the CARB the ability to reset the GHG reduction targets assigned to all MPO's in California. For the fourth round of SCS's in the state, the CARB assigned SACOG a 19 percent reduction target by 2035. Specifically, this target is the percent reduction in passenger vehicle greenhouse gas emission per capita, compared to year 2005.

The Sacramento Region Blueprint

In December 2004, the SACOG Board of Directors approved of the Preferred Blueprint Scenario for 2050, which establishes a vision for the Sacramento region's future growth. The Blueprint Project aim is to support local governments with high quality data and modeling tools, so that decisions regarding future growth and its effects issues such as traffic congestion and air pollution could be made with the best information available.

TABLE 7-1: SUSTAINABILITY ACTION PLAN

Project Description	Responsible/Supporting Agencies
Coordinate with local agencies, Caltrans, and other partners to prioritize transportation projects that minimize vehicle emissions while providing cost effective movement of people and freight	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Work with local and regional transit providers, jurisdictions, and employers to provide for transportation services, facilities, and vehicles that cause the least amount of environmental impact and yield environmental benefits wherever feasible	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Work with local jurisdictions and first responders to develop strategies to lessen the impacts on the transportation system due to severe weather events and wildfire	Local jurisdictions, EDCTC, El Dorado Transit
Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including air and water quality, physical activity, and natural resources	Local jurisdictions, EDCTC, El Dorado AQMD, El Dorado Transit
Work with state, regional, and local partners to develop a strategy to identify the necessary infrastructure and policies to support electric vehicle charging integration into the existing transportation framework	Local jurisdictions, EDCTC, El Dorado Transit, El Dorado AQMD, SACOG, Caltrans
Collaborate with local jurisdictions to identify and develop transportation solutions that effectively meet the needs of an aging population	Local jurisdictions, EDCTC, El Dorado Transit
Develop education and outreach programs to increase awareness, improve usability, and promote transportation network company options	Local jurisdictions, EDCTC, El Dorado Transit, SACOG
Work with local jurisdictions to identify and secure locations for park-and-ride lots to support shared ride and transit mobility options	Local jurisdictions, EDCTC, El Dorado Transit, Caltrans
As markets expand, work with local jurisdictions to integrate new technologies needed to support connected, electric, alternative fuel, and autonomous vehicles	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Work with local jurisdictions to improve and extend broadband, Wi-Fi and digital infrastructure to remote areas to promote telecommuting and telemedicine	Local jurisdictions, EDCTC
Work with local jurisdictions to support the appropriate use of electric and electric assist mobility devices such as bicycles, scooters, segways, and electric skateboards	Local jurisdictions, EDCTC
Ensure that local jurisdictions remain current on emerging technologies and implement smart mobility solutions with new projects whenever and wherever feasible and appropriate	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans

TABLE 7-1: *(continued)*
SUSTAINABILITY ACTION PLAN

Project Description	Responsible/Supporting Agencies
Work with local jurisdictions to improve and extend broadband, Wi-Fi and digital infrastructure to remote areas to promote telecommuting and telemedicine	Local jurisdictions, EDCTC
Work with local jurisdictions to support the appropriate use of electric and electric assist mobility devices such as bicycles, scooters, segways, and electric skateboards	Local jurisdictions, EDCTC
Ensure that local jurisdictions remain current on emerging technologies and implement smart mobility solutions with new projects whenever and wherever feasible and appropriate	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans

Unlike in prior Action Plan sections, there are no projects included in the RTP 2040 that are specifically identified as "sustainability" projects and therefore are not depicted as a proportionate share of total expenditures. The proposed actions are consistent with the strategies outlined in the Goals, Objectives, and Strategies. However, there are some proposed projects that are consistent with this Action Plan, which are included in the other sections. Table 7-2 includes example projects included within the financially constrained RTP 2020-2040 project lists:

TABLE 7-2: SUSTAINABILITY PROJECT EXAMPLES

Project	Description
US 50 Corridor Broadband and System Technology Advances	Extend US 50 Corridor Broadband to Pollock Pines, Placerville System Technology Advances, Remote Traffic Control Workstation, Traffic Control System Upgrade (TCS), Procurement and Information Dissemination Devices at Key Locations
County Line Transit Center	Efforts are ongoing to establish a multimodal transit center/fueling station in the El Dorado Hills area near the Sacramento County Line
ITS Improvements - Phase 1	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals
STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG
El Dorado Hills Bicycle and Pedestrian Overcrossing	Bicycle and Pedestrian Overcrossing of US 50 connecting Raley's Center on the north with Town Center to the south
El Dorado Hills TNC - Demonstration	Fixed route service in El Dorado Hills has not proven to be cost-effective. As part of a minimum one-year demonstration project, El Dorado Transit should partner with one or more Transportation Network Companies (TNCs) to provide a public transit option in El Dorado Hills. El Dorado Transit would pay of half of the TNC fare up to $5.00 per one-way trip.
Evening Service TNC - Demonstration	Use TNC service to expand the hours of transit service through the early evening. The objective of the service would be to provide a ride home for existing EDT passengers using existing EDT services to access employment or school in the Placerville/Diamond Springs area.

CHAPTER 8:
HIGHWAYS, STREETS, AND INTER-REGIONAL ROADWAYS

GOAL 3: HIGHWAYS, STREETS, AND REGIONAL/INTER-REGIONAL ROADWAYS

Optimize the existing local, interregional, and regionally significant roadway system to support improved maintenance, increased throughput, improved safety, and multi-modal mobility.

El Dorado County's transportation system is primarily focused around the roadway network. Most in-county travel is by automobile because low-density rural and suburban development patterns and topography have limited the viability of facilities or services related to transit, bicycles, and pedestrians. However, well planned and coordinated improvements to the entire transportation network, including roadways, can create a more comprehensive transportation system in both rural and more urban areas of the county.

El Dorado County continues to remain a commuter-oriented county, with 76.7 percent of the workforce driving alone to work based on the 2018 five-year American Community Survey. Another 8.5 percent carpooled to work. The average daily commute time in El Dorado County was approximately 29.3 minutes in 2018, and more than half of the commuters left their home between 6 AM and 8:30 AM. Most peak-period congestion along US 50 near the county line is associated with daily commute traffic, due largely to the fact that approximately 65 percent of El Dorado County residents commute west out of the County daily.

Although automobile travel is the primary function of the roadway network, it also serves a variety of other users including freight, transit, and active modes. In order for a roadway network to be effective it must be integrated with all modes for all users, including the significant aging population within El Dorado County, and users who are more dependent on active modes and public transit.

Commuting, commerce, recreation, and freight are responsible for most of the travel demand on the regional roadway network. The Lake Tahoe Basin is a popular recreation attraction, as is the Eldorado National Forest and the vast agritourism and winery destinations throughout the foothills of El Dorado County. Other attractions include the South Fork of the American River, Marshall Gold Discovery State Historic Park, Folsom Lake, Jenkinson Reservoir, and historic City of Placerville. 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.

A transportation network functions properly when it successfully supports vital social and economic connections between and within regions. This is particularly true when a region's economy is dependent on travel and tourism. Simply stated, if travelers and tourists cannot easily reach a tourism destination, they are much less likely to go the first time or be a repeat visitor. Transportation policies and investments significantly impact the accessibility and the number and type of destinations available to tourists, and the overall health of a region's tourism and associated economy. More succinctly stated, the success of a specific tourism market is largely tied to its supporting transportation infrastructure.

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-regional 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 Highway 50

US 50 is a transcontinental route that begins at I-80 in West Sacramento and traverses portions of Yolo, Sacramento, and El Dorado Counties before crossing into the State of Nevada and beyond. US 50 is a Scenic Highway from downtown Placerville to the western city limit of South Lake Tahoe. US 50 provides access to many recreation and tourism locations in the Sierra Nevada range and the Lake Tahoe Basin. Seasonal peak recreation and commute travel periods are heavily congested, with demand for travel often exceeding the capacity of existing facilities and services. The western half of the highway, from I-80 through Sacramento and Placerville to the canyon of the South Fork American River at Riverton is, at minimum, a four-lane divided highway, mostly built to freeway standards. The remaining portion, passing through the canyon, over the Sierra, crossing Echo Summit (7,377 feet) then descending into the Lake Tahoe Basin is primarily a two-lane road that has passing lanes in both directions at several locations. Once US 50 enters the City of South Lake Tahoe, it becomes a four-lane highway again along the Lake Tahoe's South Shore with numerous access points for public roads and private property, including many businesses, lodging accommodations, community services, and recreation/visitor attractions. US 50 is subject to adverse weather conditions that often result in chain restrictions, snow removal operations, rock, debris, and snow slides, significant travel time delays, and full closures of the highway.

Long-term planning for US 50 is addressed in two documents prepared by Caltrans as the lead agency – the US Corridor System Management Plan (CSMP) and a TCR. The CSMP addresses the segments of US 50 from West Sacramento to the Cedar Grove exit east of Placerville. The TCR addresses segments from the Cedar Grove exit to the Nevada State line at the eastern end of South Lake Tahoe adjacent to Stateline, Nevada. US 50 is part of the Interregional Transportation Strategic Plan and is classified as a "High Priority Emphasis Route," one of Caltrans' highest priority designations for interregional routes. High Emphasis Routes typically have high priority status for funding and programming of the improvements required for the route to maintain its interregional connectivity between urban centers.

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 in to and out of El Dorado County. 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 seven-lane freeway (including HOV lanes) at the west end. Peak month Average Daily Traffic (ADT) ranged from 108,000 at the west end of the County at Latrobe Road to 15,800 near Echo Summit to the east (Caltrans Traffic Census Program, 2018). 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' 2018 Annual Truck Traffic Study estimates truck traffic on US 50 between 2 and 7 percent of total vehicle volumes.

https://dot.ca.gov/programs/traffic-operations/census

State Route 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. Portions of SR 49 are 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. The 2018 peak month ADT ranged from 2,100 to 16,300, with the highest volumes in the Diamond Springs near Missouri Flat Road and Pleasant Valley Road (Caltrans Traffic Census Program, 2018). Caltrans' 2018 Annual Truck Traffic Study estimates truck traffic on SR 49 between 4 and 14 percent of total vehicle volumes.

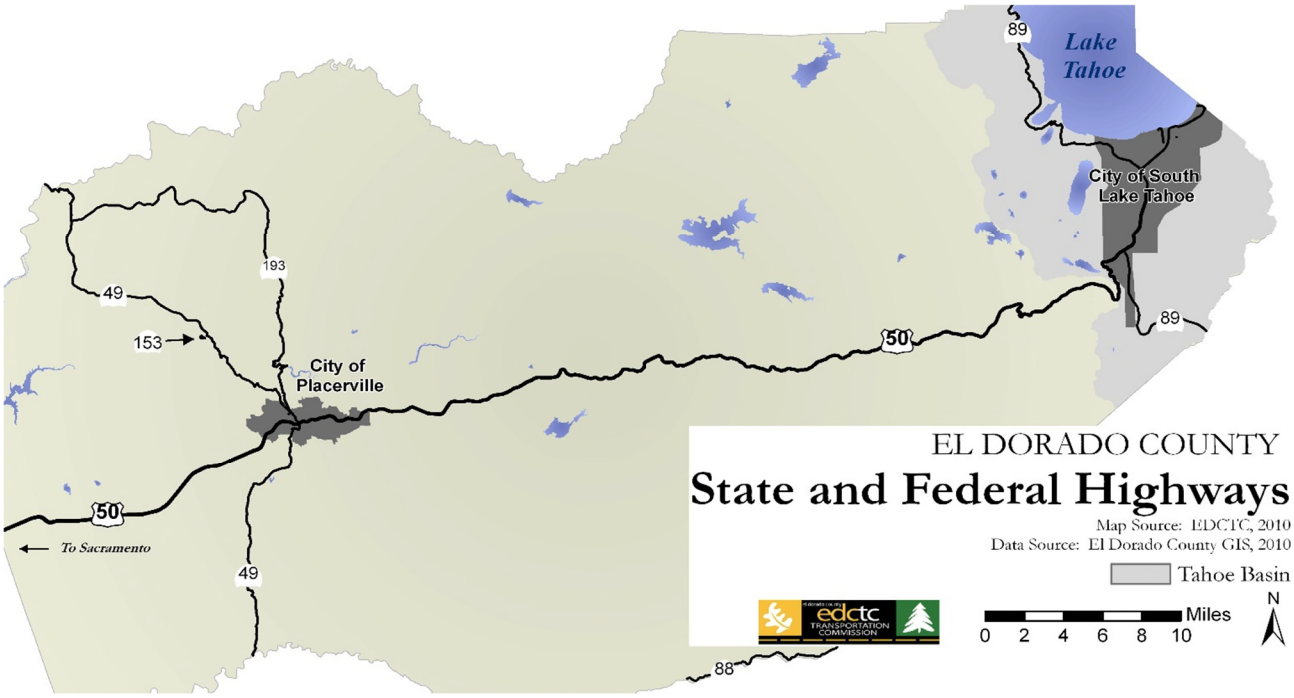
State Route 193

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 except for a wider section near Georgetown and a wider section north of the City of Placerville. The portion near Chili Bar on the South Fork of the American River to the end of the route in Cool 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. The 2018 peak month ADT ranged from 2,300 near Garden Valley Road and increased to 8,200 near Cool (Caltrans Traffic Census Program, 2018). Caltrans' 2018 Annual Truck Traffic Study estimates truck volumes ranging from 4 percent to 6 percent on SR 193.

State Route 89 and State Route 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 Metropolitan Planning Agency. 2018 peak month ADT for SR 89 ranges from 5,800 at the El Dorado County line to 23,700 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. Peak month ADT on SR 153 ranged from 140 to 3,050 in 2018.

MAP 8-1: STATE AND FEDERAL HIGHWAYS IN EL DORADO



REGIONAL SIGNIFICANCE CRITERIA

The El Dorado County Community Development Agency (CDA) 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, CDA lists roads by the categories shown in Table 8-1.

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.

TABLE 8-1: COUNTY TRAVEL DEMAND FORECASTING ROADWAY FUNCTIONAL CATEGORIES*

Code	Functional Class Codes (Updated to HCM 2010)
2A	Two-Lane Arterial
4AU	Four-Lane Arterial, Undivided
4AD	Four-Lane Arterial, Divided
6AD	Six-Lane Arterial, Divided
4M	Four-Lane Multi-Highway
2F	Two Freeway Lanes (One Dir.)
2FA	Two Freeway Lanes + Auxiliary Lane (One Dir.)
3F	Three Freeway Lanes (One Dir.)
3FA	Three Freeway Lanes + Auxiliary Lane (One Dir.)
4F	Four Freeway Lanes (One Dir.)

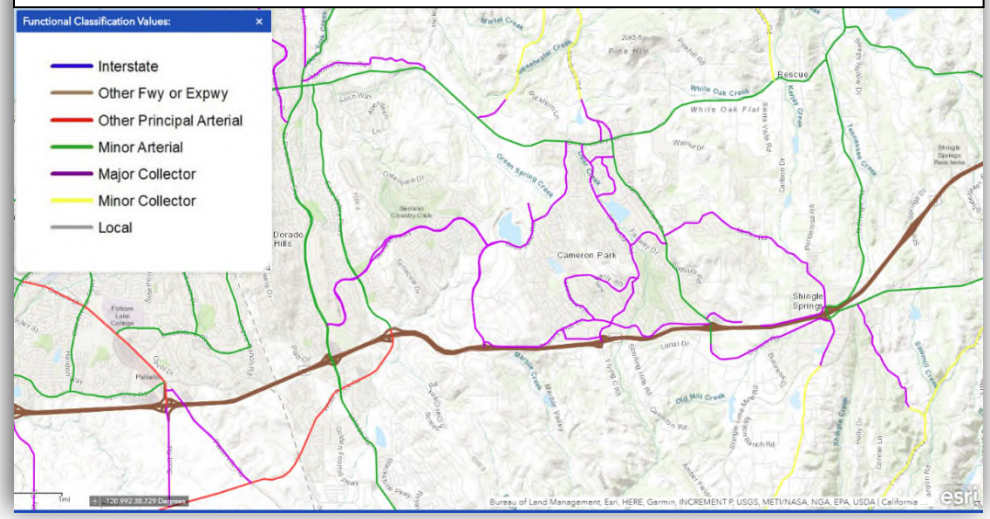
**For Travel Demand Purposes Only*

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 roadway network.

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 specified federal functional classifications. As a general example, Surface Transportation Block Grant Program projects may not be on local roads or rural minor collectors. There are exceptions to this requirement, such as the ability to use up to 15% of a State's rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives."

FIGURE 8-1: Caltrans Functional Class Mapping Tool



Functional Classification information can be queried on the Caltrans web page at the following location: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538

Figure 8-1 displays the functional class mapping tool within western El Dorado County. Table 8-2 below shows Collector and Arterial Roads within western El Dorado County.

TABLE 8-2: WESTERN EL DORADO COUNTY ROADWAYS BY FUNCTIONAL CLASS

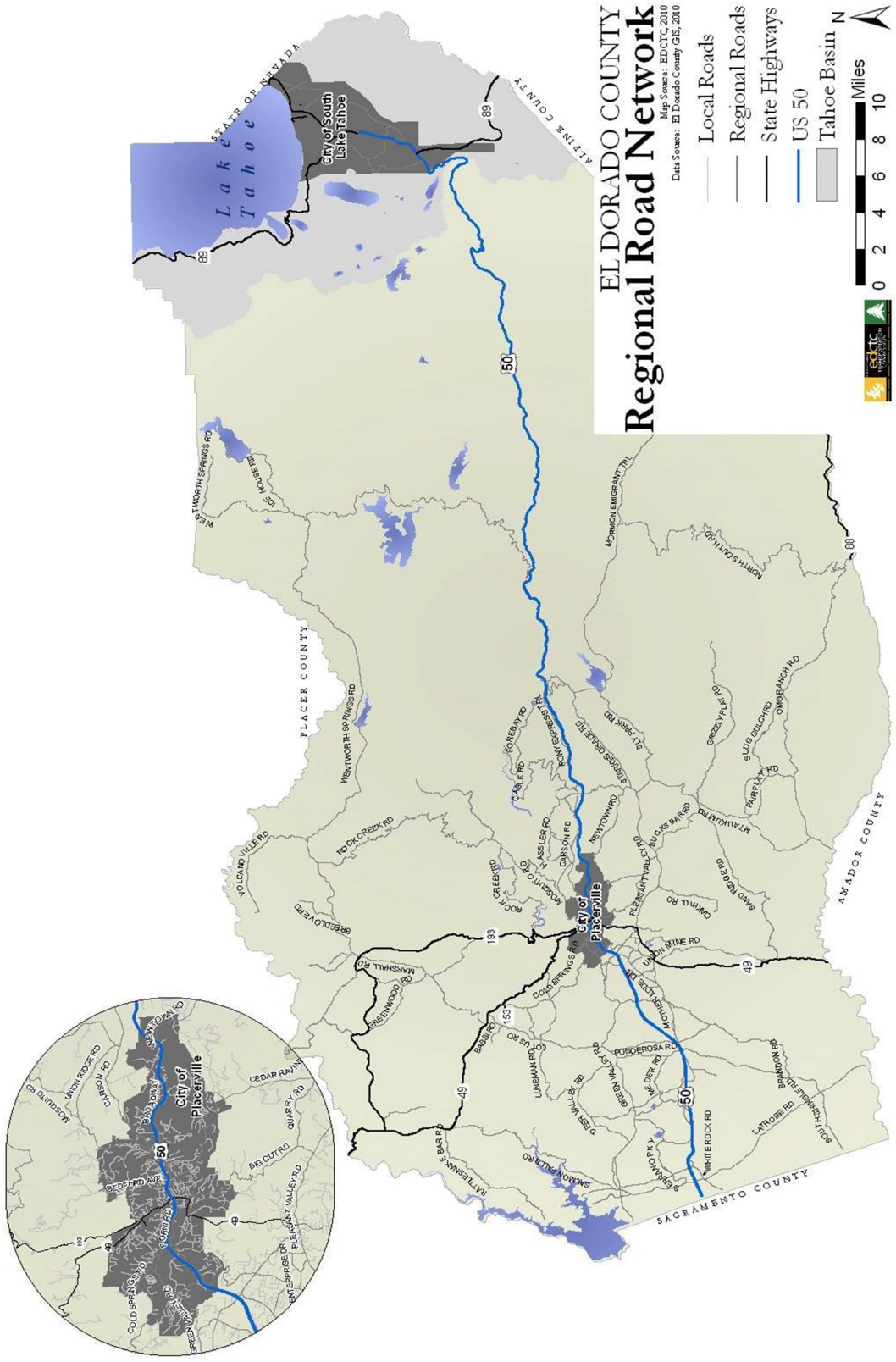
Western El Dorado County Major Collector Roadways			Western El Dorado County Arterial Roadways
AIRPORT RD	HOLLOW OAK DR	MOTHER LODE DR	BROADWAY
BAKER RD	KNOLLWOOD DR	MT AUKUM RD	CAMERON PARK DR
BASS LAKE RD	LA CANADA DR	OXFORD RD	CARSON RD
BEDFORD AVE	LAKEHILLS DR	PALMER DR	CEDAR RAVINE RD
BUCKS BAR RD	LATROBE RD	PONDEROSA RD	COLD SPRINGS RD - 20
CAMBRIDGE RD	LOWER MAIN ST	PONY EXPRESS TR	EL DORADO HILLS BLVD
COUNTRY CLUB DR	MAIN ST	ROYAL PARK DR	GREEN VALLEY RD
DUROCK RD	MALCOLM DIXON RD	SARATOGA WY	LATROBE RD
EL DORADO RD	MARSHALL RD	SERRANO PKWY	LOTUS RD
FORNI RD	MEDER RD	SLIGER MINE RD	MIDDLETOWN RD
FRANCISCO DR	MERRYCHASE DR	SMITH FLAT RD	MISSOURI FLAT RD
GUADALUPE DR	MORMON EMIGRANT	WILD CHAPARREL DR	MOSQUITO RD
HASTINGS DR			MOTHER LODE DR

TABLE 8-2: *(continued)*
WESTERN EL DORADO COUNTY ROADWAYS BY FUNCTIONAL CLASS

Western El Dorado County Minor Collector Roadways			**Western El Dorado County Arterial Roadways**
BRANDON RD	GRIZZLY FLAT RD	SNOWS RD	NORTH SHINGLE RD
DEER VALLEY RD	ICE HOUSE RD	SOUTH SHINGLE RD	PLEASANT VALLEY RD
FAIRPLAY RD	LUNEMAN RD	SPANISH DRY DIGGINS RD	SALMON FALLS RD
FRENCH CREEK RD	MOSQUITO RD	STARBUCK RD	SILVA VALLEY PKWY
GARDEN VALLEY RD	OLD FRENCH TOWN RD	STARKES GRADE	SLY PARK RD
GOLD HILL RD	OMO RANCH RD	UNION MINE RD	SOUTH SHINGLE RD
GREENSTONE RD	ROCK CREEK RD	UNION RIDGE RD	WHITE ROCK RD
GREENWOOD RD	SAND RIDGE RD	WENTWORTH SPRINGS RD	
City of Placerville Major Collector Roadways			**City of Placerville Arterial Roadways**
AIRPORT RD	FAIRLANE	PACIFIC ST	SR 49
BAKER RD	FORNI RD	SCHNELL SCHOOL RD	US 50
BEDFORD RD	GIOVANNI DR	SHERMAN ST	SR 193
BEE ST	HOCKING ST	SMITH FLAT RD	BROADWAY
CANAL ST	MALLARD LN	SPRING ST	CARSON RD
COLD WATER CREEK RD	MARSHALL WAY	TUNNEL ST	CEDAR RAVINE
COMBELLACK RD	MORENNE DR	TURNER ST	COLD SPRINGS RD
CORKER ST	NORTHRIDGE DR	WASHINGTON ST	GREEN VALEY RD
COUNTRY CLUB DR	OAK TERRACE RD		MAIN ST
City of Placerville Minor Collector Roadways			MIDDLETOWN RD
NONE IN THE CITY			MOSQUITO RD
			PACIFIC ST
			PIERROZ RD
			PLACERVILLE DR
			SACRAMENTO ST

REGIONAL ROAD NETWORK NEEDS ASSESSMENT

MAP 8-2: REGIONAL ROADWAY NETWORK OF EL DORADO



Vehicle Miles Traveled (VMT)

A "VMT" is one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway within El Dorado County generates one VMT for each mile it travels. For the purposes of this EIR, VMT is estimated and projected for a typical weekday. The efficacy of this measure is as a result of several factors:

- VMT is relatively easy to measure by counting traffic on roadways at different locations. It is one of the few measures of transportation performance that has been consistently and comprehensively monitored and documented over time in the Sacramento as part of regional transportation planning.

- VMT bears a strong and direct relationship to vehicle emissions, although this relationship is becoming more complex as vehicular technologies evolve. State and federal policies pertaining to vehicle efficiency and formulation of vehicle fuels suggest that on a per VMT basis, emissions for most pollutants and GHGs will decline relative to today. However, even with these per VMT improvements due to fuel and vehicle technology changes, lower VMT will mean lower emissions.

- VMT can be influenced by policy in a number of different ways. By providing more attractive alternatives to driving alone, VMT can be reduced by shifting from vehicle to non-vehicle modes (i.e., from a car trip to a bike or walk trip), or from low occupancy to HOVs (i.e., from a single-occupant vehicle trip to a carpool or transit trip). VMT can be influenced by land use patterns as well. A better mix of residential, employment, education, and service uses in an area can allow people to accomplish their daily activities with less driving, and consequently less VMT. Locating land uses in closer proximity to each also makes walking and bicycling more viable, while also making transit more effective.

As displayed in 8-3, VMT per capita increased by 3.1 percent from 2012 to 2016 while the six-county SACOG region's population continued to increase for the same period (7.3 percent). Over the same period, El Dorado County's VMT per capita increased by 7.9 percent while the population decreased by 1.4 percent. This trend can at least in part be attributed to the improving economy and associated travel since the 2008/09 recession.

TABLE 8-3: AVERAGE DAILY VEHICLE MILES TRAVELED IN SACOG REGION, 2008-2016

County	Daily VMT[1] (thousands)			Changes		
	2008	2012	2016	'08 to '12	'12 to '16	'08 to '16
El Dorado[2]	3,801	3,848	4,095	1.2%	6.4%	7.7%
Placer[2]	8,502	8,605	9,161	1.2%	6.5%	7.7%
Sacramento	31,835	32,937	35,652	3.5%	8.2%	12.0%
Sutter	2,444	2,283	2,672	-6.6%	17.0%	9.3%
Yolo	5,489	5,710	6,071	4.0%	6.3%	10.6%
Yuba	1,787	1,765	1,928	-1.2%	9.2%	7.9%
Region	53,859	55,148	59,579	2.4%	8.0%	10.6%
Pop. (thousands)[2]	2,215	2,268	2,376	2.4%	4.8%	7.3%
VMT per Capita	24.3	24.3	25.1	0.0%	3.1%	3.1%
El Dorado County	3,801	3,848	4,095	1.2%	6.4%	7.7%
Pop. (thousands)[2]	151.3	149.3	147.2	-1.4%	-1.4%	-2.7%
VMT per Capita	25.1	25.8	27.8	2.6%	7.9%	10.7%

Source: Fehr & Peers, 2020, SACOG, July 2019; Caltrans, 2008-2016.

Notes: [1]Includes VMT from all sources (household-generated, commercial, and external) on all roadways within the SACOG region. Estimates and forecasts from SACSIM regional travel demand model.

[2]Only the portions of Placer and El Dorado County outside the Tahoe Basin are reported. SACOG staff adjusted the full-county data reported in CPRD reports. 2012 El Dorado County population estimated.

ROAD MAINTENANCE NEEDS IN EL DORADO COUNTY AND THE CITY OF PLACERVILLE

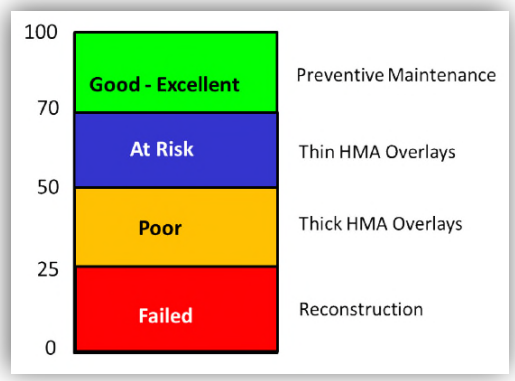
FEDERAL AND STATE HIGHWAY MAINTENANCE NEEDS

Caltrans is required to prepare the State Highway Operation and Protection Program (SHOPP) for purpose of collision reduction, restoring damaged roadways, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the federal and state highway system. The SHOPP is a four year funding program that is updated every two years, and is constrained by the forecast of funding in the adopted State Transportation Improvement Program Fund Estimate (Caltrans, March 2018). The adopted 2018 Fund Estimate, which relies on current law and revenue projections to estimate available funding, forecasts an average annual of $4.3 billion of SHOPP program capacity statewide. With the enactment of Senate Bill 1 (SB 1) (Road Repair and Accountability Act of 2017), additional funding has been made available for transportation investments across the state, including maintenance and repair of highways. For the SHOPP, $6.4 billion of programming capacity has been added to the four-year 2018 funding cycle due to SB 1 to help achieve the performance measures including:

- 5,576 lane-miles of pavement improved
- 494 bridges rehabilitated
- 4,334 culverts rehabilitated
- 5,638 field elements (traffic signals, ramp meters, etc.) addressed

LOCAL STREETS AND ROADS MAINTENANCE NEEDS

The Pavement Condition Index (PCI) is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road will have a PCI of 100, while a failed road will have a PCI of 25 or less. The pavement condition is primarily affected by the climate, traffic loads and volumes, construction materials and age. The symptoms manifested by the pavement as it ages or fails are determined by the distress types that are present, such as fatigue or alligator cracking, rutting etc.



Briefly, good to excellent pavements (PCI>70) are best suited for pavement preservation techniques, (e.g., preventive maintenance treatments such as chip seals or slurry seals). As pavements deteriorate, treatments that address structural adequacy are required. Between a PCI of 25 to 69, hot mix asphalt (HMA) overlays are usually applied at varying thicknesses. This may be accompanied by milling or recycling techniques. Finally, when the pavement has failed (PCI<25), reconstruction is typically required.

The 2015 Rural Counties Pavement Needs Assessment (California Rural Counties Task Force, February 2015) provides a comparison of available revenues versus pavement maintenance needs on local El Dorado County roadways (excluding federal and state highways).

El Dorado County Pavement Condition Index by Year*

2008	2010	2012	2014	2016	2018
62	58	63	63	62	63

**California Local Streets and Roads Needs Assessment, Average Weighted PCI*

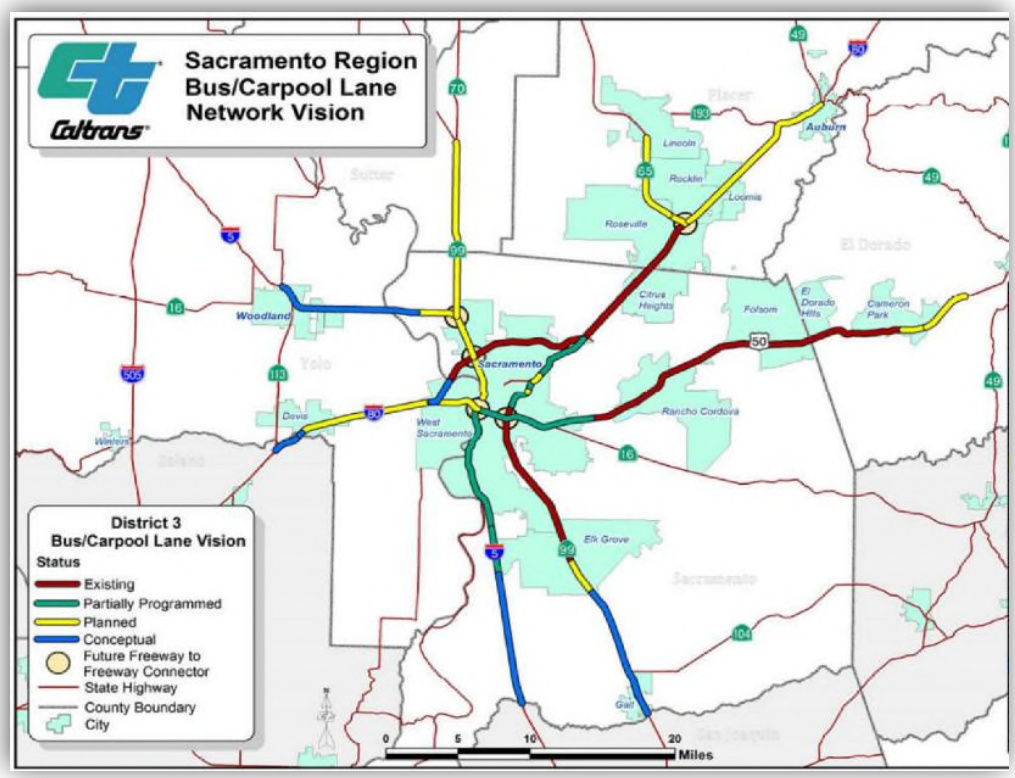
El Dorado County local roadway pavement conditions have remained in the at-risk range since 2012, based on the California's Local Streets and Roads Needs Assessment 2018 Update (NCE, 2018).

In 2018, El Dorado County had 2,684 total local roadway lane miles, with a need of $537 million over ten years to maintain the existing local roadways.

MANAGED LANES

Caltrans is embarking on a study that will identify, evaluate, and recommend a managed lane network on the State Highway System (SHS) in the Sacramento region for the next 20 years. The District 3 Regional Managed Lanes Feasibility Study will look at managed lane elements and strategies including High-Occupancy Vehicle Lanes (HOVs), Express Lanes, Reversible Lanes, adjustments to operating hours, occupancy enforcement, and managed lanes vehicle access. For the purposes of this study, Express Lanes are facilities where single-occupancy vehicles (SOV) pay a toll to use the lane during certain times of the day, while HOVs use the lane for free. The study primarily focuses on limited-access highways identified in the 2016 Sacramento Region Bus/Carpool Lane Network Vision, illustrated in Figure 8-2 below; in addition to other managed projects identified by stakeholders. The final product of the study will be a Managed Lanes System Plan (MLSP), as required by Caltrans Deputy Directive 43-R1, dated May 29, 2015.

FIGURE 8-2: SACRAMENTO REGION BUS/CARPOOL LANE NETWORK VISION



Examples of managed lane strategies that will be evaluated as part of this feasibility study include:

- Adding new HOV and/or HOT lanes
- Existing HOV lane to express lane conversions
- Brand new express lanes and connectors
- Reversible express lanes
- General purpose to HOV lane conversion

Managed Lanes – An operational strategy where demand and capacity on a set of lanes are proactively managed in response to changing demand and capacity conditions.

High-Occupancy Vehicle (HOV) lanes – A form of managed lanes where access to the lanes is restricted to a specific subset of vehicles (e.g., vehicles with two or more (2+) occupants, mass transit vehicles, motorcycles, and vehicles displaying a valid DMV exemption decal sticker) during specified times throughout the day.

High-Occupancy Toll (HOT) lanes/Express Toll Lanes/Express Lanes – A form of managed lanes where non-tolled access to the lanes is restricted to vehicles that meet defined minimum occupancy requirements, or to toll-paying vehicles that do not meet the occupancy requirements. These facilities are often referred to as "Express Lanes".

Contraflow or Reversible Lanes – A managed lane strategy where the direction of travel for a given lane or lanes can be reversed to the opposite direction of travel to increase capacity in the peak direction. Contraflow lanes can also be used to extend the capacity of separated limited-access roads when there are physical constraints.

The goals of managed lanes can be broadly categorized into the following:

- Congestion relief/Improved mobility
- Maximize use of existing infrastructure/Ease of construction
- Enhanced safety
- Revenue generation
- Improving environmental quality
- Enhancing equity/Providing mobility options
- Increase person/vehicle throughput

FREIGHT/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 resource, and manufacturing sectors. The US Department of Commerce reported that in 2019, California exports amounted to $173.3 billion. Exports from California accounted for 10.5% of total US exports in 2019.

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

In the mid-1860's, the Placerville and Sacramento Valley Railroad (P&SVRR) was built as an extension of the Sacramento Valley Railroad. It connected Folsom to Latrobe, Shingle Springs, and Placerville and transported passengers and agricultural, mineral, and timber resources from El Dorado County to destinations throughout California.

In 1898, the PS&VRR became a part of the Southern Pacific Railroad. Less than a century later, in 1986, Southern Pacific ended its railroad operation in El Dorado County due to declining demand for freight rail service. Today, El Dorado County has no viable rail transport system.

In July 1991, the Sacramento- Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA), a public entity, was formed for the purpose of purchasing from Southern Pacific Transportation Company 53.1 miles of the Placerville Branch Corridor between Mile Post (MP) 94.3 at 65th Street in the City of Sacramento and MP 147.4 at Apex near the City of Placerville. The members of the STPC-JPA include El Dorado County, Sacramento County, Sacramento Regional Transit District, and the

City of Folsom. In September 1996, the SPTC-JPA successfully completed its purchase of the railroad corridor now known as the Sacramento-Placerville Transportation Corridor (SPTC).

The SPTC-JPA "railbanked" 37 miles of the SPTC - 28 miles in El Dorado County and 9 miles in the City of Folsom - by purchasing it under the protection of the National Trails System Act, 16 U.S.C. 1247(d), also known as the "Railbanking Act" or "Rails-to-Trails Act." Railbanking is the federal process that prevents the formal abandonment of a railroad right-of-way and preserves it for interim use as a multi-use trail subject to possible future reconstruction and reactivation of the right-of-way for freight rail service.

The SPTC in El Dorado County has been the subject of two planning efforts, the *2003 STPC Master Plan* and the *2015 SPTC Alternatives Analysis*. The 2003 Master Plan identified potential uses of the corridor, including excursion trains, natural and paved trails for hiking, biking and equestrian use, and utility easements. It also identified environmental mitigation measures and enhancement strategies such as public safety rail and trail measures, biological and cultural resource studies, fencing, landscaping, signing, maintenance, and fire prevention measures including vegetation control. The 2009 Alternatives Analysis evaluated the opportunities, costs, and constraints of providing transportation improvements within a 31-mile portion of the SPTC between Humbug-Willow Creek Bikeway in Folsom and the intersection of the SPTC with Missouri Flat Road in Diamond Springs. The results of the analysis were intended to provide public officials and the public with the data and information necessary to make informed decisions about corridor improvements that would provide the greatest public benefit.

Today, the 28 miles of the SPTC in El Dorado County are utilized as a mixed-use corridor that is enjoyed by excursion train enthusiasts, hikers, equestrians, and bicyclists of all ages and abilities including mountain bikers and road bikers. Between 2009 and 2019, El Dorado County constructed approximately five miles of multi-use path between Apex at Forni Road and the town of El Dorado, providing a paved path for people to walk, run, and bike on. Railroad volunteers have acquired rolling stock and worked to maintain the rails to preserve local rail history. Trail volunteers, including hikers and bikers, have improved natural trails along the length of the corridor to provide opportunities for hiking, biking, and equestrian use. Together, the volunteer groups seek to establish the SPTC in El Dorado County as a recreation and tourism attraction that enhances the health and well-being of the local community and contributes to the local economy.

For more than a hundred years, railroads played an important role in transportation and the economic development of El Dorado County. Since Southern Pacific ceased operations in 1986, the County has been without active freight rail transportation, but the two corridors where freight trains used to run, the SPTC and the Michigan/California Railroad right- of-way between Placerville and Camino, have been preserved as transportation corridors that will help meet the current and future transportation needs of the County.

Air Transport

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.

Airport access is critical to the region's air cargo business, and this is especially evident at Mather Airport. In 2018, Mather Airport handled 77,000 tons of freight. DHL and the United Parcel Service have their Sacramento operations stationed at Mather Airport. 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 Cameron Park to Watt Avenue 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 10, 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 173,000 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 with the exception of Pleasant Valley Road to Bradley Road, is classified as a California Legal KPRA Advisory Route. SR 49 from Pleasant Valley Road to Bradley Road is considered Terminal Access. SR 193 is classified as California Legal KPRA Advisory. According to Caltrans' Traffic Data Branch, 2018 Annual Average Daily Truck Traffic (AADT) volumes are approximately six percent of total vehicle traffic on the US 50 corridor from east of Shingle Springs to Sly Park Road. On SR 49 within El Dorado County, AADT is approximately nine percent of total vehicle traffic between the Amador County line and US 50, and approximately seven percent between Placerville and Placer County. On SR 193 in El Dorado County, AADT is an average of five percent of total vehicle traffic.

With trucks being the predominant goods movement mode, their volume on regional roadways is an important metric to monitor. Table 8-4 shows truck traffic volumes on key freeways in the El Dorado County. US 50 carries the highest volume of trucks in the region followed by SR 49.

TABLE 8-4: TRUCK PERCENTAGES ON FREEWAYS IN THE EL DORADO COUNTY, 2018

Interstate/Highway	Vehicle Average Annual Daily Traffic (AADT)	All Truck AADT	All Truck %	3+ Axle % of All Trucks
US 50 (East Shingle Springs, Postmile R10.295)	54,000	3,240	6%	56%
SR 49 (El Dorado, Pleasant Valley Rd, Postmile 9.641)	10,300	972	9%	27%
SR 193 (Cool, JCT. SR 49, Postmile 0)	7,800	468	6%	37%

Source: Caltrans 2018

El Dorado County Truck Traffic Update:

US 50:

1. Truck traffic, as a percentage of the AADT hovers around 6% at East Shingle Springs Road, peaks to 7% at East Camino Road and drops down to 3.10% at the Nevada State Line in El Dorado County in 2017
2. The highest volume of trucks (3,420) is seen at East Shingle Springs Road and the lowest volume (456) is seen East of JCT 89 South
3. The majority of trucks are 2-axle and 5+axle (80 to 90%).

SR 49:

1. Truck traffic, as a percentage of the AADT hovers around 9.5% at the Amador/El Dorado County line, drops down to 3% at State Route 153 West and then peaks to 14.2% at Route 193 East in El Dorado County in 2017
2. The highest volume of trucks (985) is seen at Placerville and the lowest volume (456) is seen at State Route 153 West
3. The majority of trucks are 2-axle and 5+axle (80 to 90%).

(Source: Caltrans Freight Staff)

Critical Urban and Rural Freight Corridors

The NHFN consists of the following subcategories: The Primary Highway Freight System (PHFS), portions of the Interstate System not part of the PHFS, Critical Rural Freight Corridors (CRFCs), and Critical Urban Freight Corridors (CUFCs). The CRFCs and CUFCs are important freight corridors that provide critical connectivity to the NHFN. One of the more dynamic components advised through the FAST Act is the process of designating the critical corridors initiated by Metropolitan Planning Organizations (MPOs) for CUFCs and initiated by Caltrans for CRFCs. Designating CUFCs and CRFCs is a collaborative effort and all miles must be certified by the FHWA.

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.

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, 2020-2030, and the long-term horizon as projects or activities between 2030-2040 or beyond the scope of this plan (Post 2040). 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. The year of expenditure dollar is adjusted based on inflation factors provided by SACOG. Projects proposed in the Post 2040 project list (Table 8-9) are fiscally unconstrained, i.e., funding for these projects is not anticipated during the planning horizon of this RTP. An unconstrained project list is also included in Appendix D of this RTP.

Projects proposed in the Highways, Streets, and Interregional Roadways Action Plan tables are considered to be regionally significant if they meet one or all of the following criteria; the project serves regional travel needs; the project must be included in the regional travel model; the project must be modeled for air quality conformity; or, the project is located on a roadway classified as a collector or above. All proposed projects in the Highways, Streets, and Interregional Roadways Action Plan are regionally significant based on these criteria.

The Regional Road Network Action Plan implements Goal 3 of the Policy Element of this RTP, which pertains to highways, streets, and inter-regional roadways.

TABLE 8-5: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Cameron Park Drive Widening Phase 1 - Palmer Drive to Toronto Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	$3,621,000	2020-2025
El Dorado County	Green Valley Road at Loch Way Intersection Improvement	This proposed project may include a left turn pocket and shoulder widening at the Loch Way intersection with Green Valley Road. (CIP 72Loch/36105056)	$404,000	2020-2025
El Dorado County	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	$2,994,751	2020-2025
El Dorado County	Diamond Springs Pkwy - Phase 1B	Project provides a new four-lane arterial roadway with concrete curb, gutter, and sidewalk on both sides from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The Project also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Lime Kiln Road and signalization of multiple intersections as well as a sidewalk on the east side of SR-49. Two lanes of the Project, Right of Way, curb & gutter, and sidewalk are TIM Fee funded. Ultimate Intersection improvements for the intersection with SR-49 and Missouri Flat Road are TIM Fee funded. (CIP 72334/36105011)	$28,293,000	2020-2025
El Dorado County	Industrial Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	$2,370,000	2020-2025
El Dorado County	U.S. 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	$1,172,000	2020-2025
El Dorado County	US 50/Silva Valley Parkway Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003)	$2,200,000	2020-2025

TABLE 8-5: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/Silva Valley Parkway Interchange Phase 1 Landscape	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003)	$2,200,000	2020-2025
El Dorado County	Silver Springs Parkway Offsite (South Segment)	Realign Bass Lake Road south of Green Valley Road through the proposed Silver Springs Subdivision, which is west of the existing Bass Lake Road. The new road is named Silver Springs Parkway. The Silver Springs subdivision is responsible for building Silver Springs Parkway through the Subdivision. Silver Springs Parkway will be a two-lane standard divided roadway with shoulders. (CIP 76108/36105039)	$11,478,000	2020-2025
El Dorado County	Silva Valley Parkway/ Harvard Way Intersection Improvements	Improvements include constructing additional capacity in right and left turn pockets in both directions and adding a southbound through lane at the intersection on Silva Valley Parkway. Additionally, the project will improve bike lanes, Americans with Disabilities Act (ADA) requirements at the crosswalks and curb ramps and optimize the traffic signals for safety and efficiency. (CIP 72378/36105036)	$782,000	2020-2025
El Dorado County	Camino Frontage Road – Pondorado Extension	The Camino Frontage Road Project proposes to construct a two-lane roadway connecting the Camino Safety Project Phase 1 (from the proposed under-crossing near Pondorado Rd.) to the Class I Upper El Dorado Trail Extension Project located along the existing railroad corridor of the El Dorado Trail. The Camino Frontage Road Project also provides a staged solution compatible with the US Camino Safety Project Phase 2 future interchange and includes driveway connections and a trail parking area. (CIP 72383/36105064)	$2,775,000	2020-2025
City of Placerville	Main Street/Cedar Ravine/Clay Street Intersection Project	The project will realign Cedar Ravine, Clay, and Main Streets to intersect at a four-way intersection. The project is currently anticipated to be completed as a signalized or stop-controlled intersection. It is anticipated that the project will be constructed in conjunction with the Clay Street Highway Bridge Program (HBP) project.	$3,372,877	2020-2025
City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	$4,935,550	2020-2025

TABLE 8-5: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	$4,935,550	2020-2025
City of Placerville	Western Placerville Interchanges Phase 2.2 - Eastbound On-ramp	Phase 2.2: In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, at US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.	$2,765,000	2020-2025
City of Placerville	Mosquito Rd./ Clay St. Park & Bus	Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility. (Also known as Placerville Station Phase 2). Toll Credits for ENG, CON	$1,645,000	2020-2025
City of Placerville	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	$8,122,000	2026-2030
City of Placerville	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	$4,100,000	2026-2030
City of Placerville	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb, and gutter both sides. A new bridge over Hangtown Creek.	$4,728,000	2026-2030
El Dorado County	Cameron Park Drive Widening Phase 2 Toronto Road to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Toronto Road to Sudbury Road. Includes a curb, gutter, and sidewalk. (CIP 72144/36105065)	$5,532,000	2026-2030
El Dorado County	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Country Club Drive to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP72Bass/36105054)	$1,527,000	2026-2030
El Dorado County	US 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	$1,172,000	2020-2025
El Dorado County	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361/36105009)	$13,458,000	2026-2030

TABLE 8-5: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter, and sidewalk on both sides. (CIP 71362/36105008)	$7,302,000	2026-2030
El Dorado County	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb, and gutter are not TIM Fee Funded (CIP 66116/36105024)	$769,000	2026-2030
El Dorado County	Latrobe Road Widening – Investment Boulevard to Golden Foothill Parkway South/ Clubview Drive	This project will widen Latrobe Road for approximately a 0.6 mile segment between Investment Boulevard and Golden Foothill Parkway (South)/Clubview Drive from two lanes to a four-lane divided roadway with curb, gutter, and Class II bike lanes. (CIP 72Latrobe/36105055)	$8,803,000	2026-2030
El Dorado County	White Rock Road Widening 2 to 4 Lanes Windfield Way to Sacramento County Line	This project will widen White Rock Road between the County line and Windfield Way from two lanes to a four-lane divided roadway with curb, gutter, and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This project is E1 of the Capital Southeast Connector. (CIP 72381/36105041)	$8,252,000	2026-2030

TABLE 8-6: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
City of Placerville	Clay St. / Hangtown Creek Bridge	Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge. (Toll Credits for ROW & CON). Toll Credits for ROW, CON	$4,308,864	2020-2025
El Dorado County	Road Safety Improvements Various Locations	High friction surface treatments for the following 15 locations: South Shingle Road at Silver Oaks Lane, South Shingle Road at Fernwood Drive, Cedar Ravine Road at Elysian Way, Forni Road and Ivy Trail, Slypark Road at Mayflower Road, Forni Road at Wamego Road, Greenstone Road at Greenstone Cutoff, Meatty Drive at Alexandra Drive, Meder Road at Resler Way, Bucks Bar Road at Palace Lane, Cameron Park Road at Hacienda Road, Cedar Ravine Road at Camp Nauvoo Road, Cambridge Road at Knollwood Drive, Salmon Falls Road at Persia Lane, and Mother Lode Drive at Ridge Drive. (CIP 72195/36105060)	$1,799,000	2020-2025

TABLE 8-6: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Intersection Safety/ Sight Triangle Improvement	Sight Triangle Improvements along Pleasant Valley Road at 5 locations. Crossings to be improved include Zandonella Road/Big Cut road, Hanks Exchange Road, Cedar Ravine Road, Newton Road and Leisure Lane. (CIP 72197/36105062)	$556,000	2020-2025
El Dorado County	Intersection Safety/ Pedestrian Safety Improvement	Pedestrian safety improvements on Pleasant Valley Road at 4 locations. Crossings include: Oriental street, Church Street, Racquet Way and Pleasant Valley Road between Toyan Drive to Pearl Place. (CIP 72196/36105061)	$519,000	2020-2025
El Dorado County	Ice House Road Pavement Rehab Phase 2	The County is working with the Federal Highway Administration on design and construction for asphalt concrete rehabilitation of 8.3 miles of Ice House Road from Pickett Pen Road (MP 15.64) to the northern intersection of Wentworth Springs Road (MP 23.94). (CIP 72191/36105023)	$20,317,000	2020-2025
El Dorado County	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP 77116/36105003)	$8,658,000	2020-2025
El Dorado County	Clear Creek Rd/Clear Creek (0.25 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace 1-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.) (CIP 77139/36105006). Toll Credits for ENG, ROW, CON	$4,382,000	2020-2025
El Dorado County	Clear Creek Rd/Clear Creek (1.82 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP77138/36105005). Toll Credits for ENG, ROW, CON	$4,187,000	2020-2025
El Dorado County	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP 77127/36105014)	$6,225,000	2020-2025
El Dorado County	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP 77136/36105015)	$6,225,000	2020-2025
El Dorado County	Greenstone Rd/Slate Creek Bridge Replacement	Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd.: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77137/36105019). Toll Credits for ENG, ROW, CON	$3,535,000	2020-2025
El Dorado County	Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement	Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd.: Replace existing 1-lane bridge with new 2-lane bridge. Toll credits for PE, ROW, & CON. (CIP 77135/36105020). Toll Credits for ENG, ROW, CON	$4,087,743	2020-2025

TABLE 8-6: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, & CON. (CIP 77126/36105028). High Cost Project agreement required. Toll Credits for ENG, ROW, CON	$82,535,000	2020-2025
El Dorado County	Mt. Murphy Rd/South Fork American River Bridge Replacement	Mt Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. Toll credits programmed for PE, ROW, and CON. (CIP 77129/36105029). Toll Credits for ENG, ROW, CON	$25,113,000	2020-2025
El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi West of Snows Rd. Replace existing 2 lane bridge. (CIP 77122/36105030)	$5,846,000	2020-2025
El Dorado County	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77134/36105031). Toll Credits for ENG, ROW, CON	$6,722,000	2020-2025
Caltrans District 3	ED 49 Ped/Bike Access	In El Dorado County on Route 49 from Patterson Dr to Commerce Way (PM 10.7/11.1): Widen shoulders to provide pedestrian and bike access along highway. EA 0H830	$2,000,000	2020-2025
Caltrans District 3	SR 193 Slope Stabilization	Near Placerville, on SR 193 at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3) - Restore embankment slope slip-outs [CTIPS ID 107-0000-1086] (Toll Credits). Toll Credits for ENG, ROW, CON; SR 193, PM 22.8-24.3; EA 1H600	$9,545,000	2020-2025
Caltrans District 3	SR 50 Bridge Rehab at Sawmill UC	Near Pollock Pines, SR 50, at Sawmill Undercrossing #25-0041 (PMM R27.9/R29.8); also at Sly Park Road (PM R30.17/R31.3) - Replace bridge, restore culverts and add highway lighting [CTIPS ID 107-0000-1029] (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H341	$11,494,000	2020-2025
Caltrans District 3	US 50 - Camino Operational / Safety Improvements	Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads [SHOPP CTIPS ID 107-0000-1030] [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. Toll Credits for ROW	$55,437,620	2020-2025

TABLE 8-6: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans District 3	US 50 Cameron Park Safety	On US 50 in Cameron Park at Cameron Park Drive: Improve sight distance and upgrade curb ramps [PM 6.5] (CTIPS ID 107-0000-1075) (Toll Credits). Toll Credits for ENG, ROW, CON	$2,422,000	2020-2025
Caltrans District 3	US 50 Guard Rail Upgrade	In El Dorado County, US 50, at various locations from Red Hawk Undercrossing to 1.9 miles west of Route 89 (PM 11.20/68.70) - Upgrade guard rail to current standards (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H500	$4,506,000	2020-2025
El Dorado County	El Dorado Hills Boulevard Overlay Project	Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements at all intersections from Saratoga Way/Park Drive to Brittany Place. Toll Credits for ENG	$5,400,000	2026-2030
Caltrans District 3	US 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-63) to 0.1 mile west of Still Meadows Rd; also from 0.5 mile east of Carson Rd to Sawmill UC (Br#25-41) (PM 24.5/R28.8): CAPM and drainage improvements. SHOPP ID 15994	$39,050,000	2026-2030
Caltrans District 3	US 50 Echo Summit Pavement Rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers. SHOPP ID 18420	$35,238,000	2026-2030
Caltrans District 3	US 50 Ice House Rd Pavement Rehab	In El Dorado County on Route 50 from Ice House Rd to Strawberry Lodge: CAPM. SHOPP ID 20489	$18,650,000	2026-2030
Caltrans District 3	US 50 Riverton Drainage Rehab	In El Dorado County on Route 50 approx. 15 miles east of Placerville from Peavine Ridge Rd 1.0 mile west of Pyramid Creek Bridge (Br#25-9): CAPM & Drainage. SHOPP ID 21931	$44,390,000	2026-2030
Caltrans District 3	US 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Road OC (#25-0076): CAPM. SHOPP ID 20401	$15,360,000	2026-2030
Caltrans District 3	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay. SHOPP ID 17916	$6,200,000	2026-2030

TABLE 8-6: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans District 3	Placerville MTCE Mechanic shop	Placerville Resident Mechanic SHOPP ID 18466	$2,600,000	2026-2030
Caltrans District 3	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from JCT SR 49 to Pilgrim Ct. SHOPP ID 20552	$5,700,000	2026-2030
Caltrans District 3	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to JCT SR 49/End of County. SHOPP ID 20553	$15,400,000	2026-2030
Caltrans District 3	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330	$32,650,000	2026-2030
Caltrans District 3	SR 49 Pavement Rehabilitation B	In El Dorado County on Route 49 from approx. 0.1 mile north of Rattlesnake Bar Rd to the county line~~.~~; also, in Placer County on Route 49 from El Dorado County Line to Junction of Route 80 in Auburn (PM 0.0/3.1): CAPM. SHOPP ID 20486	$14,200,000	2026-2030
Caltrans District 3	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab. SHOPP ID 20607	$1,040,000	2026-2030
El Dorado County	White Rock Road Widening – Post Street to South of Silva Valley Parkway	Widen White Rock Road from 2 lanes to 4 lanes – Post Street to South of Silva Valley Parkway CIP 72374/36105042 (Segment E2 of Capital Southeast Connector) (CIP 72374/36105042)	$6,196,000	2026-2030

TABLE 8-7: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/El Dorado Hills Blvd Interchange Eastbound Ramps (Phase 2B)	Part of larger project to reconstruct the interchange and widen Latrobe Rd/El Dorado Hills Boulevard. Complete reconstruction is being phased to align improvement needs, construction staging within US 50 corridor, and available funding. This phase improves on-/off-ramps for eastbound US 50 and widens Latrobe Road/El Dorado Hills Boulevard. Design to be coordinated with US 50 Westbound Auxiliary Lane from El Dorado Hills Blvd. Interchange to the County Line (53115/36104021) and US 50 Eastbound Auxiliary Lane from County Line to El Dorado Hills Blvd. Interchange (53125/36104017). (CIP 71323/36104001)	$9,517,000	2031-2035
El Dorado County	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify	$24,928,898	2031-2035

TABLE 8-7: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
City of Placerville	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	$23,374,018	2036-2040
El Dorado County	US 50/Bass Lake Road Interchange Improvements	Phase 1 of this project includes a detailed study to determine the complete improvements needed. Phase 1 is assumed to include ramp widenings, road widening and signals. Phase 2 is assumed to include additional ramp and road widenings. This project needs to coordinate with US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018). (CIP 71330/36104005)	$5,417,000	2036-2040
El Dorado County	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377/36105007)	$12,065,000	2036-2040
El Dorado County	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; includes curb gutter and sidewalk. (CIP GP178/36105018)	$6,765,000	2036-2040
El Dorado County	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter, or sidewalk. (CIP 71375/36105022)	$6,958,000	2036-2040
El Dorado County	Missouri Flat Rd Widening, Plaza Dr to Headington Rd	Widen Missouri Flat Road to a four-lane roadway with left-turn lanes, a bike lane on the west side, curb, gutter, and sidewalk on both sides. The project also includes a traffic signal at the intersection of Missouri Flat Road and Headington Road (CIP 71374/36105066)	$2,112,000	2036-2040
El Dorado County	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widening the road to four lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	$4,399,000	2036-2040

TABLE 8-7: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from Wilson to El Dorado Hills Boulevard with full curb, gutter, and sidewalk on the north side only. CIP#GP147/36105035	$4,055,000	2036-2040
El Dorado County	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp (CIP 71332/36104006)	$9,665,000	2036-2040
El Dorado County	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	$64,693,000	2036-2040
El Dorado County	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes signalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	$5,782,000	2036-2040
El Dorado County	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accommodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	$8,593,000	2036-2040
El Dorado County	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd to South Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderosa Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be performed under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Interchange (7133/36104010), US 50/Ponderosa Road Interchange - N. Shingle Road Realignment (project 71339/36104009) and US 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	$11,082,000	2036-2040

TABLE 8-7: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a larger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	$7,777,000	2036-2040
El Dorado County	US 50/Ponderosa Rd./So. Shingle Rd. Interchange Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify a preferred alternative. This phase includes the widening of the existing US 50 overcrossing to accommodate five lanes and the realignment of the westbound loop on-ramp, ramp widenings, and widening of Ponderosa Road, Mother Lode Drive and South Shingle Road. Preliminary engineering for all phases (projects 71333/36104010, 71338/36104008 and 71339/36104009) shall be performed under the interchange project. This project requires the construction of US 50 /Ponderosa Road - North Shingle Road Realignment (project 71338/36104008) and US 50 / Ponderosa Road Interchange - Durock Road Realignment (project 71339/36104009). Project shall also be coordinated with US 50 Eastbound Auxiliary Lanes - Cameron Park Interchange to Ponderosa Road Interchange (53127/36104020), and US 50 Westbound Auxiliary Lanes - Ponderosa Road Interchange to Cameron Park Drive Interchange (53128/36104024). (CIP 71333/36104010)	$24,568,000	2036-2040
El Dorado County	Intersection Improvements	Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc.	$42,109,000	2036-2040

TABLE 8-8: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION LONG-TERM ACTION PLAN (2031-2040).

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Cedar Ravine Road at Weber Creek – Bridge Rehabilitation	Project includes rehabilitation or replacement of the bridge at Weber Creek, widening and improvements at the bridge approaches. (CIP 771142/36105046)	$3,248,000	2031-2040

TABLE 8-9: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040 - UNCONSTRAINED)

Lead Agency	Title	Description	Total Cost	Completion Timing
Caltrans D3	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$22,637,000	Post-2040
El Dorado County	Camino Phase 2 Ultimate Interchange	Construction of Alternative 4.7, full interchange in the Camino area.	$40,000,000	Post-2040
Caltrans D3	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$34,730,208	Post-2040
City of Placerville	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	$2,300,000	Post-2040
City of Placerville	Combellack Road Extension	Road Extension: Combellack Road	$3,466,000	Post-2040
City of Placerville	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	$15,422,000	Post-2040
City of Placerville	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	$8,121,768	Post-2040
Capital Southeast Connector JPA	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	$209,300,000	Post-2040
City of Placerville	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accommodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	$3,169,000	Post-2040
El Dorado County	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	$768,000	Post-2040
El Dorado County	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	$8,647,425	Post-2040
El Dorado County	Missouri Flat Interchange Phase 2 (Ultimate Configuration)	Construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road.	$17,515,000	Post-2040
Caltrans D3	US 50 Corridor Rest Area/Fueling Station	Construction of a rest area/fueling station along the US 50 Corridor at a to be determined location between Kyburz and Echo Summit	$30,000,000	Post-2040

TABLE 8-9: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040 – UNCONSTRAINED)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: north/southbound El Dorado Road, and east/westbound on-/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	$11,555,318	Post-2040

EDCTC monitors projects underway or which have EDCTC programmed funding associated with them. These projects are included in the EDCTC Project Monitoring Report located online here: https://www.edctc.org/current-projects

CHAPTER 9:
PUBLIC TRANSIT

GOAL 4: PUBLIC TRANSIT

Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.

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 (El Dorado Transit), County of El Dorado, and City of Placerville. El Dorado Transit 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 El Dorado Transit.

El Dorado Transit operates a wide range of services including local 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

LOCAL 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. El Dorado Transit operates fixed route transit service in Placerville, Pollock Pines, Camino, Diamond Springs, El Dorado, and Cameron Park. Furthermore, all fixed route buses offer bike racks located on the front of the buses which enhances the utility and reach of the service to more modes.

50 Express (50)
The 50 Express operates every hour from 6:00 AM until 8:00 PM Monday through Friday, between the Placerville Station Transfer Center and the Folsom Iron Point Light Rail Station and Folsom Lake College in Folsom. Other significant stops include Red Hawk Casino, the Tribal Health Clinic, Intel, Kaiser in Folsom, Health and Human Services, and several park-and-ride lots along US 50, including in Cameron Park and El Dorado Hills.

Placerville (20) Fixed Route
El Dorado Transit operates a route in the City of Placerville serving many transit activity centers along the way. Service is provided Monday through Friday on one-hour headways from 6:30 AM to 7:30 PM.

Some notable stops along the Placerville routes are: Marshall Hospital, Historic Main Street, Placerville Senior Center, and Broadway. The Placerville route has one (1) transfer option with the 50 Express and Route 60 at the Placerville Station Transfer Center. Request stops are available along the way at certain locations so as to meet resident needs without unnecessary out-of-the way travel time.

Pollock Pines/Camino (60) Fixed Route
The Pollock Pines/Camino route provides scheduled transit service along the US 50 Corridor between the Placerville Station Transfer Center in Placerville, the Camino area, and the Safeway Plaza on Pony Express Trail in Pollock Pines. Service is provided Monday through Friday between 7:00 AM and 7:00 PM on hourly headways. Request stops and flag stops (driver discretion) are available at certain points along Pony Express Trail. The route connects low income, rural residents to services in Placerville.

Diamond Springs/El Dorado (30) Fixed Route
The Diamond Springs/El Dorado route begins at the Missouri Flat Transfer Center and follows a clockwise loop around Diamond Springs on Pleasant Valley Road and Mother Lode Drive then across US 50 to serve Folsom Lake College, Safeway, and Prospector Plaza. The Diamond Springs/El Dorado route takes about one hour to operate. Service is provided hourly from 7:00 AM to 7:00 PM, Monday through Friday. Important stops include Diamond Springs Mobile Home Park, El Dorado Transit Offices, and Eskaton Lincoln Manor. The route provides transportation for a high number of charter school students from their homes throughout the transit service area to their campus at Folsom Lake College.

Cameron Park/Shingle Springs (40) Fixed Route
The route begins and ends at the Cambridge Road Park and Ride and serves the community of Cameron Park along Cameron Park Drive as far north as Green Valley Road. The route also does a small loop in Shingle Springs along Durock Road. Significant transit generators served include the Bel Air Shopping Center, Safeway Shopping Center, Marshall Medical and the Airpark Center. The route operates hourly from roughly 6:30 AM to 7:30 PM.

Saturday Express (25) Fixed Route
This route operates eight round trips on Saturday along the US 50/Pony Express Trail corridor between the Missouri Flat Transfer Center in Diamond Springs and the Safeway Plaza on Pony Express Trail in Pollock Pines. In Placerville, the bus serves the area along Placerville Drive. The first eastbound bus leaves from the Missouri Flat Transit Center at 9:00 AM, and the last westbound bus returns to the Missouri Flat Transit Center at around 5:00 PM.

Diamond Springs/El Dorado Saturday (35) Fixed Route
El Dorado Transit operates a Saturday version of this local rural route from 9:00 AM to 5:00 PM.

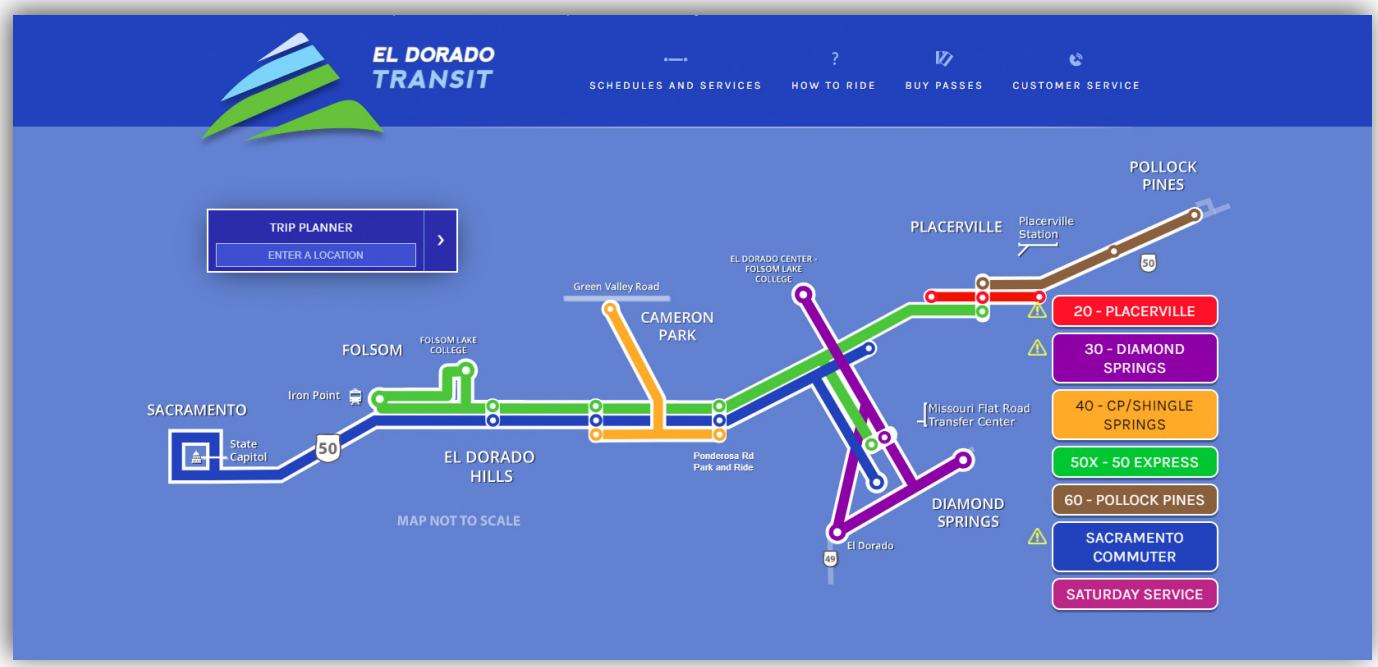
ADA Complementary Paratransit for Local Routes
“Complementary Paratransit” refers to curb to curb, on-demand service (“paratransit”) which “complements” a fixed route by ensuring that persons with disabilities in the vicinity of the route have access to ADA public transit services under the requirements of the Americans with Disabilities Act. El Dorado Transit’s complementary paratransit service is compliant with the transportation requirements of the ADA and is only available to persons who are unable to use the local fixed routes. Services are provided within a ¾ mile radius of the fixed routes. ADA eligible passengers may schedule a complementary paratransit trip during regular business hours, 8:00 AM to 5:00 PM seven days a week, a maximum of three days in advance and up to 5:00 PM the day prior to the trip request. The complimentary paratransit fare is $3.00 one-way. Our Local fixed and deviated fixed route services are shown in Map 9-1. A summary the El Dorado Transit Fare Structure is provided in the Table Below:

TABLE 9-1: EL DORADO TRANSIT FARE STRUCTURE

LOCAL ROUTES: Pollock Pines/Camino, Placerville, Diamond Springs/El Dorado, Cameron Park/Shingle Springs, 50 Express, Saturday Express and Diamond Springs/El Dorado Saturday		
Fare Type	**Passenger**	**Cost**
One Way Fare	General	$1.50
	Senior/Disabled/Medicare Cardholder	$0.75
	Student K-12	$0.75
Monthly Pass	General	$60.00
	Senior/Disabled/Medicare Cardholder	$30.00
	Student K-12	$30.00
Daily Pass	General	$6.00
	Senior/Disabled/Medicare Cardholder	$3.00
	Student K-12	$3.00
COMBINATION LOCAL EDT and SAC RT PASS		
Fare Type	**Passenger**	**Cost**
Monthly Pass	General	$110.00
	Senior/Disabled/Medicare Cardholder	$80.00
DIAL-A-RIDE		
Fare Type	**Passenger**	**Cost**
Per Mile (Add $0.50 per mile beyond 4 miles)	Senior/Disabled/Medicare Cardholder	$2.00
ADA PARATRANSIT		
Fare Type	**Passenger**	**Cost**
One Way	Senior/Disabled/Medicare Cardholder	$3.00
SAC-MED Route		
Fare Type	**Passenger**	**Cost**
One Way	General	$10.00
	Senior/Disabled/Medicare Cardholder	$10.00
SACRAMENTO COMMUTER ROUTES		
Fare Type		**Cost**
One Way Fare		$5.00*
Monthly El Dorado Transit Sacramento Commuter Pass		$180.00
Monthly EDT Sacramento Commuter and SAC RT Combo Pass		$210.00
Lifetime Pass: Persons aged 80+ receive unlimited free fares on local fixed routes and 50 Express		$0.00

**No discounted rate*

MAP 9-1: EL DORADO TRANSIT SERVICE



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, additional storage and reading lights on board. Fares are usually higher than other types of transit service due to the tailored nature of commuter service. Commuter service offers active transportation connections by providing bicycle racks mounted on the front of the buses. Commuter service provides increased opportunities for people to walk or ride a bicycle between the origin and destination points such as from home to the bus and from the bus to the workplace.

Sacramento Commuter Service

The Sacramento Commuter Service provides eleven departures in each direction Monday through Friday between El Dorado County and downtown Sacramento. Morning departures from El Dorado County locations are scheduled from 5:10 AM to 8:00 AM, and afternoon eastbound departures from Sacramento occur from 2:45 PM to 6:25 PM. Two reverse commuting runs are offered for persons commuting from Sacramento to El Dorado County destinations (using bus runs that would otherwise be operated as “deadhead” trips to position buses and drivers). Reverse commutes are provided on Routes 6 and 11, Monday through Friday. Morning reverse commute runs depart Sacramento at 6:53 AM and 8:57 AM. Afternoon reverse commute runs depart the Central Park-and-Ride (on Commerce Way where El Dorado Transit offices and operations are located) at 1:47 PM and the Ray Lawyer Drive Park-and-Ride at 4:35 PM. The Commuter routes serve the Central Park-and-Ride; Placerville Station; Ray Lawyer Drive Park-and-Ride; Ponderosa Park-and-Ride; Cambridge Road Park-and-Ride; and El Dorado Hills Park-and-Ride. The Sacramento Commuter service uses nine vehicles in the morning and ten vehicles in the afternoon. All buses are based out of the El Dorado Transit facility in Diamond Springs. Four of the commuter buses are parked in Sacramento during the day after the AM runs while the rest of the buses travel back to the El Dorado Transit operations facility. Drivers of the

four buses left in Sacramento are shuttled back to El Dorado County in the returning buses. Two of the returning buses operate the reverse commuter routes. In the afternoon, six buses travel west to Sacramento to operate (along with the four buses staged downtown) eleven Commuter runs and two reverse commuter routes.

A summary of the commuter services and fares is shown in Table 9-1.

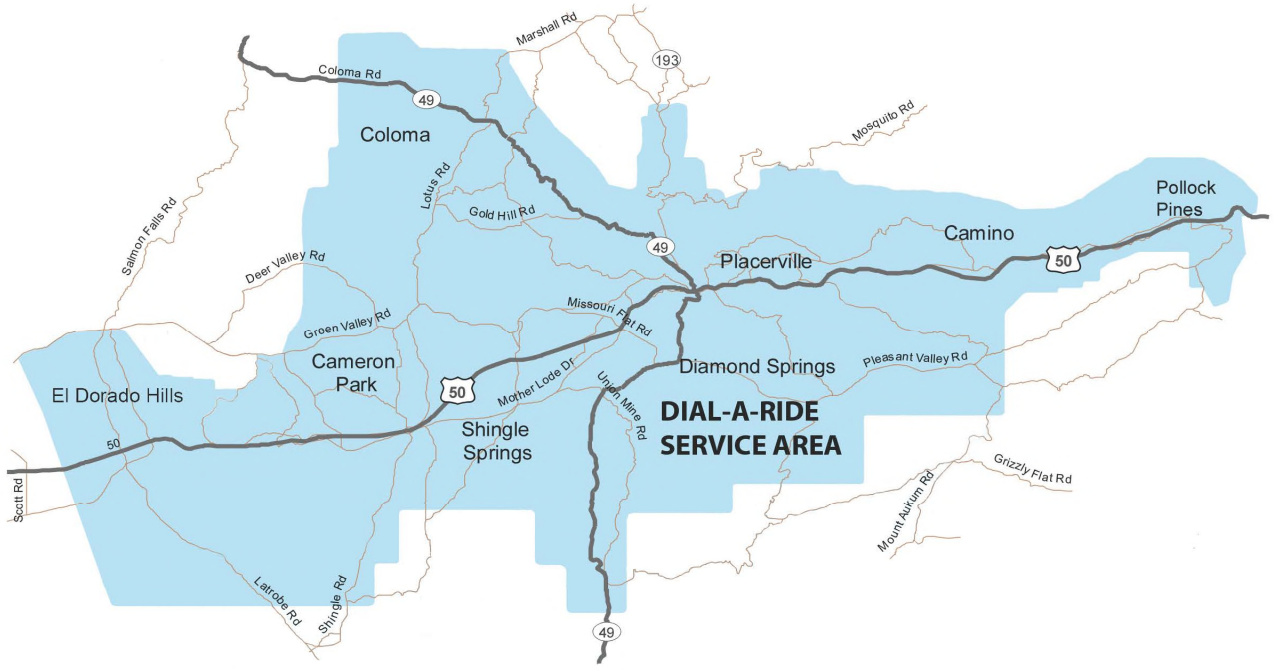
DIAL-A-RIDE SERVICE

The Dial-a-Ride (DAR) service is a demand response service designed for elderly and disabled passengers. Prior to January 2019, DAR was available to the general public on a space available basis, but few members of the general public actually used the service. Now, DAR is specifically for seniors and persons with disabilities who are registered with El Dorado Transit. The service is available on a first-come, first-serve basis Monday through Friday between the hours of 7:30 AM and 5:00 PM and between 8:00 AM and 5:00 PM on Saturdays and Sundays. The DAR service area includes El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Diamond Springs, El Dorado, Coloma, Camino, and Pollock Pines.

In January 2019, El Dorado Transit eliminated DAR service to some of the outlying areas, discontinued the zone-based fare system, and implemented a mileage-based fare system. Each one-way ride fare is based on the length of the trip. Up to four miles is $2.00 and each additional mile costs $0.50. DAR ride requests may be made on weekdays between 9:00 AM and 3:00 PM up to three days in advance or by subscription. El Dorado Transit DAR recently implemented a “30 minute” pick up window so passengers must be ready for pick up 15 minutes before and 15 minutes after the scheduled pick up time.

Older Adult Day Services (formerly known as “Senior Day Care Centers”) are located in Placerville and El Dorado Hills and are operated by the El Dorado County Health and Human Services Agency. The program provides close supervision and assistance with a full day of scheduled therapeutic activities for homebound individuals with mental and physical impairments. Subscription Dial-a-Ride service to and from the two Older Adult Day Services locations is provided by El Dorado Transit using six buses.

MAP 9-2: DIAL-A-RIDE SYSTEM



Map Source: El Dorado Transit

SAC-MED Non-Emergency Medical Appointment Transportation

The SAC MED is a public shared-ride non-emergency medical appointment transportation service for seniors, disabled, and general public passengers, serving medical facilities in Sacramento and Roseville. Ride requests are scheduled on a first-come, first-served basis, and confirmed with a call back by 4:00 PM the day before the scheduled ride. Reservations for SAC MED must be made 4 days in advance and can be scheduled up to 14 days in advance. The service operates Tuesdays and Thursdays, with the destination arrival times dependent upon the number of appointments scheduled for that day. Passenger medical appointment times must be between 10:00 AM and 2:00 PM. SAC MED pick up and drop off locations in El Dorado County are: Placerville Station, Missouri Flat Transfer Center, Ponderosa Park-and-Ride, and El Dorado Hills Park-and-Ride.

Special Social Service Transportation

The Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan) provides for a "unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of three priority groups/transportation disadvantaged groups: Individuals with disabilities, seniors, and individuals with limited incomes. The Coordinated Plan lays out strategies for meeting these needs, and prioritizing services." In 2015, the El Dorado County Coordinated Plan was developed in coordination with EDCTC, El Dorado Transit, public, private, nonprofit social service transportation providers, and other stakeholders. In 2019, EDCTC worked with SACOG to update the region's Coordinated Plan which was completed in August of that year. The SACOG plan includes an inventory of El Dorado County services and meets the requirements for the update under the Fixing America's Surface Transportation Act (FAST Act). The 2020-2040 RTP is consistent with the 2019 SACOG Public Transit and Human Services Transportation Coordinated Plan.

El Dorado Transit provides a range of subscription and contracted activity program services:

Older Adult Day Services (formerly known as "Senior Day Care Centers") are located in Placerville and El Dorado Hills and are operated by the El Dorado County Health and Human Services Agency. The program provides close supervision and assistance with a full day of scheduled therapeutic activities for homebound individuals with mental and physical impairments. Subscription Dial-A-Ride service to and from the Center is provided by El Dorado Transit.

ALTA California Regional Center (ALTA) assists persons with developmental disabilities, including infants at risk and their families by providing and securing the services and supports necessary to maximize opportunities and choices. ALTA contracts with public transit and private taxi companies to provide transportation for their clients in the Western El Dorado County area. Alta is the entity that organizes contract transportation with El Dorado Transit for the operation of the Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.) routes (discussed below) and dial-a-ride trips to employment opportunities in Rancho Cordova for a group of Alta clients. Alta funds 71.4 percent of the cost of trips for clients of M.O.R.E.

Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.) provides a variety of services including vocational training, job placement, independent living training, semi-independent residential program, community integration, life skills, and social/vocational counseling and behavior management as needed. In addition to its contract with El Dorado Transit for transportation, M.O.R.E. operates a 15-passenger van providing daily transportation to twelve clients residing at Pathways, a group home in Placerville. Transportation is provided between M.O.R.E. and Pathways, and to and from shopping, jobs, or recreational activities. M.O.R.E. client transportation service requires up to seven El Dorado Transit cutaway vans at peak times.

Special Event Services

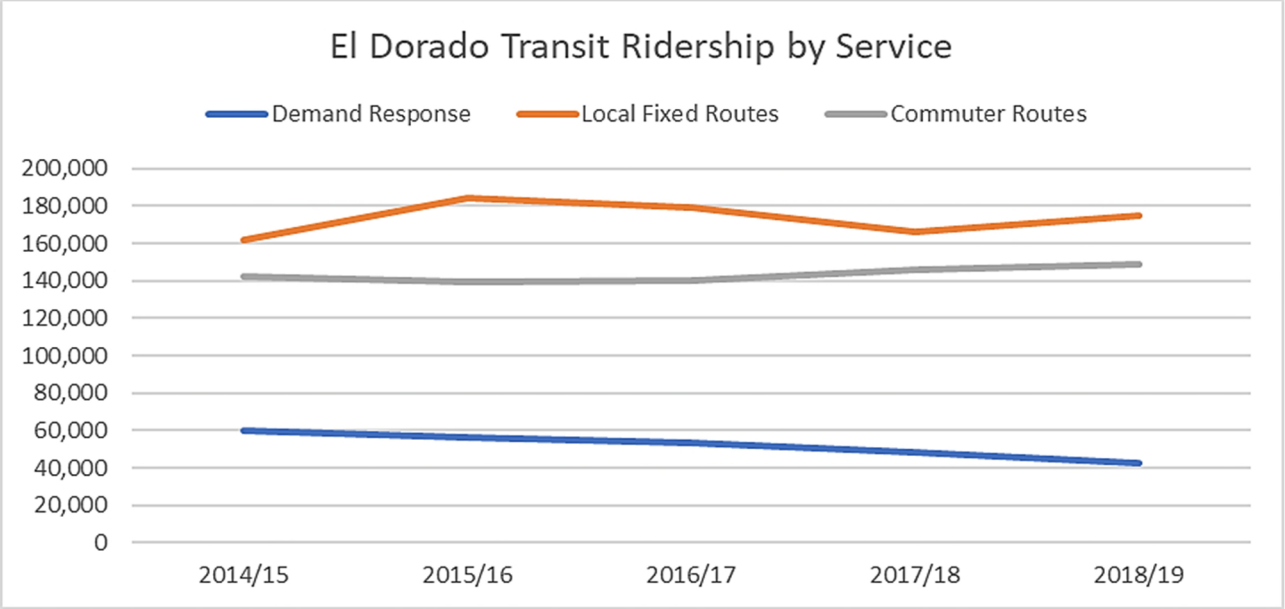
In addition, El Dorado Transit typically operates several special event shuttle services over the course of the year:

El Dorado Transit operates an **El Dorado County Fair Shuttle.** The shuttle transports fair patrons between remote parking sites and the fair during all hours of the event. This fare free service is financed through grants from the El Dorado County Air Quality Management District for this service.

Table 9-2: El Dorado Transit Ridership Statistics

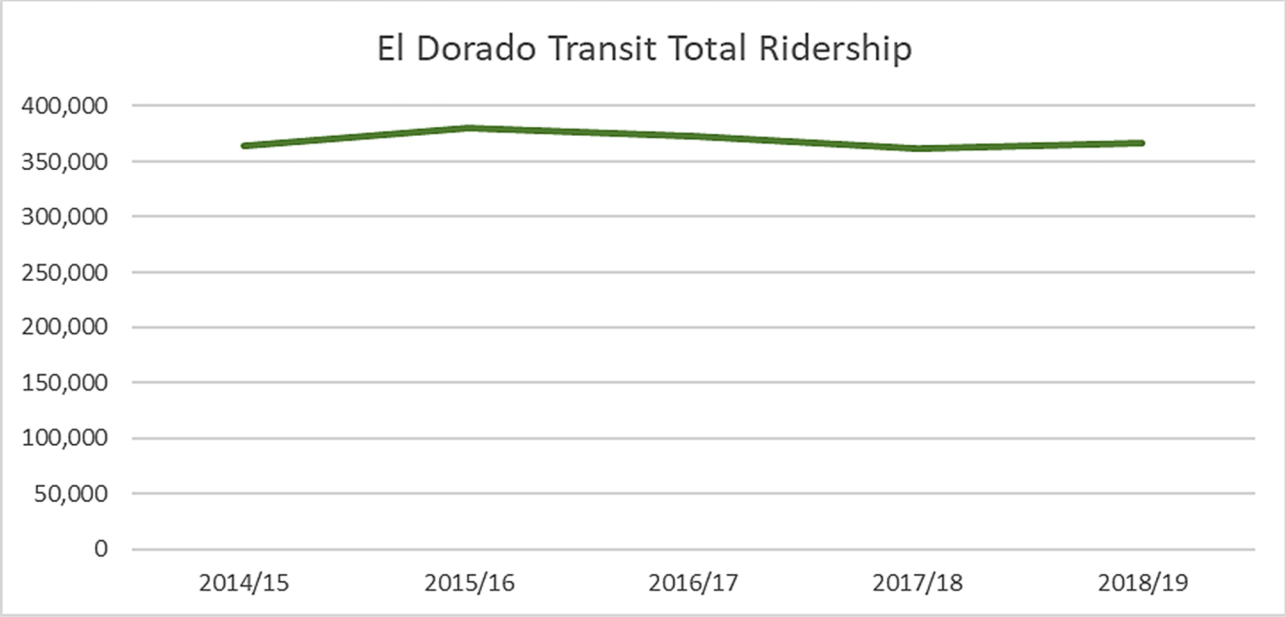
Service	2014/15	2015/16	2016/17	2017/18	2018/19
Demand Response	59,774	56,571	53,642	48,669	42,568
Local Fixed Routes	161,664	184,195	179,485	166,489	174,750
Commuter Routes	142,354	139,118	139,792	145,949	148,879
Total	**363,792**	**379,884**	**372,919**	**361,107**	**366,197**

Figure 9-1



Source: El Dorado Transit

Figure 9-2



Source: El Dorado Transit

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.

The Gates Recovery Foundation
The Gates Recovery Foundation offers detoxification services, substance abuse counseling, and recovery programs to those individuals who suffer from alcohol or drug addiction. Volunteer transportation is provided.

United Cerebral Palsy (UCP) of Greater Sacramento
UCP provides adult day programs, transportation, in-home respite, independent living skills instruction, toy lending library, equine assisted therapy, and sports program for people with cerebral palsy and other developmental disabilities. Specialized door-to-door transportation services are provided for clients to educational or vocational programs.

Marshall Medical Center Volunteer Driver Program
In January 2013, Marshall Medical Center initiated a volunteer driver program to provide transportation for patients of the Cancer Clinic in Cameron Park. Thompson Chevrolet donated a vehicle, which prompted the hospital to start the program. A Marshall Medical Center employee is the volunteer coordinator. This position screens volunteers to ensure they are capable of driving. Screened volunteers are then signed up with a scheduler. Trips are provided to patients from residences to the clinic in Cameron Park. In 2013, 237 passenger trips were provided. Marshall Medical Center also occasionally provides Dial-a-Ride fares as well as gas cards for low income patients.

Group Homes/Assisted Living Facilities/Day Care Programs/Nursing Homes
A number of facilities in El Dorado County provide transportation for their residents/clients. The following is a list of a few institutions that may offer some type of transportation service(s):

Facility	Location
New West Haven	Cameron Park
Eskaton	Placerville and Cameron Park
Gold Country Retirement Community	Placerville
Ponte Palmero	Cameron Park
Oakmont of El Dorado Hills	El Dorado Hills
The Pavilion at El Dorado Hills	El Dorado Hills

Managed Medi-Cal: California Health and Wellness and Anthem Blue Cross
Since November of 2013, two managed Medi-Cal plans have operated in El Dorado County. California Health and Wellness and Anthem Blue Cross. Both have been providing transportation assistance to their eligible beneficiaries for Non-Emergency Medical Transportation.

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.

DEPARTMENT OF HEALTH AND HUMAN SERVICES

El Dorado County Department of Health and Human services funds a number of programs and services that have a transportation component.

Senior Shuttle Program
Operated by the El Dorado County Health and Human Services Agency, this program assists adults 60 years and older with grocery shopping trips two to three times each week and monthly outings to Senior Nutrition Dining Centers. Using volunteer drivers, one van is used to transport approximately 40 seniors each month. The Senior Shuttle Program operates in Placerville, Diamonds Springs, and is beginning service in El Dorado Hills. The Senior Shuttle is not handicapped accessible for those in wheelchairs. The roundtrip cost for a grocery store trip is $2.00 and the roundtrip cost for a trip out of the county is $5.00, depending upon location.

Mental Health
The Mental Health division of Health and Human Services Mental Health provides transportation assistance to its Full-Service Partnership clients.

Adult Protective Services (APS)
The program is supervised by the California Department of Social Services and administered locally by the El Dorado County Health and Human Services Agency. It provides assistance to elderly and dependent adults who are functionally impaired, unable to meet their own needs, and/or who are victims of abuse, neglect, or exploitation. In addition to crisis intervention, other emergency services can be provided such as food, transportation (vouchers for El Dorado Transit), shelter, and referrals.

In addition, several other Health and Human Services programs such as Child Protective Services, Maternal Child Adolescent Health, California Children Services, Public Guardian, and CalWORKs provide transportation assistance.

COMMERCIAL SERVICE

Private Taxi Service
Several taxicab companies serve Western El Dorado County. Some operate 24-hour service and will take customers to destinations as far as South Lake Tahoe and the Sacramento International Airport. In addition to taxicab companies, there are several limousine companies that serve Western El Dorado County. Taxi companies within the City of Folsom also operate in El Dorado Hills and Cameron Park. The following is a partial list of taxi/cab operators serving Western El Dorado County:

- Extreme Taxi
- Hangtown Taxi
- Lightening Taxi
- Gold Rush Taxi
- Spot on Taxi
- Express Taxi

Transportation Network Companies Technologies

Transportation Network Companies (TNCs), such as Lyft and Uber are becoming an increasingly important element in the transportation network. While growth in the use of TNCs has been rapid over the last few years, the long-term role of TNC service is uncertain due to potential changes in regulations and the economics of providing the service. Currently, TNC service is relatively limited on the west slope of El Dorado County and does not typically accommodate persons with disabilities, particularly those using mobility devices, but the far western portion of El Dorado County's proximity to Folsom and Sacramento allow residents in that area to benefit from TNCs. TNC service could be used to expand the hours of transit service through the early evening by providing a return ride home for passengers using existing El Dorado Transit services during the day to access employment of school in the Placerville/Diamond Springs area. El Dorado Transit could also partner with one or more TNCs to provide a public transit option in El Dorado Hills where fixed route service has been tried several times in the recent past but has not been well used and therefore was not cost effective to operate.

Amtrak

Amtrak delivers rail passenger service and some bus services between different cities and towns throughout the U.S. Amtrak Thruway feeder bus service is provided from the Placerville Station Transit Center to the Sacramento Amtrak station and to Kingsbury Grade at Stateline in Nevada (as part of a longer route between Carson City Nevada and Sacramento). Eastbound, an Amtrak Thruway bus serves Placerville Station and goes to South Lake Tahoe. Passengers can travel along this bus route without the need to purchase a ticket that includes a rail service leg.

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. Seven of these lots are served by El Dorado Transit (see Map 9-1 for El Dorado Transit lot locations). These parking sites encourage ridesharing by providing a safe, attractive, and convenient place to leave a personal vehicle or bicycle 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 the park-and-ride lot summary table. Additionally, added emphasis will be placed on coordinating non-motorized modes to enhance access to and from park-and-ride lots and transit service.

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. El Dorado Transit also operates an annual Fair Shuttle during the El Dorado County Fair.

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. 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. Currently, El Dorado Transit utilizes all existing Transportation Development Act funds for transit purposes.

2019 Western El Dorado County Short- and Long-Range Transit Plan

EDCTC worked with a consultant and community stakeholders to prepare a Twenty-Five-Year Long-Range Transit Plan and a Five-Year Short-Range Transit Plan to improve and enhance public transit services. The plan was developed in two timeframes: a short-range plan encompassing Fiscal Years 2019-20 through 2023-24, and a long-range plan extending to 2045. As part of the study, two

meetings were held with a Stakeholder Advisory Committee made up of a wide range of transit riders, public officials, and members of the general public from throughout the region. In addition, two public workshops were held in El Dorado Hills as well as Placerville, and on-board surveys were conducted on El Dorado Transit buses.

The short-and long-range plan first 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 the transit services provided in the study area is then reviewed, and demand for transit services in the study area evaluated. Finally, a detailed, financially constrained Short-Range Transit Plan is presented for the future improvement of El Dorado Transit services, as well as a more generalized Long-Range Transit Plan.

El Dorado Transit's annual operating budget for the 2018/19 fiscal year was $9,128,688. With implementation of additional services, consistent with the 2019 Short-Range Transit Plan, that number could increase to $9,592,900 in 2019/20. With gradual implementation of all the services proposed in the Short-Range Action Plan (Tables 9-2 and 9-3), the annual operating cost is projected to rise to $10,868,2907,719,100 in fiscal year 2023/24 (assuming an annual inflation rate of 2%). Forecasted capital expenditures to support these operations come primarily from Federal and State grant programs. The 2019 Short-Range Transit Plan estimates El Dorado Transit's capital expenditures at $4,687,680 for the five-year period between fiscal years 2019 and 2024 (including a 2% rate of inflation).

Forecasted operational and capital expenditures for projects in the short-term and long-term horizons are included in Tables 9-2 and 9-3.

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 El Dorado Transit, 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 El Dorado Transit regularly scheduled 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 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. All projects contained within the Transit Action Plan are fiscally constrained.

Projects proposed in the Transit Action Plan tables are considered to be regionally significant if they meet one or all of the following criteria; the project serves regional travel needs; the project must be included in the regional travel model; the project must be modeled for air quality conformity; or; the project is located on a roadway classified as a collector or above.

The Transit Action Plan implements Goal 4 of the Policy Element of this RTP, which pertains to public transit.

TABLE 9-3: TRANSIT SHORT-TERM ACTION PLAN (2020-2030) ANNUAL AVERAGE COSTS*

Goal	Description	Average Annual Cost*
Extend Route 50X, Revise Routes 20 and 60	Extend Route 50X eastward to Placerville Station and revise Routes 20 and 60 to avoid unnecessary duplication of service.	($48,400)
Route 40 Additional Stops	Provide additional stops along the existing route in order to improve access to residential and commercial centers.	$2,480
Eliminate 6 AM Route 30 Run	The 6 AM run of Route 30 serves an average of only 0.6 passenger boardings per weekday. Eliminating this run will reduce ridership by an estimated 150 per year (roughly one passenger every other day) but would save approximately $29,800 in annual operating costs. Convert the Iron Point Connector into the US 50 Express Route, using a single bus to provide consistent service every two hours between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	($31,180)
Make 6 PM Diamond Springs Run On-Request	To reduce operating costs, the last Route 30 run of the day will be entirely on request for drop-offs, serving any passengers onboard at the beginning of the run and then returning directly to the operations facility. Implement a one-day-a-week "Activity Bus," on a demonstration basis. El Dorado Hills' residents could reserve trips no more than 14 and no less than 2 days in advance. If less than five one-way trip requests are received by 5 PM on Monday, the service would not be operated. In addition, trips would be accommodated on an on-call and as-available basis on the day of service.	($23,860)
Saturday 50 X Service – 1 Bus	Use one bus to provide transit service along the 50X Route on Saturdays and provide weekend mobility options to residents along the US 50 corridor, especially residents in the El Dorado Hills and Cameron Park areas.	$59,650
El Dorado Hills TNC - Demonstration	Fixed route service in El Dorado Hills has not proven to be cost-effective. As part of a minimum one-year demonstration project, El Dorado Transit should partner with one or more Transportation Network Companies (TNCs) to provide a public transit option in El Dorado Hills. El Dorado Transit would pay of half of the TNC fare up to $5.00 per one-way trip.	$28,140
Evening Service TNC - Demonstration	Use TNC service to expand the hours of transit service through the early evening. The objective of the service would be to provide a ride home for existing EDT passengers using existing EDT services to access employment or school in the Placerville/Diamond Springs area.	$75,780
Add commuter stop at University and 65th	Add commuter bus stop at University Avenue and 65th street	$8,780

TABLE 9-3: *(continued)*
TRANSIT SHORT-TERM ACTION PLAN (2020-2030) ANNUAL AVERAGE COSTS*

Goal	Description	Average Annual Cost*
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service	$10.394.778
Transit Capital Plan	Ten Year Capital Plan Forecast	$9,375,360
TOTAL (over ten years)		**$103,947,800**

**Excludes impacts of inflation*
Source: 2019 Western El Dorado County Short- and Long-Range Transit Plan
(Estimates Only)

TABLE 9-4: EL DORADO TRANSIT SHORT-RANGE CAPITAL PLAN

Plan Element	Fiscal Year					
	2019-20	2020-21	2021-22	2022-23	2023-24	Five-year Plan Total
Vehicle Purchase: Number of Buses/ Replacement						
Van	0	0	5	0	0	
Local Fixed Route Bus	0	6	0	0	0	
Commuter bus	0	0	0	0	0	
Staff Vehicle	0	0	3	0	0	
Total Cost (1)	**0**	**$2,800,000**	**$944,200**	**0**	**0**	**$3,744,200**
Number of Buses – Expansion						
Paratransit Van	-	-	-	-	1	
Total Cost (1)	**0**	**0**	**0**	**0**	**$180,080**	**$180,080**
Bus Stop Improvement Program	0	$4,200	$300	$8,800	0	$13,300
Missouri Flat Transit Center Improvements	0	0	0	310,100	0	$310,100
Cambridge Road Park and Ride Improvements	-	-	$200,000	-	-	$200,000
Placerville Station Improvements	-	$200,000	-	-	-	$200,000
Operations and Maintenance Facility Improvements	-	-	-	-	$40,000	$40,000
Total Capital Plan Elements	**0**	**$3,004,200**	**$1,144,500**	**$318,900**	**$220,080**	**$4,687,680**

Note 1: All costs include 3 percent annual inflation.
Source LSC Transportation Consultants, Inc. EDT Capital Improvement Plan

TABLE 9-5: TRANSIT LONG-TERM ACTION PLAN (2020-2040)

Goal	Description	Annual Cost
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
Transit Annual Operations	Projected twenty-year average annual operating costs to maintain transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service.	$10,394,778
TOTAL (over 20 years 2020 to 2040)		**$207,895,560**

Source: 2019 Western El Dorado County Short- and Long-Range Transit Plan

**Excluding impacts of inflation*

LONG RANGE TRANSIT PLAN – CAPITAL PLAN

Beyond the ongoing need to replace aging vehicles, the following are the key capital improvements needed over the coming 20 years:

- The biggest change that will need to occur over the long-term is to transition to a zero-emission fleet. In 2025, six cutaway vehicles will have reached the end of their useful life and be eligible for replacement. If these vehicles are replaced in 2025, they could be replaced with clean diesel vehicles. If Altoona tested ZEB cutaways are available in 2026, the cutaways must be replaced with battery-electric vehicles (if replaced in 2026). In 2032, another group of six local fixed route buses will be due for replacement. All of these will need to be ZEBs. As identified in the Short-Range Transit Plan, EDT will need to develop a roll-out plan for the purchase of infrastructure required to support an all ZEB fleet. This plan should provide further guidance on vehicle replacement and corresponding infrastructure needs.

- Cambridge Road Park and Ride – As the western portion of the county grows, a new 80 space park and ride should be constructed. The El Dorado Transit Park and Ride Master Plan identifies a total construction cost of $2.725 million for this project.

- County Line Transit Center – Planning is underway for the County Line Multimodal Transit Center. This will likely be constructed near White Rock Road in El Dorado Hills. The project will include a single, larger parking facility, electric vehicle charging stations, a passenger facility as well as improved accommodation of transit buses, transportation network company activity, bicyclists, and pedestrians. This facility will provide more park and ride capacity for El Dorado Hills. Given the large scope of this project and the unknowns, such as acquiring land and receiving grant funding, this project is assumed for the long-term planning period.

- Bass Lake Hills Park and Ride – The additional 100 spaces will be constructed and funded by El Dorado Transit. An exact location has not yet been determined but likely on the east side of Bass Lake Hills Road near the Clarksville Road.

CHAPTER 10: AVIATION

GOAL 5: AVIATION

Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.

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.

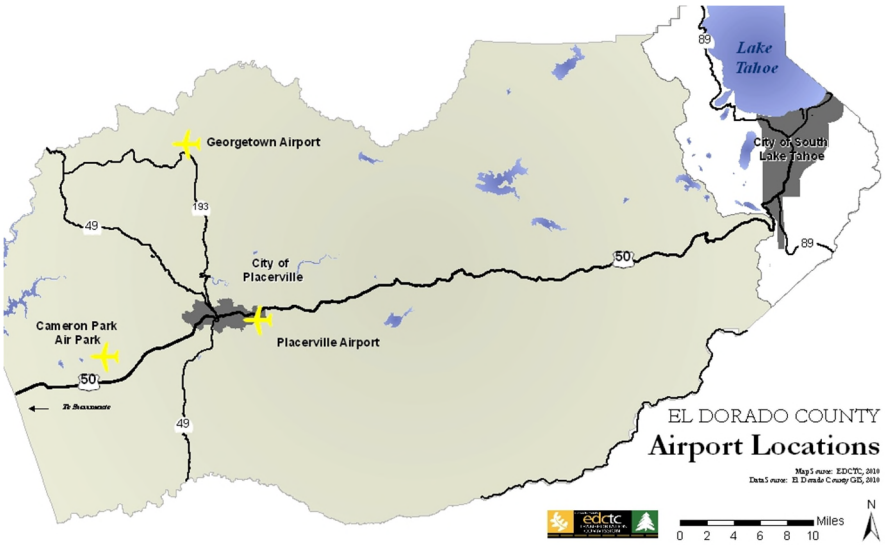
Aviation facilities in El Dorado County include both public and private airports and helipads serving commercial, recreational, medical, military, fire, and search and rescue needs. There are three public use airports on the west slope in El Dorado County: the Cameron Park Airpark, Georgetown Airport, 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 10-1 displays the location of the public use airports on the west slope of El Dorado County.

The California Department of Transportation, Division of Aeronautics classifies the Cameron Park Airpark and the Georgetown Airport 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.

MAP 10-1: 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.

The Cameron Park Airport is classified as a Community General Aviation (GA) Airport and serves the area from western Placerville through the more heavily populated areas of El Dorado Hills and Folsom (combined population exceeding 100,000).

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 taxiway/streets within the adjacent subdivision, Air Park Estates. The District is made up of 136 parcels: 124 residential (plane port lots) and 11 commercial parcels. There are 107 developed plane port lots and 17 undeveloped residential parcels in the District. The plane port lots typically have homes with their own hangars and the Air Park has 100-foot wide streets that serve as joint taxi-ways and roadways combined 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 1,286 feet. The Cameron Park Airpark is surrounded primarily by developed land and new infill development is subject to encroachment regulations.

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, compassion and medical flights, and local emergency response including medical evacuation, law enforcement, and training. Commercial aviation support facilities include complete aircraft maintenance and restoration services. As of Summer 2020, Cameron Park Airport is the only El Dorado County airport on the western slope with a flight school offering professional pilot training.

Airport facilities include four transient tie-downs, 21 leased tie-downs, 100LL self-serve fuel availability, and a public restroom. As of 2020, there are 23 District-owned and privately owned hangars on the public use and commercial portion of the airport. Within the Air Park, most of the 107 existing plane port lots have a hanger and some residences have more than one aircraft. The Cameron Park Airport District officials estimate that 250 aircraft could eventually be based in the Air Park Estates and, with acquisition of adjacent properties, can accommodate significantly more on the airport, itself.

The Cameron Park Airport has an approved airport layout plan with an update planned. Of particular concern in the development process of the Airport Layout Plan is whether the plan will be recognized and funded by FAA due to regulations regarding access to the Airport from the Air Park properties (e.g., "Through The Fence Operations" considerations). The Airport's Capital Improvement Plan (CIP) will include proposals for expansion and maintenance of the airport through the mentioned acquisition of adjacent land within the District boundaries that is currently not owned by the District with intent to gain additional aircraft tiedown and, potentially, highly sought-after hangar space. Development of the CIP will through an established process guided by an Airport Capital Improvement Program (ACIP).

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 Planning and Building Department. The airport can be accessed by SR 193 from either the City of Placerville or the community of Cool.

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 12,500 pounds for aircraft with a single wheel landing gear and 20,000 pounds for dual wheel landing gear. Airport facilities include fuel availability, 30 tie-down spaces designated for lease by based aircraft, 7 transient spaces, 19 hangars, and public restrooms. According to the California Aviation System Plan (CASP) Forecast Element, in 2009 there were 27 based aircraft and 22,000 annual operations.

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.

PLACERVILLE AIRPORT

The Placerville Airport is located in the foothills of the Sierra Nevada in El Dorado County, three miles southeast of downtown Placerville. The airport is a public use Regional General Aviation airport owned by El Dorado County and operated by the Planning and Building Department. 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 CASP, 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.

The airport property is 243 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 107 open tie-down spaces, portions of which are designated for transient overnight parking, and one helicopter

parking space available, 107 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 3,910 feet long and 75 feet wide. The gross weight strength is rated at 26,000 pounds for single-wheel landing aircraft.

The Placerville Airport is considered to be strategically important to emergency air operations in support of wild land 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.

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 California Public Utilities Code governs ALUC responsibilities and powers. ALUCs have two specific duties:

- Prepare and adopt an airport land use compatibility plan; and,
- Review local agency plans, regulations, and other actions for consistency with the plan.

The Airport Land Use Compatibility Plans (ALUCP)s were adopted by the EDCTC ALUC June 28, 2012 for the Georgetown, Placerville, and Cameron Park Airpark Airports. These plans defined and assess compatible land uses for safety, height, and noise on and near airports. ALUCPs were adopted by the City of Placerville and El Dorado County and deemed to be consistent with their respective General Plans.

EDCTC ALUC coordinates with the California Department of Transportation, Division of Aeronautics for ALUC planning activities and funding. As the designated ALUC for the West Slope of El Dorado County, EDCTC is responsible for defining planning boundaries and setting standards for compatible land uses surrounding airports. The California Department of Transportation, Division of Aeronautics, updated the California Airport Land Use Planning Handbook in 2002. The Handbook is to be used by ALUCs 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 10-1 is from the Caltrans CASP Forecast Element.

TABLE 10-1: 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 Aviation Action Plan implements Goal 5 of the Policy Element of this RTP, which pertains to aviation:

- ***Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.***

Unlike in prior Action Plan sections, there are no projects included in the RTP 2040 that are specifically identified as “aviation” projects and therefore are not depicted as a proportionate share of total expenditures. The proposed actions are consistent with the strategies outlined in the Goals, Objectives, and Strategies.

TABLE 10-2: AVIATION SHORT- AND LONG-TERM ACTION PLAN

Project Description	Responsible/Supporting Agencies
Encourage the development of airport facilities and services necessary to satisfy a diversity of user requirements such as plane and small jet sizes and fuel requirements	Local jurisdictions, EDCTC
Encourage the development of aviation system facilities that serve as a regional economic stimulus including aircraft maintenance and restoration and flight training	Local jurisdictions, EDCTC
Support the role of public use airports in accommodating general aviation, agricultural, business promotion and retention, and emergency response needs	Local jurisdictions, EDCTC
Encourage the safe, orderly, and efficient use of airports and air space and compatible land uses that are consistent with the Airport Land Use Compatibility Plans (ALUCP) for the Placerville, Georgetown, and Cameron Park Airpark Airports	Local jurisdictions, EDCTC
Implement, maintain, and update the Placerville, Georgetown, and Cameron Park Airpark Airport Land Use Compatibility Plans (ALUCPs).	Local jurisdictions, EDCTC
Coordinate with airport owners/operators to maintain up to date Airport Master Plans	Local jurisdictions, EDCTC
Encourage road system maintenance, consistent with appropriate standards that support freight movement and emergency services, to support access to airports	Local jurisdictions, EDCTC
Update, as needed, the County Planning and Building permit process to ensure project compliance with all aviation related requirements such as obstruction height limitations in the airport protected zones and adequate seller disclosures for new and existing real property within the Airport Influence Areas.	El Dorado County, Airports, EDCTC
Encourage development and enforcement of compatible County codes that will assist sustaining and growing airport use and service in the community.	El Dorado County, City of Placerville, EDCTC
Ensure land use that will reasonably allow for future expansion of the airport to support the projected number of aircraft and associated facilities.	El Dorado County, City of Placerville, EDCTC

CHAPTER 11:
ACTIVE TRANSPORTATION

GOAL 6: ACTIVE TRANSPORTATION

Promote a safe, convenient, and efficient active transportation system for all users.

Bicycle and pedestrian travel are the two primary modes of active transportation in El Dorado County. Many of the facilities designed for those two modes are readily usable by other non-motorized and active transportation forms such as equestrians, wheelchair users, in-line skaters, scooters, and skateboarders. Bicycling and walking make up a relatively small portion of commuting activity in El Dorado County, but those active travel modes play important roles within many of California's local transportation systems. Infrastructure that supports bicycling and walking expands transportation options and may complement other forms of transportation by supplementing segments of trips.

The El Dorado County Transportation Commission's active transportation objectives (Goal 6, Objective A) is to "Plan and develop a continuous, safe, and easily accessible pedestrian and bikeway network throughout the region connecting urban, suburban, and rural communities." This includes the coordination of bike paths and lanes with transit stops and the implementation of bikeway and pedestrian projects in concert with transportation improvement projects and development of business and industry. Daily active transportation trips to and from transit and to and from automobiles are often overlooked. However, they are often the most challenging trips for elderly, youth, and mobility challenged travelers. These trips, whether long or short, are often the only significant physical activity people may get in their daily lives, tying active transportation trips directly to public health and wellbeing. The projected growth for this region necessitates the development of safe and efficient active transportation facilities to support and encourage current and future increases in the use of those transportation modes. The development of safe and efficient active transportation facilities should specifically consider the needs of the most vulnerable pedestrians and bicyclists: children, seniors, and people with disabilities. Additionally, by providing active transportation facilities which support effective connectivity to not only goods and services but to transit and automobile trips, increased opportunities are offered to improve one's health, wellbeing, quality of life, and increase the independence of elderly, youth, and the disabled.

ACTIVE TRANSPORTATION AND HEALTH

Walking and bicycling are simple ways for individuals to increase their daily physical activity, which has been shown to lead to positive health outcomes. A growing body of literature links parks, trails, and other infrastructure that encourages physical activity to lowered risk of chronic diseases, greater weight management, increased mental fitness, the reversal of Type II diabetes, and decreased healthcare costs. Designing a transportation network so that residents can reach destinations without relying on a motor vehicle can increase the probability of an individual choosing to walk or bicycle. Projects that address public health are more competitive in grant applications such as the Caltrans Active Transportation Program (ATP). The most recent ATP application requirements focused on projects that address the health vulnerabilities of the project's targeted users and have the potential to promote healthy communities. The application form asked applicants to describe the health status of the targeted users of the proposed project, how health benefits were considered when developing the proposed project, and how the proposed project will promote a health community.

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, including the communities of El Dorado Hills and Cameron Park. The relatively compact layout of 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. In addition to being popular with local road cyclists, the rural areas of Rescue, Cool, Georgetown, and Coloma are also frequent destinations for recreational road riders. Coloma is both a historic state 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 from riding during the warmest times day. The Census American Community Survey (one-year estimates) indicated that in 2015, 1.2% of adult workers over age 16 rode a bicycle as a primary means of transportation to work in El Dorado County.

WALKING

Virtually all travel trips at one point or another include a pedestrian element. The trip could be a walk from the front door to the car in the driveway or from the parking place to the office or shopping center. For others, it could be a long walk or jog from home to the office. For most, it is errands to a nearby business at lunch or after work, or a recreational walk, a walk to shopping near home, or a walk to and from transit. A person's willingness to walk varies greatly depending on age, health, time availability, quality of surroundings, safety, climate, and many other factors. It is generally accepted that most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile to a transit stop or other destination. The Census American Community Survey (one-year estimates) indicated that in 2015, 2.6% of adult workers over age 16 walked as a primary means of transportation to work in El Dorado County.

PEDESTRIAN FACILITIES

The pedestrian network in El Dorado County includes Class I Shared Use Paths and sidewalks. Sidewalks and pathways are an essential element of a pedestrian network. They not only provide a comfortable walking space separate from the roadway but are also a foundational element of Americans with Disabilities Act (ADA) compliance.

A majority of the new commercial developments in communities within El Dorado County have existing sidewalks on the roads fronting shopping centers. Many of the newer residential developments also have sidewalks on at least one side of the road. Some adopted specific plans have policies regarding to sidewalks, and equestrian, biking, and pedestrian hiking trails and pathways within the developments.

There are many streets in El Dorado County with sidewalks or pathways, but the network is often inconsistent. Not every street without a sidewalk or pathway is recommended for improvement due to the rural nature of the county, limited connectivity to activity centers, and available public right of way. The county's sidewalk and pathway improvement recommendations are focused on those corridors that are most likely to serve large numbers of pedestrians or address a priority community concern, such as walking routes to and from destinations like schools, civic buildings, and shopping centers or employment centers.

Pedestrian improvements should be consistent with the most currently accepted engineering standards and consider connections to public transit, activity, employment, education, and residential centers. Sidewalks and pathways should provide a smooth surface free of obstructions. In some areas, where high pedestrian activity is expected, sidewalks wider than five feet may be desirable. Sidewalks and pathways can either be adjacent to the curb or separated by a planted landscaping strip.

In 2020, EDCTC Prepared the El Dorado County and City of Placerville Active Transportation Plans. The plans include proposed sidewalk and pathway improvement recommendations in the City of Placerville and Communities on the western slope of El Dorado County.

BICYCLE FACILITIES

The Western Slope of El Dorado County is a primarily rural region with varying topography and distances between places in which people live and work, go to school, or access other daily needs and services. Consequently, automobile transportation is the primary means of transportation. However, growing interest in livable-walkable communities and active lifestyle choice opportunities has increased awareness of and demand for bicycle transportation connectivity. As such El Dorado County has started to include bicycle facilities with new roadway construction and in conjunction with new residential and commercial development. Where appropriate, bicycle facilities have been developed throughout El Dorado County to provide alternatives to the typical automobile trip. While those facilities have been focused in more populated areas of the County and City, additional effort has been made to construct bicycle facilities which connect to the rural communities and recreation and tourism destinations. El Dorado County has planned and adopted the US 50 Bike Route, which aims to provide a regional bicycle corridor for recreation and commute purposes, extending from the western El Dorado County line to the Lake Tahoe Basin (Figure 11-1).

FIGURE 11-1: US 50 BIKE ROUTE

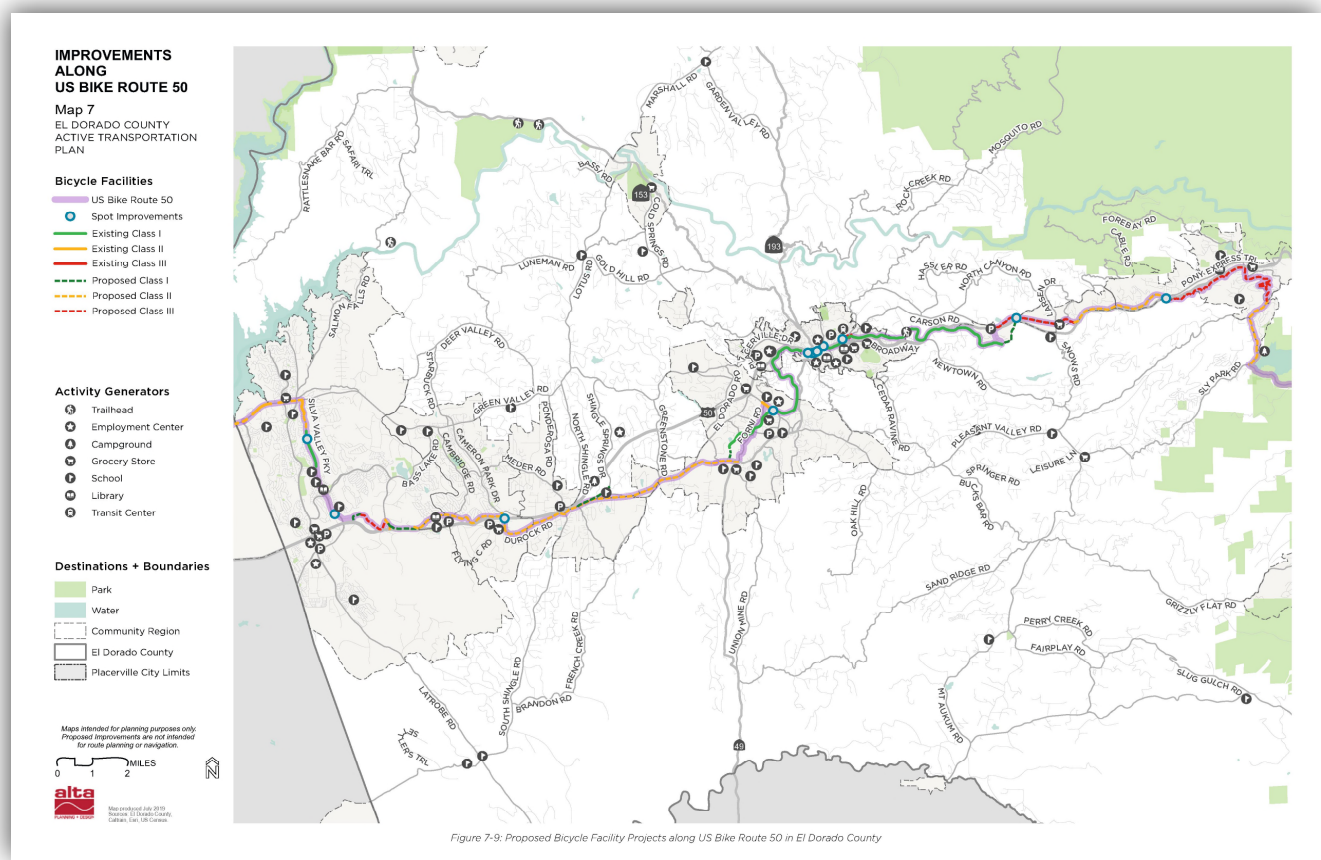


Figure 7-9: Proposed Bicycle Facility Projects along US Bike Route 50 in El Dorado County

As with any transportation facility the most current design standards must be used. To date these standards are contained in the Caltrans Highway Design Manual (HDM), Chapter 1000 – Bikeway Planning and Design, Sixth Edition, last updated July 2, 2018. The HDM, Chapter 1000 emphasizes that the designation of bikeways as Class I, II, III and IV should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application. Additionally, there are many considerations to be made about the design of a facility and its appropriate application, especially given the rural nature and complexities of constructing facilities in El Dorado County. Appendix A of the 2020 El Dorado County and City of Placerville Active Transportation Plans, Pedestrian and Bicycle Design Guidelines, contains a compilation of treatments and tools for creating a bicycle-friendly, safe, accessible community. The design guidance refers to the most current National and California statewide guidance for active transportation facilities including the California Manual on Uniform Traffic Control Devices (2014) and the 2018 AASHTO Guide. Brief descriptions of the most common bikeway facilities are provided below:

Shared Roadway (No Bikeway Designation) – Many bicycle trips in the State now occur on streets and highways without bikeway designations. Additionally, many rural highways are used by bicyclists for touring, intercity travel, and recreation. However, the development and maintenance of four-foot paved roadway shoulders with a standard four-inch edge line can significantly improve the safety and convenience for bicyclists and motorists along such routes.

Class I Shared Use Paths are paved trails completely separated from the street or highway. They allow two-way travel for people bicycling and walking and are often considered the most comfortable facilities for children and inexperienced bicyclists because there are few potential conflicts between people bicycling and people driving. Several examples of Class I paths exist in El Dorado County today.

Class II Bikeway (Bike Lane) are striped preferential lanes on the roadway for one-way bicycle travel that include pavement stencils and signs. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars, where people may open car doors into the bicycle lane. Variations of the Class II Bicycle Lane are the **Uphill Climbing Lane,** where due to narrow roadway width, a Class II facility is installed in the uphill traveling direction to give bicyclists additional protection, and the **Buffered Bike Lane,** where painted buffers increase the distance between bicyclists and drivers. Some segments of bicycle lanes exist on roadway segments in El Dorado County near Placerville, Cameron Park, Shingle Springs, Coloma, and in El Dorado Hills.

Class III Bikeway (Bike Route) signed routes where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are best suited for low-speed streets with relatively low traffic volumes or on higher-speed roadways that include a wide outside lane or shoulder to accommodate safe passing. Class III bicycle routes include shared lane markings or “sharrows” that encourage proper bicyclist positioning in the travel lane and alert drivers that bicyclists may be present. **Advisory Shoulders** are signed roadways where bicyclists are to travel in the shoulder when they are not being used for parking. Class III bike routes have been designated in some areas of El Dorado County.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. Bike routes are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes).

Class IV Separated Bikeways are on street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or parking aisle. They can allow for one- or two-way bicycle travel on one or both sides of the roadway. No Class IV bikeways currently exist in El Dorado County.

In addition to these formally designated bikeways, bicyclists often use wide shoulders on state highways or county roads to travel between communities in El Dorado County. In some cases, sufficiently wide shoulders may create opportunities for low-cost implementation of Class II Bicycle Lanes.

ACTIVE TRANSPORTATION NEEDS ASSESSMENT

For the purposes of the needs assessment discussion on active transportation facilities, both bicycle and pedestrian are discussed together as they are both widely used for recreation, leisure, and transportation. With an increase in active lifestyle choices, increased awareness of the harmful effects

of Greenhouse Gases, and a desire to live within livable walkable communities, the demand for these facility types is growing. While still not a primary mode of transportation, many studies document the potential of increases in walking or bicycling as a transportation mode. The American Community Survey (ACS) is one of the only sources of data regarding existing levels of walking and bicycling within El Dorado County. Table 11-1 provides data and estimates on travel by walking, biking, and transit in El Dorado County. The commuter travel estimates are survey data from the American Community Survey. The data indicates that mode shares have remained relatively stable since 2010, although bicycling and walking has increased notably while carpooling drive-alone has declined. The other notable change is that working at home has increased.

TABLE 11-1: 2018 PERSON TRIP MODE OF TRAVEL FOR EL DORADO COUNTY

Mode of Travel	2010	2012	2016	2018
Commuter Travel				
Total Workers	76,915	80,849	79,778	87,964
Drive-Alone Commuters	60,721	61,240	59,600	62,998
Carpool Commuters	7,392	8,716	7,420	6,509
Public Transit Commuters	1,580	819	1,434	743
Bicycle Commuters	250	896	368	796
Walk Commuters	1,422	1,738	1,452	1,926
Combine Bicycle and Walk Commuters	1,672	2,634	1,820	2,722
Worked at Home	4,787	6,492	5,755	6,351
Mode Shares				
Drive-Alone	Drive-Alone	Drive-Alone	Drive-Alone	Drive-Alone
Carpool	Carpool	Carpool	Carpool	Carpool
Public Transit	Public Transit	Public Transit	Public Transit	Public Transit
Bicycle	Bicycle	Bicycle	Bicycle	Bicycle
Walk	Walk	Walk	Walk	Walk
Combine Bicycle and Walk	Combine Bicycle and Walk	Combine Bicycle and Walk	Combine Bicycle and Walk	Combine Bicycle and Walk
Worked at Home	Worked at Home	Worked at Home	Worked at Home	Worked at Home

Source: Based on data from the American Community Survey data for 2010, 2012, 2016, and 2018 Data includes Tahoe Basin.

Many factors and personal choice influence the decision to ride a bicycle or walk, and studies show that the primary factor discouraging people is lack of safe, appropriate, and effective facilities which serve the needs of the potential users of each respective community. In order for active transportation to be a viable transportation option, it must be safe, attractive, and easy to use while providing for the efficient connectivity to daily goods and services as well as connections from home, transit stops, or other modes to employment, education, and other activity centers. Generally, this includes use of facility design and planning which promotes safety and improves awareness of and access to active transportation, and placement in sufficient locations and numbers to connect with important activity centers such as schools, parks, shopping centers, and residential areas. For example, a non-motorized facility within an urbanized area of the region such as Cameron Park or El Dorado Hills may

look very different and serve different needs than a facility spanning a greater distance within a more rural community. Ultimately, the full list of facility options, whether a bike path, sidewalk, or signage on a roadway, need to be an integral component of land use and transportation planning decisions and implementation.

A recent study in the Cameron Park Community revealed nearly 19 percent of Cameron Park community households have annual incomes less than $35,000. These people may find their budgets constrain their transportation choices, which in turn limit employment, education, and recreation opportunities. About 4 percent of Cameron Park households do not own a car. Having better access to less expensive modes of transportation such as transit, walking, biking, and ridesharing could

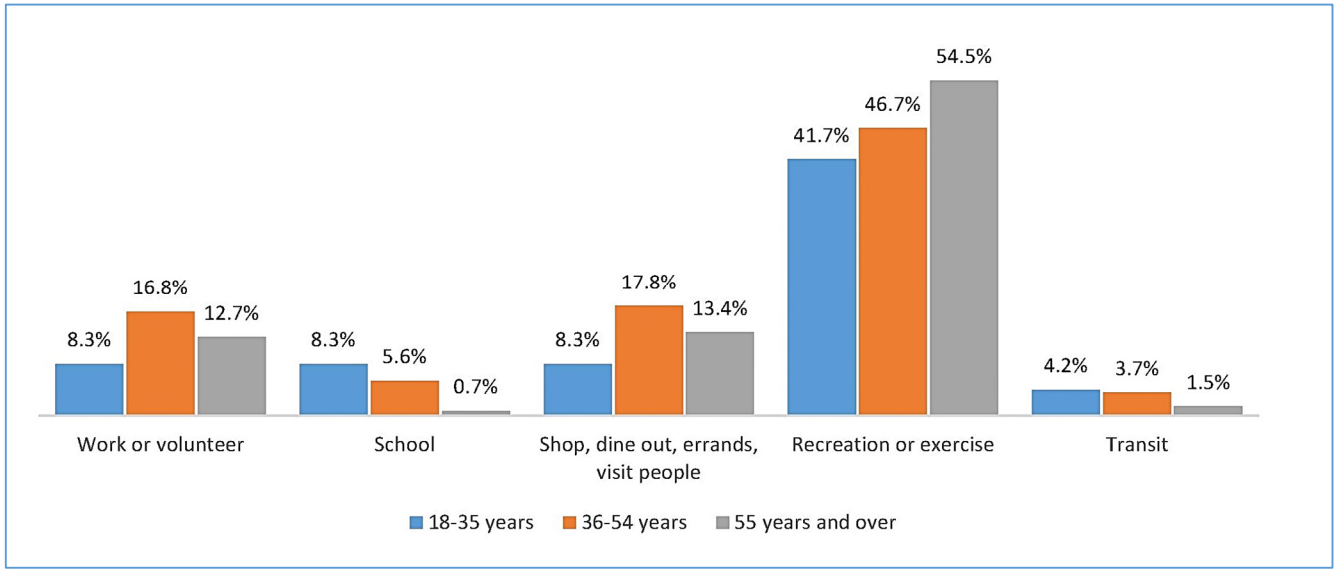
improve the standard of living for all residents and free up a portion of their car-related transportation expenses for other uses.

In 2016, EDCTC administered an online survey targeted at El Dorado County residents to better understand existing walking and bicycling travel behavior and preferences. The survey received 365 responses between August 2, 2016 and November 29, 2016. The survey was developed to inform the EDCTC Active Transportation Connections Study which was prepared to help prioritize planned pedestrian and bicycle infrastructure projects in the County's western slope and enhance competitiveness in grant funding applications. The high-level findings from the survey are shown below. The complete survey is available on the EDCTC web page here: https://www.edctc.org/-activetransportation

WALKING

Overall, the majority of respondents indicated they do not walk to work, volunteering, school, shopping and other leisure activities, or to access transit on a regular basis. However, about half of the respondents reported that they walk for recreation or exercise on multiple days per week and for greater than five miles at a time. Broken down by individual age groups, adults 55 years and over are more likely than other age groups to walk for recreation or exercise on a regular basis (multiple days per week), adults age 36 to 54 years old are more likely than other age groups to walk for work, volunteering, or shopping and other leisure activities, and adults 18 to 35 years old are more likely than other age groups to walk to school or to transit. Figure 11-2 shows the percentage of respondents in each age group who walk multiple days per week for each trip purpose.

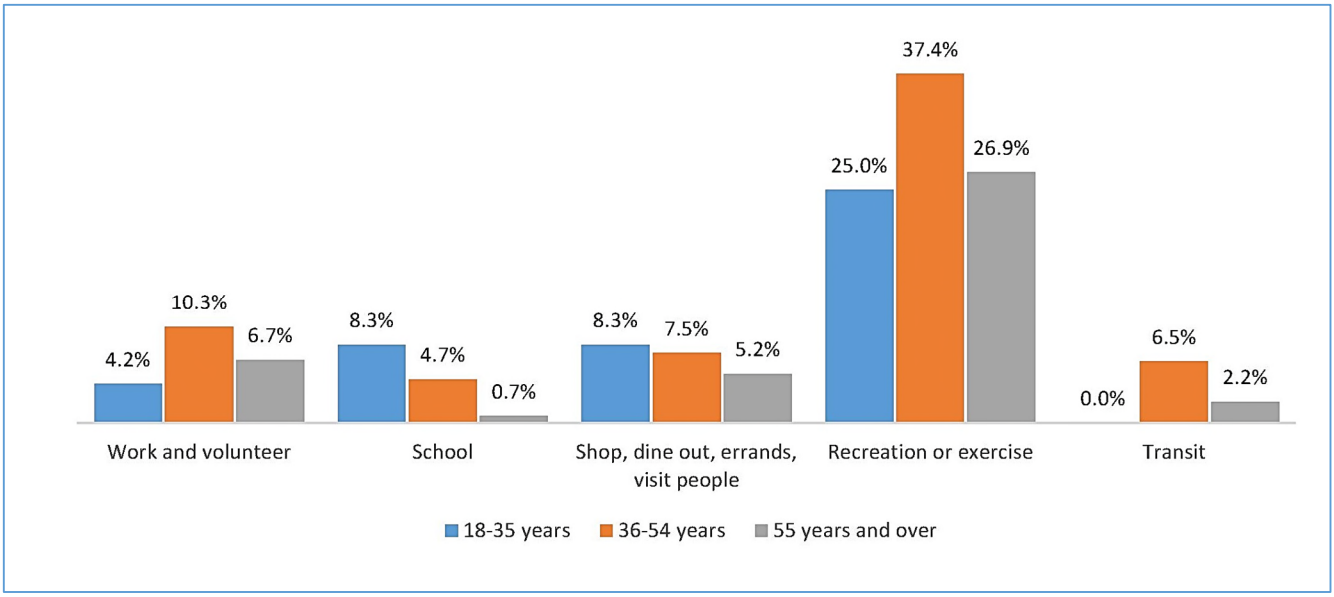
FIGURE 11-2: TRIP PURPOSE FOR WALKING MULTIPLE DAYS PER WEEK



BICYCLING

Overall, the majority of respondents indicated they do not bicycle to work, volunteering, school, shopping and other leisure activities, or to access transit on a regular basis. About 10 percent of respondents do not own a bicycle. Similar to walking, respondents are more likely to bicycle for recreation or exercise than for other purposes. Broken down by individual age groups, adults age 36 to 54 years old are more likely than other age groups to bike on a regular basis for work, recreation and exercise, and to transit, while adults 18 to 35 years old are more likely to bike to school, shopping, and other leisure activities. Figure 11-3 shows the percentage of respondents in each age group who bicycle multiple days per week for each trip purpose.

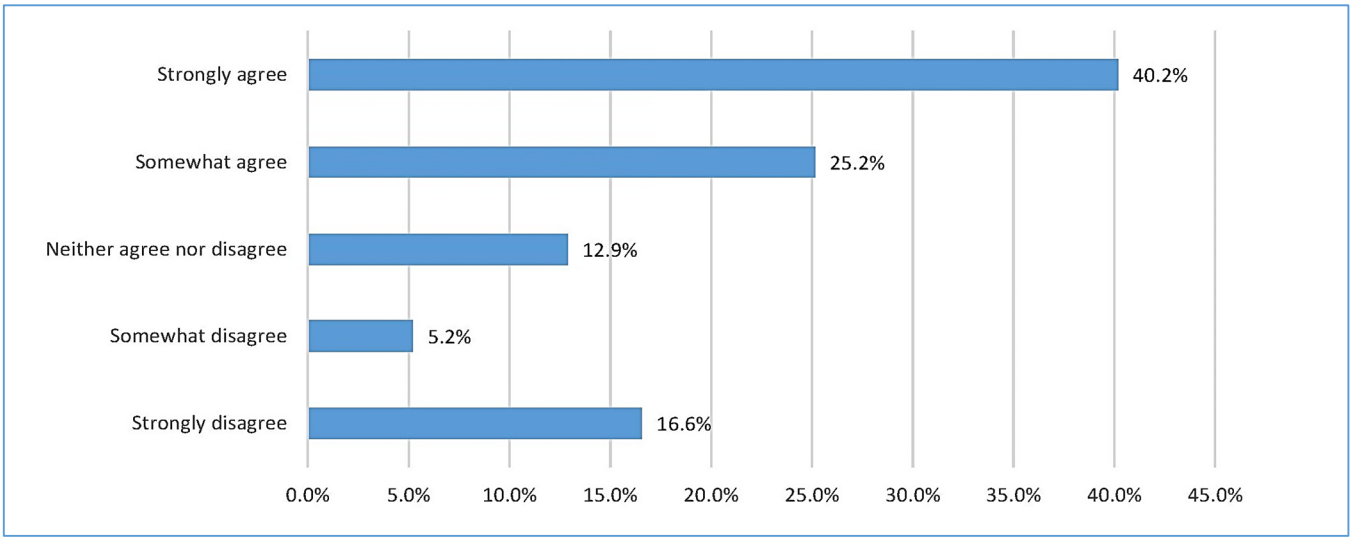
FIGURE 11-3: TRIP PURPOSE FOR BICYCLING MULTIPLE DAYS PER WEEK



WALKING AND BICYCLING

Overall, respondents showed a desire to walk and bicycle more than they currently do. Figure 11-4 shows that 65.4 percent of respondents strongly agree or somewhat agree that they would like to travel by bicycle or foot for their daily commute, errands, and other activities more than they do now.

FIGURE 11-4: DESIRE TO WALK/BIKE MORE FOR DAILY TRIPS



ACTIVE 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 Active Transportation Action Plan implements Goal 6 of the Policy Element of this RTP.

The Action Plan for active transportation includes projects derived from the 2020 El Dorado County and City of Placerville Active Transportation Plans. Below is a list of ongoing and shelf-ready priority projects that El Dorado County and the City of Placerville are currently pursuing for full funding.

Tables 11-2 through 11-12 include priority Active Transportation projects from the El Dorado County and City of Placerville Active Transportation Plans. There are many proposed Active Transportation Projects, additional projects for both the short and long range are included in Appendix C of this RTP. All proposed Active Transportation Projects listed below and within Appendix C are Fiscally Constrained.

TABLE 11-2: COUNTYWIDE ACTIVE TRANSPORTATION PLAN NETWORK AND COSTS

Bicycle Facility Planning Level Cost Estimates*	Cost
Class I Shared Use Paths	$850,000/Mile
Class II Bicycle Lanes	$240,000/Mile
Class II Uphill Climbing Lanes	$120,000/Mile
Class III Bike Routes	$25,000/Mile
Class IV Separated Bikeways	$250,000/Mile
Pedestrian Facility Planning Level Cost Estimates	$20/Square Foot

**Average Planning Level Cost Estimate from 2020 Active Transportation Plan*

TABLE 11-3: EL DORADO COUNTY WESTERN SLOPE PROPOSED BICYCLE NETWORK

Bicycle Facility Type	Existing	Proposed	Existing & Proposed Total	Estimated Cost
Class I Shared Use Paths	29.6	32.2	61.8	$27,370,000
Class II Bicycle Lanes	31.2	100.7	131.9	$24,168,000
Class II Uphill Climbing Lanes	0	1.6	1.6	$192,000
Class III Bike Routes	14	46	60	$1,150,000
Class IV Separated Bikeways	0	1	1	$500,000

TABLE 11-4: EL DORADO COUNTY WESTERN SLOPE PROPOSED SIDEWALK IMPROVEMENTS

Pedestrian Facilities	Proposed New Mileage	Estimated Cost
Sidewalk Gap Closures in High Demand Areas	37.7	$17,915,040*
Spot Improvements Including Crosswalks, etc.	N/A	Varies by Facility Type

**Estimated cost assumes a five-foot wide sidewalk at $18/square foot*

CITY OF PLACERVILLE ACTIVE TRANSPORTATION PLAN NETWORK AND COSTS

TABLE 11-5: CITY OF PLACERVILLE PROPOSED BICYCLE NETWORK

Bicycle Facility Type	Existing	Proposed	Existing and Proposed Total	Estimated Cost
Class I Shared Use Paths	4.1	.8	4.9	$680,000
Class II Bicycle Lanes	4.8	6.7	11.5	$1,608,000
Class II Uphill Climbing Lanes	1.2	.4	1.6	$48,000
Class III Bike Routes	1.1	8.2	9.3	$205,000
Class III Discretionary Shoulders	0	1.9	1.9	$47,500

TABLE 11-6: CITY OF PLACERVILLE PROPOSED SIDEWALK IMPROVEMENTS

Pedestrian Facilities	Proposed New Mileage	Estimated Cost
Sidewalk Gap Closures in High Demand Areas	7.6	$3,611,520*
Spot Improvements Including Crosswalks, etc.	N/A	Varies by Facility Type

**Estimated cost assumes a five-foot wide sidewalk at $18/square foot*

ACTIVE TRANSPORTATION PROJECT PRIORITIES

TABLE 11-7: TOP SUPERVISORIAL DISTRICT 1 PROJECT PRIORITIES

Top District 1 Bicycle Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Class I Path along El Dorado Hills Blvd	Serrano Pkwy	Park Dr	Class I
2	Elmores Way/Suffolk Way/Brittany Way/Brittany Pl	Sophia Pkwy	El Dorado Hills Blvd	Class II
3	Town Center/Village Center US 50 overcrossing	Raley's	Nugget markets	Class I
4	Brittany Way	Brittany Place	Suffolk Way	Class III
5	Post St	White Rock Rd	Mercedes Ln	Class II

Top District 1 Pedestrian Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Silva Valley Pkwy	New York Creek Trail	Appian Way	Spot Improvement
2	Windfield Way	Windplay Drive	El Dorado Hills Blvd	Spot Improvement
3	Silva Valley Pkwy	Oak Meadow Elementary Driveway	Old Silva Valley Pkwy	Sidewalk
4	Francisco Drive	Kensington Drive	Suffolk Way	Spot Improvement
5	Green Valley Rd	Shadowfax Ln	Sofia Pkwy	Sidewalk

TABLE 11-8: TOP SUPERVISORIAL DISTRICT 2 PROJECT PRIORITIES

Top District 2 Bicycle Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Cambridge Rd	Oxford Rd	Green Valley Rd	Class II
2	Castana Dr	Country Club Dr	End of Street	Class III
3	Country Club Dr	Cameron Park Dr	Placitas Dr	Class III
4	Cameron Park Dr	Palmer Dr	Durock Rd	Class II
5	Coach Ln	Rodeo Rd	End of Street	Class II
Top District 2 Pedestrian Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Country Club Dr	500 Feet east of Placitas Dr	Archwood Rd	Sidewalk
2	Winterhaven Dr	Green Valley Rd	Chesapeake Bay Cir	Sidewalk
3	Cameron Park Dr	500 feet south of Robin Ln	Durock Rd	Sidewalk
4	Cameron Park Dr	150 feet North of Robin Ln	Robin Ln	Sidewalk
5	Chesapeake Bay Cir	Chesapeake Bay Ct	Winterhaven Dr	Sidewalk

TABLE 11-9: TOP SUPERVISORIAL DISTRICT 3 PROJECT PRIORITIES

Top District 3 Bicycle Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Missouri Flat Overcrossing – El Dorado Trail	Parking lot east side	El Dorado Trail, west of Missouri Flat	Class I
2	El Dorado Trail	Greenstone Rd	Oriental St	Class I
3	Ridgeway Dr	Pony Express Trail	Ridgeway Ct	Class II
4	Motherlode Dr	Ponderosa Rd	Pleasant Valley Rd	Class II
5	SR 49	Pleasant Valley Rd	Union Mine Rd	Class II
Top District 3 Pedestrian Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Missouri Flat Rd	Perks Court	Plaza Drive	Spot Improvement
2	SR 49	Koki Ln	Oro Lane	Spot Improvement
3	Union Mine Rd	Koki Ln	Truscot Lane	Spot Improvement
4	SR 49	South Street	SR 49	Sidewalk
5	Farm Rd	Mother Lode Dr	Pleasant Valley Rd	Sidewalk

TABLE 11-10: TOP SUPERVISORIAL DISTRICT 4 PROJECT PRIORITIES

Top District 4 Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Cameron Park Dr	Oxford Rd	Palmer Dr	Class II
2	Palmer Drive – Wild Chaparral Dr	Loma Dr	Wild Chaparral Dr	Class I
3	Cameron Park Dr	Palmer Dr	Durock Rd	Class II
4	Palmer Dr	Cameron Park Dr	Loma Dr	Class II
5	El Dorado Trail	Shingle Springs Dr	Greenstone Rd	Class I
Top District 4 Pedestrian Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Winterhaven Dr	Green Valley Rd	Chesapeake Bay Cir	Sidewalk
2	Cameron Park Dr	Green Valley Rd	Winterhaven Dr	Sidewalk
3	Palmer Dr	Palmero Cir	Loma Dr	Sidewalk
4	Ponderosa Road	175 feet south of Deelane Rd	North Shingle Rd	Sidewalk
5	Camerado Dr	Cameron Park Dr	Virada Rd	Sidewalk

TABLE 11-11: TOP SUPERVISORIAL DISTRICT 5 PROJECT PRIORITIES

Top District 5 Bicycle Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Sly Park Rd	Ridgeway Dr	Pony Express Trail	Class II
2	Sly Park Rd	Ridgeway Dr	Gold Ridge Trail	Spot Improvement
3	Pine St	Laurel Dr	Laurel Dr	Spot Improvement
4	Pony Express Trail	Hub St	Forebay Rd	Sidewalk
5	Onyx Trail	Gold Ridge Trail	Sly Park Rd	Class III
Top District 5 Pedestrian Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Sly Park Rd	Ridgeway Dr	Gold Ridge Trail	Spot Improvement
2	Pine St	Laurel Dr	Laurel Dr	Spot Improvement
3	Pony Express Trail	Hub St	Forebay Rd	Sidewalk
4	Sly Park Rd	Pony Express Trail	US 50	Sidewalk

TABLE 11-12: TOP PROJECTS IN THE CITY OF PLACERVILLE

Rank	Project	Begin	End	Type
1	Placerville Dr	US 50 Undercrossing	Forni Road	Class II/IV
2	Cold Springs Rd	Placerville Dr	Hidden Springs Cir	Class II
3	Green Valley Rd	Mallard Ln	Placerville Dr	Class II
4	Bedford Ave	Gold Bug Ln	Spring St	Class III
5	Schnell School Rd	Broadway	Carson Rd	Spot Improvement
City of Placerville Pedestrian Projects				
Rank	**Project**	**Begin**	**End**	**Type**
1	Carson Rd	US 50	Broadway	Spot Improvement
2	Fair Ln	Placerville Dr	Placerville Dr	Spot Improvement
3	Placerville Dr	US 50 Undercrossing	Gap Closures to Armory Drive	Sidewalk
4	Fair Ln	Fair Lane Ct	Fair Lane Ct	Spot Improvement
5	Pierroz Rd	Cold Springs Rd	Placerville Dr	Sidewalk

CHAPTER 12: TRANSPORTATION SYSTEMS MANAGEMENT

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT

Develop and support an integrated transportation system that incorporates corridor-based solutions and public awareness programs which support alternative transportation modes and reduce the impacts of single-occupant vehicle travel.

Transportation Systems Management (TSM) is defined as a set of techniques to increase the capacity of a transportation system without drastically increasing its size. TSM techniques may include changes to traffic signals, Intelligent Transportation Improvements, ramp metering, minor changes to road geometry, such as straightening corners or lengthening merge lanes. These low-cost interventions can be very effective in reducing congestion under some circumstances. Transportation Control Measures (TCMs) and Transportation Demand Management (TDM) 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. 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, non-motorized facilities, 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, control speed, and improve throughput.

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 9 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.

FREEWAY SERVICE PATROL

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 ten 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.

The “official” Intelligent Transportation Systems (ITS) definition (23 CFR Part 940), “Means 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 systems are increasingly being used for other transportation management purposes such as traffic management, transit operations management, incident management, and travel information management.

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 U.S. 50 corridor.

ADVANCED TRAFFIC MANAGEMENT SYSTEMS

Advanced traffic management systems include a variety of relatively inexpensive detectors, cameras, and communication systems that monitor traffic, optimize signal timings on major arterials, and control the flow of traffic. In March 2016, the U.S. Highway Transportation Management System Upgrades Project was approved. The project is located on U.S. 50 in El Dorado County from the El Dorado County/Sacramento County line to Stateline Avenue in the City of South Lake Tahoe and includes improving communications and installation of new Transportation Management Systems including Closed Circuit Television, Changeable Message Signs, Traffic Monitoring Stations, Remote Weather Information Stations and Highway Advisory Radio equipment. Construction is anticipated to begin in August 2020 and is estimated to be completed by December 2021.

INCIDENT MANAGEMENT SYSTEMS

Incident management systems provide traffic operators with the tools to allow quick and efficient response to accidents, hazardous spills, 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 utilize technology of Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL) to provide communications between transit agency vehicles and dispatch centers. AVI and AVL is currently not being utilized in El Dorado County but is one of the planned applications.

ALTERNATIVE FUELS

Alternative fuels are used to power motor vehicles while reducing the impacts to air quality. Common alternative fuels include ethanol, 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.

INTELLIGENT TRANSPORTATION SYSTEMS EXISTING CONDITIONS

The EDCTC is involved in varied levels of ITS studies and plans to integrate this technology into the region. EDCTC participates in the Statewide ITS Deployment Plan, the Sacramento Regional ITS Plan, the Tahoe Basin ITS Plan, 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 FHWA 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 2018, Caltrans released an updated Statewide ITS Architecture Assessment and Support "Planning for ITS Guide". The first Planning for ITS guidebook was published in 2007 as part of Statewide ITS Architecture and System Plan initiative. Since 2007, ITS has evolved dramatically and will continue to do so in upcoming years with the penetration of new technologies, like 5G networks. Examples of recent advancements include smartphone applications including real-time mapping, location-tracking, and crowd sourced information and electronic and dynamic road pricing via express lanes and cashless toll facilities. The Planning for ITS Guide states, "It is thus not only advisable, but imperative that ITS is incorporated into every facet of transportation planning and system operations". The intent of the Guide is to help prepare California for the future through planning, programming and initiation of projects that incorporate these advanced technologies.

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 10 to 20 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. 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. In 2019 the Smart Region Sacramento Technology and Mobility Master Plan was published. Objectives of the Plan include considering urban, suburban, rural, and underserved communities; adapting new technology; achieving consistency and reliability for all modes; increasing safety; improving traveler information dissemination; and improving emergency and disaster preparedness.

CAPITOL VALLEY REGIONAL SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

The Capitol Valley Regional Service Authority for Freeways and Expressways (CVRS) was established in October 1991. CVRS 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.

TAHOE GATEWAY INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEPLOYMENT PLAN

The Tahoe Gateway Counties project area includes the counties of Sierra, Placer, El Dorado, and Nevada and encompasses approximately 5,500 square miles and nearly 450,000 people. 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.

SMART MOBILITY FRAMEWORK

Smart Mobility 2010: A Call to Action for the New Decade, also known as The Smart Mobility Framework (SMF) is a planning guide that furthers integration of smart growth concepts into transportation planning in California.

Smart Mobility moves people and freight while enhancing California's economic, environmental, and human resources by emphasizing:

- Convenient and safe multimodal travel
- Speed suitability
- Accessibility
- Management of the circulation network
- Efficient use of land

Smart Mobility responds to the transportation needs of the State's people and businesses, addresses climate change, advances social equity and environmental Justice, supports economic and community development, and reduces per capita vehicle miles traveled.

The Smart Mobility Framework (SMF), formally known as Smart Mobility 2010: A Call to Action for the New Decade, was prepared by Caltrans in partnership with the US Environmental Protection Agency, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development to address both long-range challenges and short-term programmatic actions to implement multi-modal and sustainable transportation strategies in California.

The SMF is a planning framework that helps guide and assess how well plans, programs, and projects meet a definition of "smart mobility". It can be used by both Caltrans and partner agencies in all geographic parts of the State to transform transportation decisions.

Ideally, the SMF can be applied to various levels of plans, programs, or projects (e.g., Regional Transportation and Blueprint Plans, General Plans, corridor plans, specific development proposals, etc.) in all parts of the state (i.e., urban, suburban, and rural).

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 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 workdays. A typical schedule could be four ten-hour workdays 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, better coordinate with transit service, 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.

50 CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)
50 Corridor TMA, a nonprofit agency, promotes commuting options by providing information about ridesharing and other alternative transportation options. Placement assistance is available to employers, individuals, and other interested organizations.

EMERGENCY RIDE HOME
Members of the Regional Rideshare Program in the Sacramento Region receive two emergency rides home per year valued at $50 per ride. If the members' workplace is also a member of a Transportation Management Association, such as the 50 Corridor TMA, they receive up to six emergency rides home per year.

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 "Bike Month" events held annually in May. The Sacramento Region mayisbikemonth.com website serves as a venue for the promotion of bicycling events held throughout the region in May to encourage bicycle commuting. The website also allows bicyclists to log their miles and develops a summary of commute, errand, work trip and recreational miles ridden in the Sacramento Region during May.

EDCTC has worked with local El Dorado County and City of Placerville schools to hold Walk to School Day events annually in October. The events are promoted in conjunction with International Walk to School Day, which is typically held on the first Wednesday in October. Several El Dorado County schools participate and each year approximately 500 students walk to school. The event promotes increased awareness about walking as a transportation mode.

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.

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 and the sacregion511.com website. The website includes an online database for commuters interested in ridesharing (carpools and vanpools), a transit trip planning tool, real time traffic information, and detailed information about commuting by bike. Members of the Regional Rideshare Program conduct outreach to large employers throughout the region and work with them 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.

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 the private rideshare firm, Enterprise Rideshare, as well as the US 50 Corridor Transportation Management Association (TMA) who coordinate vanpools on behalf of Broadridge, a large employer in El Dorado Hills. Currently Enterprise Rideshare operates seven vanpools that originating in El Dorado County and destined for workplaces in the Sacramento area. The 50 TMA manages two vanpools that originate in the Vineyard area near Elk Grove destined for the Broadridge Company located in the El Dorado Hills Business Park.

INTEGRATED CORRIDOR MANAGEMENT

BACKGROUND

California is a dynamic state that continues to be a leader in many important areas, including agricultural production, innovative technology, miles of highways, and traffic congestion. According to the California Department of Transportation's Mobility Report for 2013, Californians lost over 100 million hours because of congestion. US 50 ranks as one of the most congested corridors in the Sacramento region. The state exemplifies many of the problems of transportation systems around the world: It is a highly successful economy with a transportation infrastructure less and less able to deliver the mobility and accessibility California needs.

The Connected Corridors program is a new initiative for Caltrans and a focus for both Headquarters and the local Caltrans Districts. Connected Corridors (CC) is an Integrated Corridor Management (ICM) strategy that looks at an entire transportation system and all opportunities to move people and goods in the most efficient manner possible—including freeways, arterials, transit, parking, travel

demand strategies, agency collaboration, and more—to ensure the greatest potential gains in operational performance will be achieved. The US 50 corridor already contains many of the parallel facilities and ITS infrastructure required for ICM integration. Coordinating with other agencies and improving system-wide performance through collaboration with local stakeholders is critical to the success of Connected Corridors.

PROJECT PURPOSE

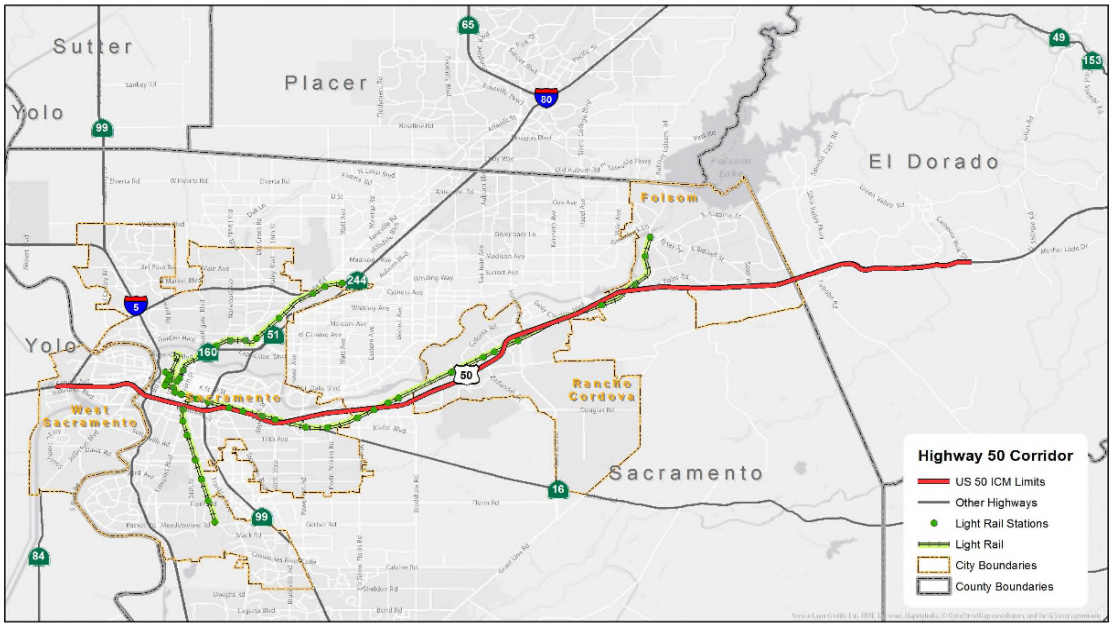
The US 50 ICM Project is a collaborative effort to research, develop, test, and deploy a framework for corridor transportation challenges managed by the state and its partners. The project's aim is to fundamentally change the way the state manages its transportation challenges for years to come. The US 50 ICM Project was developed in collaboration with local transportation agencies, the county, the cities, and other stakeholders. The US 50 ICM Project will connect individual stakeholders and work to address congestion for the betterment of the entire network.

District 3 has identified US 50 as a pilot corridor to implement ICM strategies due to the congestion the corridor faces daily. Additionally, the US 50 corridor already contains many of the parallel facilities and ITS infrastructure required for ICM integration. It is the District's long- term intention to implement ICM strategies within other corridors throughout the District based on the success and lessons learned from ICM application within the US 50 corridor.

Upon completion of the District 3 RCTO in 2015, a strategic plan to improve the District's and the region's Transportation System Management and Operations (TSM&O), Caltrans District 3 and its US 50 corridor partner agencies launched a coalition to consider ICM applications on the corridor. The coalition formed a project development group (herein referred to as the "group") with engineering and planning members from each of the partner agencies. The group defined the vision and scope for the US 50 ICM and meets on a regular basis to provide guidance and direction in the future development and deployment of the ICM concept.

The group selected a 37-mile option that extends west to east from Enterprise Boulevard in the City of West Sacramento (southeastern Yolo County), through Sacramento County, to Cameron Park Drive in western El Dorado County as shown on Figure 12-1.

Figure 12-1: US 50 CORRIDOR ICM LIMITS



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, 2020-2030, and the long-term horizon as projects or activities between 2030-2040 or beyond the scope of this plan (Post 2040). 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 Transportation Systems Management/Transportation Demand Management projects. For those projects which have an estimated completion date, the year of expenditure dollar is provided. The year of expenditure dollar is adjusted based on inflation factors provided by SACOG. Projects proposed in the Post 2040 project list (Table 12-4) are fiscally unconstrained, i.e., funding for these projects is not anticipated during the planning horizon of this RTP. An unconstrained project list is also included in Appendix E of this RTP.

Projects proposed in the Transportation Systems Management/Transportation Demand Management Action Plan tables (12-2, 12-3, 12-4) are considered to be regionally significant if they meet one or all of the following criteria; the project serves regional travel needs; the project must be included in the regional travel model; the project must be modelled for air quality conformity; or; the project is located on a roadway classified as a collector or above. Those projects that are deemed to be regionally significant based on these criteria are indicated as such with an asterisk in the table next to the project title.

The TSM Action Plan implements Goal 7 of the Policy Element of this RTP, which pertains to Transportation Systems Management/Transportation Demand Management.

TABLE 12-1: TRANSPORTATION SYSTEMS MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN STRATEGIES (2020-2040)

Project Description	Responsible/Support Agencies
Work with Caltrans and local agencies to develop options for the use of managed lane facilities where applicable	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Work with Caltrans and local agencies to develop options for the strategic location of park-and-ride lots to support social network transportation and ridesharing options	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans, 50 Corridor TMA
Coordinate with local jurisdictions to develop and improve integrated corridor management	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Work with Caltrans and local jurisdictions to include noise abatement and control into projects when appropriate	Local jurisdictions, EDCTC, Caltrans
Work with Caltrans and local jurisdictions to consider safety and security in every transportation project	Local jurisdictions, EDCTC, Caltrans
Strive for full modal integration to provide options for a “complete trip” to include bicycle, pedestrian, transit, and auto for employment, education, and other trips	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Support the use of public transportation as a transportation control measure to improve throughput and reduce traffic congestion and vehicle emissions	Local jurisdictions, EDCTC, El Dorado Transit

TABLE 12-1: *(continued)*
TRANSPORTATION SYSTEMS MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN STRATEGIES (2020-2040)

Project Description	Responsible/Support Agencies
Encourage local jurisdictions, Caltrans, and transit operators to embrace technology, such as mobile device applications, as a means to inform the travelling public on conditions, route choices, and traveler experience	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans, TRPA
Continue the Freeway Service Patrol program along US 50 in El Dorado County	EDCTC, Caltrans
Work with local jurisdictions and Caltrans to deploy Intelligent Transportation System elements along primary travel corridors which are fully integrated with the local network	Local jurisdictions, EDCTC, El Dorado Transit, SACOG, Caltrans
Encourage local jurisdictions to integrate multi-modal transit facilities when planning development supporting large concentrations of people and services	Local jurisdictions, EDCTC, El Dorado Transit
Work with schools to promote the use of bus transportation, ridesharing, and active transportation using the five principals of safe routes to schools	Local jurisdictions, EDCTC, El Dorado Transit, School Districts

TABLE 12-2: TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN SHORT-TERM PROJECTS (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
Caltrans	US 50 Advance Warning and ITS	In El Dorado County, US 50, from the Sacramento County Line to east of Stateline Avenue (PM 0.0/80.4) - Upgrade new Transportation Management System elements. Intelligent Transportation System (ITS) (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H520	$13,000,000	2020-2025
Caltrans D3	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]	$13,570,000	2020-2025
Caltrans D3	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]	$2,530,000	2020-2025
Caltrans D3	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]. Toll Credits for ENG, ROW, CON	$1,629,000	2020-2025

TABLE 12-2: *(continued)*
TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN SHORT-TERM PROJECTS (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
Multiple Lead Agencies	SR 49 Pedestrian Safety and Traffic Flow Improvements at the American River Confluence	Improve pedestrian and traffic safety through improved parking and roadway improvements.	$2,800,000	2020-2025
El Dorado County	Camino Agritourism Congestion Relief Project Phase 1*	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	$5,000,000	2020-2025
El Dorado County, Caltrans District 3	US 50 Corridor Broadband and System Technology Advances*	Extend US 50 Corridor Broadband to Pollock Pines, Placerville System Technology Advances, Remote Traffic Control Workstation, Traffic Control System Upgrade (TCS), Procurement and Information Dissemination Devices at Key Locations	$2,800,000	2026-2030
El Dorado County	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills*	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	$1,200,000	2026-2030
El Dorado County	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, additional locations will be identified. (CIP OP005/36105026)	$672,000	2026-2030
Caltrans D3	EB Latrobe Rd. Diagonal Ramp Meter	EB Latrobe Rd. Diagonal Ramp Meter	$380,000	2026-2030
Caltrans D3	WB Bass Lake Rd. Diagonal Ramp Meter	WB Bass Lake Rd. Diagonal Ramp Meter	$380,000	2026-2030
Multiple Lead Agencies	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	$40,000	2026-2030

TABLE 12-2: *(continued)*
TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN SHORT-TERM PROJECTS (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
Caltrans D3	System Management/ Traffic Operations System on U.S. 50 between I-80 and Cedar Grove*	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties.	$4,000,000	2026-2030
El Dorado County	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	$10,000,000	2026-2030

TABLE 12-3: TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN LONG-TERM PROJECTS (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
Caltrans D3	EB Bass Lake Rd. Diagonal Ramp Meter	EB Bass Lake Rd. Diagonal Ramp Meter	$380,000	2031-2035
Caltrans D3	EB Cambridge Rd. Loop Ramp Meter	EB Cambridge Rd. Loop Ramp Meter	$380,000	2031-2035
Caltrans D3	EB Cameron Park Dr. Diagonal Ramp Meter	EB Cameron Park Dr. Diagonal Ramp Meter	$380,000	2031-2035
Caltrans D3	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	$380,000	2031-2035
Caltrans D3	NB Cameron Park Dr. Loop Ramp Meter	NB Cameron Park Dr. Loop Ramp Meter	$380,000	2031-2035
Caltrans D3	SB Cameron Park Dr. Diagonal Ramp Meter	US-50 WB Cameron Park Dr. Diagonal Ramp Meter	$380,000	2031-2035
Caltrans D3	SB Ponderosa Rd. Diagonal Ramp Meter	SB Ponderosa Rd. Diagonal Ramp Meter	$380,000	2031-2035
Caltrans D3	WB Cambridge Rd. Loop Ramp Meter	WB Cambridge Rd. Loop Ramp Meter	$380,000	2031-2035

TABLE 12-3: *(continued)*
TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN LONG-TERM PROJECTS (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
Caltrans D3	WB Shingle Springs Dr. Diagonal Ramp Meter	WB Shingle Springs Dr. Diagonal Ramp Meter	$380,000	2031-2035
Caltrans D3	EB Shingle Springs Dr. Diagonal Ramp Meter	EB Shingle Springs Dr. Diagonal Ramp Meter	$380,000	2036-2040
Caltrans D3	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	$380,000	2036-2040
El Dorado County	U.S. 50 Auxiliary Lane WB – Bass Lake Road IC to Silva Valley Parkway I/C*	This project consists of adding an auxiliary lane to westbound US 50, connecting Bass Lake Road Interchange and the Silva Valley Parkway Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements (71330/36104005). (CIP 53117/36104022)	$6,134,000	2025-2030
El Dorado County	Aux Lane Project: WB Latrobe Road / ED Hills Blvd*	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	$6,185,417	2036-2040
El Dorado County	Aux Lane Project: WB Silva Valley*	WB Silva Valley to El Dorado Hills Blvd (T)	$6,025,587	2036-2040
El Dorado County	Intelligent Transportation System (ITS)* Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County. (See ELD19239 for Phase 1)	$5,000,000	2036-2040
El Dorado County	ITS Improvements - Phase 1*	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals. (See ELD19240 for Phase 2)	$5,833,200	2036-2040
El Dorado County	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road*	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	$9,909,000	2036-2040

TABLE 12-3: *(continued)*
TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN LONG-TERM PROJECTS (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
El Dorado County	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road*	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	$9,404,000	2036-2040
El Dorado County	U.S. 50 Auxiliary Lane Eastbound – Sacramento County Line to El Dorado Hills Boulevard I/C*	This project consists of adding an auxiliary lane to eastbound US 50 from the County line to the El Dorado Hills Boulevard/Latrobe Road Interchange. This project will eventually connect to the City of Folsom's future empire Ranch Road Interchange. Timing of construction to be concurrent with the El Dorado Hills Blvd. interchange (71323/36104001) or Empire Ranch Interchange. The City of Folsom is planning the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report. (CIP 53125/36104017)	$7,306,000	2036-2040
El Dorado County	U.S. 50 Auxiliary Lane Westbound – El Dorado Hills Boulevard I/C to Sacramento County Line*	This project consists of adding an auxiliary lane to westbound US 50 connecting the El Dorado Hills Boulevard/Latrobe Road interchange to the County line. Timing of construction to be concurrent with or after the El Dorado Hills Blvd Interchange (CIP 71323/36104001) or Empire Ranch Interchange. CEQA/NEPA cleared through the Empire Ranch Interchange document (CIP 53115/36104021)	$6,297,000	2030-2040
El Dorado County	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd*	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	$12,522,000	2036-2040
El Dorado County	U.S. 50 Auxiliary Lane Eastbound – Cambridge Road to Cameron Park Drive*	This project consists of adding an auxiliary lane to eastbound US 50 connecting Cambridge Road Interchange to Cameron Park Drive Interchange. Timing of construction to be concurrent with or after the Cambridge Road Interchange Improvements (71332/36104006). (CIP 53126/36104019)	$9,811,000	2036-2040

TABLE 12-3: *(continued)*
TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN LONG-TERM PROJECTS (2031-2040)

Lead Agency	Title	Description	Total Cost	Completion Timing
***Regionally Significant Projects**				
El Dorado County	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr*	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvements project (71333/36104010). (CIP 53128/36104024)	$10,055,000	2036-2040
El Dorado County, Caltrans District 3	Develop Caltrans US 50 Traffic Management Center in South Lake Tahoe*	Conduct US 50 Surveillance, Traveler Information, Web Page, Winter Traffic Management	$2,800,000	2036-2040
Caltrans D3	SHOPP - Collision Reduction	SHOPP - Collision Reduction	$505,000,000	2036-2040
Caltrans D3	SHOPP - Emergency Response	SHOPP - Emergency Response	$10,000,000	2036-2040

TABLE 12-4: TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN PROJECT DEVELOPMENT ONLY (POST 2040 - UNCONSTRAINED)

Lead Agency	Title	Description	Total Cost	Completion Timing
Project Development Only ***Regionally Significant Projects**				
Caltrans D3	Aux Lane Project: EB Latrobe Road*	US-50 EB Latrobe Rd to Silva Valley (T); US 50	$1,500,000	Post-2040
Caltrans D3	US 50 WB Auxiliary Lane*	In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17/19)	$20,000,000	Post-2040
El Dorado County	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road*	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	$9,250,000	Post-2040
El Dorado County	SR 49 Realignment B*	SR 49 Realignment	$28,800,000	Post-2040

CHAPTER 13: FINANCIAL ELEMENT

GOAL 8: FUNDING

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

The Financial Element serves as the funding plan for transportation improvement projects and programs to be constructed over the 20-year horizon of this plan. The Financial Element identifies multi-modal projects which are constrained within the funding estimated over this 20-year timeframe. However, it also identifies transportation investments that fall outside of this fiscal constraint to ensure those projects are included should unforeseen funding become available. Revenue assumptions are based upon historical funding trends, existing funding programs, economic volatility, and any anticipated new funding sources. Actual revenues will most certainly fluctuate based on many factors including technology advancements in fuel efficiency, as well as the local, state, and national economy combined with ever changing transportation funding policies.

EDCTC coordinated with SACOG to establish assumptions which inform a 20-year estimate of federal, state, and local transportation revenues. In preparing the revenue forecasts, EDCTC and SACOG worked together to calculate the share of federal and state revenues that will likely become available to agencies within the EDCTC planning jurisdiction, using historical levels combined with known ongoing federal and state formulaic and competitive funding programs.

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 active transportation facilities to maintaining local streets and roads to supporting transit services. Funding sources are often accompanied by rules and regulations guiding how funds may be allocated to specific projects. Furthermore, some funding sources support specific types of projects and programs, for example transit or active transportation funding. Figure 13-1 illustrates the programmed funding through EDCTC and surrounding jurisdictions over the period from 2015-2020. Table 13-1 illustrates the expenditures and project delivery success from the 2015-2035 RTP.

FIGURE 13-1: EDCTC FUNDING EXPENDITURE HISTORY BY MODE (2015-2020)

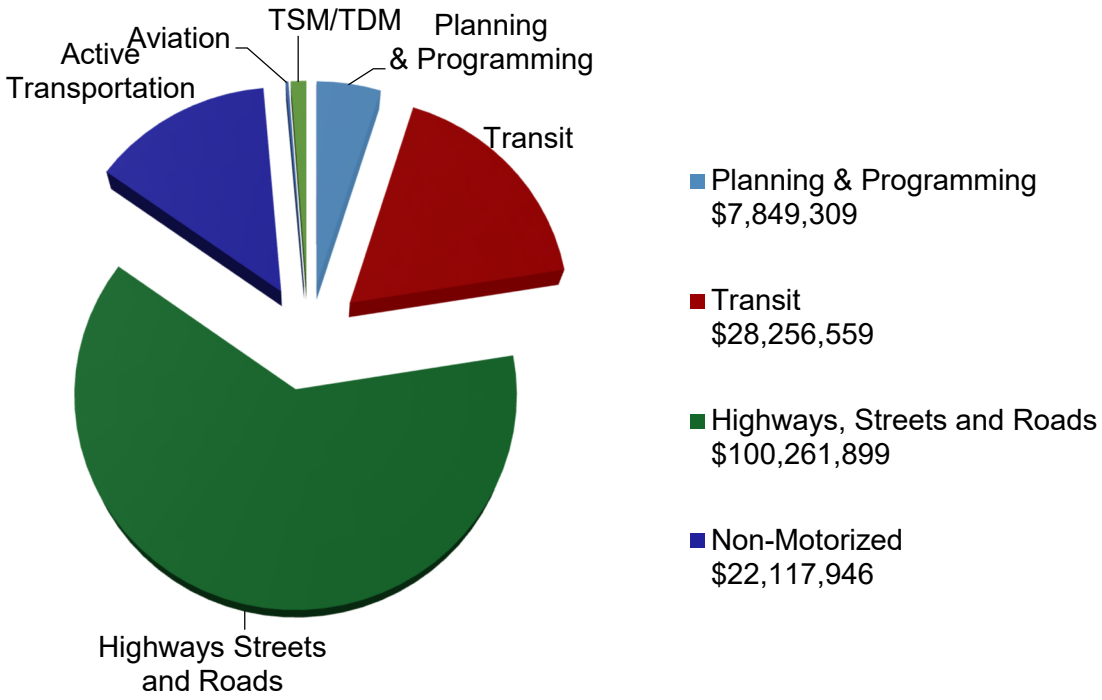


TABLE 13-1: 2015-2035 RTP DELIVERY SUCCESS SINCE ADOPTION OF THE 2015 RTP

Mode	Project Delivery from 2015-2020		
	Projects in Short Term Action Element	Projects Delivered	% of Total
Regional Roadway Network	76	37	49%
Transit	10	7	70%
Aviation	36	1	3%
Active Transportation	58	13	22%
Total	***180***	***58***	***32%***

Source: El Dorado County 2015-2035 Regional Transportation Plan

TRANSPORTATION FUNDING OVERVIEW

FEDERAL FUNDING SOURCES

Federal transportation funding is principally allocated through multi-year transportation funding laws. Historically, Federal transportation funding is primarily generated through the collection of fuel taxes and fees, last increased in 1993. When motorists purchase gasoline, they are paying a per gallon tax of 18.4 cents of a federal gasoline tax, 47.3 cents of state excise tax and a 2.5% sales tax rate, as of July 1, 2019. Motorists filling up with diesel pay 24.4 cents of federal diesel fuel tax and an additional 36 cents of state excise tax, plus a 13% sales tax rate.

Federal fuel taxes are deposited into the Federal Highway Trust Fund which allocates 85 percent to the Federal Highways Administration for roadway related improvements and 15 percent to the Federal Transit Administration for local public transit and passenger rail operations. Under the surface transportation funding bill, Fixing Americas Surface Transportation Act (FAST-Act, 2015), transportation funding flows through 30 programs housed within nine core Federal-aid Highway programs while an additional 16 programs distribute funding for mass transit. The core Federal programs are listed below in Table 13-2.

TABLE 13-2: FAST ACT FEDERAL-AID HIGHWAY PROGRAMS AND MASS TRANSIT

Core Programs	Description
National Highway Performance Program	Provides funding to improve condition and performance of National Highway System, construct new facilities, and meet state performance targets.
Surface Transportation Block Grant Program	Flexible program to fund transit, bridges, tunnels, carpooling, maintenance, intelligent transportation systems, etc.
Highway Safety Improvement Program	Funding source for strategies, activities, and projects on a public road to correct or improve a hazardous road condition or address highway safety problem.
Railway-Highway Crossings Program	Funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
Congestion Mitigation and Air Quality Improvement Program	Flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act.
Metropolitan Transportation Planning	Funding for MPOs to carry out the metropolitan transportation planning process.
National Highway Freight Program	Funding that improves the efficient movement of freight on the National Highway Freight Network. Projects must be identified in a freight investment plan included in the State's freight plan.
Transportation Alternatives Program	Funding projects for pedestrians, bicyclists, recreational trails, safe routes to schools, etc.
Mass Transit	16 public transit specific programs managed by the Federal Transit Administration

Source: FAST Act Division C; Internal Revenue Code (26 U.S.C.)

STATE FUNDING SOURCES

On April 6, 2017, the California Legislature approved the passage of the Road Repair and Accountability Act, better known as Senate Bill (SB) 1. The intent of SB 1 was to focus on maintaining and rehabilitating existing roads and bridges. It also increased the state's investment in transit and active transportation. SB 1 added additional programs and funding to existing transportation investment programs. SB 1 was anticipated to generate an average of $5.2 billion annually over the next decade and beyond. SB 1 increased fuel taxes and transportation fees to generate the additional $5.2 billion annually for transportation. Table 13-3 highlights the State funding programs before and after the passage of SB 1. Note that the State taxes and fees discussed are in addition to the Federal taxes previously mentioned.

TABLE 13-3: TAX AND FEE STRUCTURE UNDER THE PASSAGE OF ROAD REPAIR AND ACCOUNTABILITY ACT (SENATE BILL 1, APRIL 2017)

Funding Source	Pre SB 1 Rates	Post SB 1 Rates	Effective Date
Fuel Taxes*			
Gasoline			
Base excise**	18 cents	30 cents	November 1, 2017
Swap Excise**	9.8 cents	17.3 cents	July 1, 2019
Diesel			
Excise**	16 cents	36 cents	November 1, 2017
Swap sales	1.75 percent	5.75 percent	November 1, 2017
Vehicle Fees *(Per Year)*			
Transportation Improvement Fee**	—	$25 to $175	January 1, 2018
ZEV registration fee**	—	$100	July 1, 2020

**Excise taxes are per gallon.*

***Adjusted for inflation starting July 1, 2020 for the gasoline and diesel excise taxes, January 1, 2020 for the Transportation Improvement Fee, and January 1, 2021 for the ZEV registration fee.*

CALIFORNIA FUEL TAXES AND FEES

The state gas tax is actually two separate components, a base excise tax and a price-based excise tax. The first component is the base excise tax of 30 cents per gallon, which includes a 12 cent increase due to SB-1. The second component is a price-based excise tax of 17.3 cents a gallon that is adjusted to inflation. The funds flow to cities and counties at 36% while the remaining 64% flows to the State Highway Account. The price-based excise tax is adjusted on an annual basis to reflect the equivalent of the state sales tax on gasoline in the previous year; for 2019, that amount is 17.3 cents per gallon. This portion of the gas tax is first used to backfill debt service on transportation bonds and the remaining amount is divided 44% to local roadways, 44% to new construction projects in the State Transportation Improvement Program (STIP), and 12% to the state highways maintenance and operations. Table 13-4 provides a summary of the programs funded through the state gas tax.

Gasoline Taxes

The state currently has two excise taxes on each gallon of gasoline: a base tax and a variable "swap" tax.

- **Base Excise Tax:** SB 1 increased this tax by 12 cents for a total tax of 30 cents per gallon. SB 1 also put into place an annual adjustment for inflation.
- **Swap Excise Tax:** SB 1 eliminated the swap tax and replaced it with a fixed excise tax of 17.3 cents per gallon which is adjusted for inflation.

Diesel Taxes

California also collects revenue from excise and sales taxes on the sale of diesel fuel.

- **Excise Tax:** SB 1 increased this tax by 20 cents per gallon of diesel fuel for a total tax of 36 cents per gallon. SB 1 makes the rate fixed with an annual adjustment for inflation.
  Diesel Swap Sales Tax: SB 1 increased the diesel sales tax from 1.75 percent to 5.75 percent. In addition, state and local sales taxes on tangible goods that together average 8.5 percent statewide also apply to diesel, with revenue from a rate of 4.75 percent funding transportation. Senate Bill 1 made no changes to this tax.

TABLE 13-4: STATE TRANSPORTATION FUNDING PROGRAMS

Program	Description	Distribution Method
City and County Road Fund	Provides funds directly to the cities and counties in California for roadway projects and maintenance efforts	Formula
State Highway Operations and Protection Plan (SHOPP)	Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges	N/A
Caltrans Local Assistance	Caltrans oversees more than $1 billion in federal and state funding annually to over 600 cities, counties, and regional agencies. The program provides recipients with the opportunity to improve their transportation infrastructure or provide additional transportation services.	N/A
Active Transportation Program (ATP)	This program funds safe routes to school, pedestrian, bicycle, and trail projects. Created in response to the Federal Transportation Alternatives Program, the State's ATP was created on September 26, 2013 with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013).	Competitive
State Transportation Improvement Program (STIP)	Funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and Regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees	Formula
Solutions for Congested Corridors Program	Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Competitive
Trade Corridor Enhancement Program	Provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately $300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume	Competitive
Local Partnership Program	Provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of $200 million annually to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects.	Formula (Self Help)/Competitive

VEHICLE TAXES AND FEES

Transportation Improvement Fee: SB 1 created a new vehicle charge—called a Transportation Improvement Fee—specifically to fund transportation. Vehicle owners pay annually with their vehicle registration fee. Figure 13-5 shows the rate schedule for the new fee.

TABLE 13-5: TRANSPORTATION FEE SCHEDULE

Value of Vehicle	Annual Fee
$0 to $4,999	$25
$5,000 to $24,999	$50
$25,000 to $34,999	$100
$35,000 to $59,999	$150
$60,000 and higher	$175

Zero-Emission Vehicle Registration Fee: SB 1 created a new $100 registration fee for zero-emission vehicles only. Called a Road Improvement Fee, this was implemented to have electric vehicle owners pay for their use and impact to the transportation network as they do not pay fuel taxes.

Statewide Sales Tax

Since the passage of the Transportation Development Act (TDA) in 1971, the state has dedicated 0.25% of the statewide sales and use tax to transportation programs. The sales tax in El Dorado County is 7.25% except for the City of Placerville which has a sales tax rate of 8.25%. The 0.25% sales tax goes into the Local Transportation Fund (LTF) which is distributed back to Counties on a population basis. The primary use of these funds is for public transit, with the option of using funds for bikeways, rail, and streets and roads when certain criteria have been met. For rural and urbanizing counties such as El Dorado County, those criteria require that all unmet transit needs that are reasonable to meet, as defined, are met before the LTF can go to other purposes. LTF revenues are distributed to the cities and county on a population basis annually. In addition to the 0.25% sales tax on purchases, a separate 13% sales tax is levied against the sales of diesel fuel. 4.75% of the sales tax is directed to the Public Transportation account while the remaining 1.75% is directed to the State Transit Assistance account. Each of these accounts combined fund public transit and passenger rail throughout the state. Table 13-6 summarizes these programs.

TABLE 13-6: STATE PROGRAMS FUNDED WITH STATE SALES TAX

Local Transportation Fund (LTF)	Funding directed to Regional Transportation Planning Agencies to perform long-range planning, implement bus transit, passenger rail, bikeways, and streets and roads projects.
Public Transportation Account	50% of funding directed to state transit programs (e.g., intercity passenger rail and feeder bus program), 25% to Regional Transportation Planning Agencies for transit purposes, and 25% to public bus and passenger rail operators in the state.
State Transit Assistance	Funding directed Regional Transportation Planning Agencies, public bus, and passenger rail operators in the state

FINANCIAL ASSUMPTIONS

EDCTC works directly with SACOG and local jurisdictions to establish the financial assumptions used to develop the revenue estimates used for this plan. SACOG prepared the regional revenue forecasts as part of the 2040 MTP, adopted on November 18, 2019. Developing the revenue forecasts involves establishing the regional assumptions for the anticipated Federal, State, and Local transportation revenue

that may be realized during the planning horizon of 2020-2040. This effort includes calculating the share of federal and state revenues that come to the Sacramento Region and the share which is allocated to El Dorado County. Calculations were based upon the 2040 MTP, historical precedence, and the Federal and State formulaic distribution mandates under the currently approved transportation legislation. All assumptions and growth rates are labeled as real or nominal dollars amounts. Real dollars indicate revenue before adding the impact of inflation. Nominal dollars include real dollars plus inflation over the planning period.

ESTIMATED REVENUE

Preparing forecasts of anticipated transportation revenues is a challenging task due to the ever-changing transportation funding picture in California and Nationwide. A key task in the preparation of a long-range transportation funding strategy is an assessment of revenue potentially available from existing federal, state, and local sources. The revenue forecasts prepared for the Regional Transportation Plan were developed through a collaboration between EDCTC and SACOG. Funding estimates for many of the programs are based upon formulaic allocations set in statute for those programs which are not allocated through formulas set in statute based upon the resident population and/or lane miles of a jurisdiction. For those funding programs which are not distributed through a formula, El Dorado County's share of the SACOG Region's population, 6.1%, was used as the proxy for the estimate that EDCTC would receive for that given fund source. Those funding sources for which the population share was used to estimate EDCTC's funding share are highlighted in italics in Table 13-7 below.

Funding for projects across all modes is entirely generated through Federal, State, and Local sources summed up as fuel taxes, sales tax, and user fees. Table 13-7 illustrates the estimated funding forecasts for years 2020 through 2040.

TABLE 13-7: ESTIMATED FUNDING REVENUES 2020-2040
(Dollars Adjusted for Inflation to 2040 in Millions)

Anticipated Revenues 2020-2040 (Year of Expenditure)					
Funding	**Applicable Uses**	**Short Term 2020-2030**	**Long Term 2031-2040**	**Total**	**Annual Average**
Federal Programs					
CMAQ - Urban	Roads, Transit, ATP, TDM, TCM	$23.66	$30.22	$53.88	$2.69
STBGP	Highways, Roads, Transit, ATP, TDM, TCM	$26.20	$30.66	$56.86	$2.84
Federal Discretionary Programs (BUILD, INFRA, etc.)	Highways, Roads, Transit, ATP, TDM, TCM, Broadband	$15.61	$18.38	$33.99	$1.70
FTA 5307 Urbanized Area Formula	Transit	$2.99	$3.50	$6.49	$0.32
FTA 5309 c Bus Allocations	Transit	$5.10	$7.70	$12.80	$0.64
FTA 5311 b Rural Assistance Program	Transit	$7.60	$8.89	$16.49	$0.82

TABLE 13-7: *(continued)*
ESTIMATED FUNDING REVENUES 2020-2040 (Dollars Adjusted for Inflation to 2040 in Millions)

Anticipated Revenues 2020-2040 (Year of Expenditure)					
Funding	**Applicable Uses**	**Short Term 2020-2030**	**Long Term 2031-2040**	**Total**	**Annual Average**
State Programs					
SHOPP	Highways, Bridges	$140.00	$153.20	$293.20	$14.66
STIP, RTIP, ITIP	Highways, Roads, ATP	$51.80	$94.30	$146.10	$7.31
Senate Bill 1					
SB 1 Competitive Programs	Roads, highways, bridges, ATP	*$12.20*	*$13.54*	*$25.74*	*$1.29*
Road Maintenance and Rehabilitation Account	Roads	$118.63	$130.34	$248.97	$12.45
STA	Transit	$20.22	$20.31	$40.53	$2.03
Freeway Service Patrol	TDM	$1.10	$1.10	$2.20	$0.11
Local Programs					
LTF	Transit, Highways, Roads, ATP	$63.82	$79.07	$142.89	$7.14
Transit Fares (Farebox, Transit Pass, Commuter Pass)	Transit	$14.86	$25.60	$40.46	$2.02
Local Streets and Roads Maintenance Funding	Road maintenance and rehabilitation	$146.47	$178.88	$325.35	$15.49
Local Streets and Roads TIM and MC&FP	Roads	$131.20	127.40	$258.60	$12.93
City of Placerville ½ Cent Sales Tax	Roads	$10.09	$12.41	$22.50	$1.13
Caltrans Discretionary	Highways, Roads	$12.17	$13.54	$25.71	$1.29
Total		$803.72	$949.04	$1,753.76	

Source: SACOG MTP 2040 Forecast
Source: El Dorado County CIP and City of Placerville CIP

FEDERAL FUNDING SOURCES

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

The CMAQ Program was reauthorized with the passage of the FAST Act. Funds are directed to transportation projects and programs which contribute to the attainment and 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 those which exhibit a measurable and long-lasting improvement to air quality through reduction in greenhouse gas emissions as a direct result of a reduction in vehicle miles travelled or a shift away from single occupant automobile travel.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The Fast Act continues the STBGP to provide flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for active transportation, transit capital projects and public bus terminals and facilities. Fifty percent of a State's STBGP funds are distributed to areas based on population and lane miles through the Surface Transportation Block Grant Program (STBGP). A portion of its STBGP funds are set aside for bridges not located on a Federal-aid highway. Furthermore, a special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collector roadways.

Of all the funding programs in Fast Act, STBGP is the most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible. Examples of projects eligible for STBGP 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.

FEDERAL DISCRETIONARY PROGRAMS

The Fast Act did away with most of the previous Federal Discretionary programs and rolled them into other legislation and/or consolidated programs. However, those which remain and those which potentially may be added to future legislation are considered for the purposes of the financial forecast concerning the 2020-2040 RTP.

FEDERAL TRANSIT ADMINISTRATION (FTA)

The FTA provides the financial assistance to develop new transit systems and improve, maintain, and operate existing transit networks. FTA oversees funding to state and local transit providers through regional FTA offices. The FTA programs include:

- Section 5307 – Urbanized Area Formula Grant Program
  This program funds routine capital investments, including bus purchases and small transit system operating expenses. FTA funds are allocated annually to urbanized areas, as defined by the most current Census (2010), according to the formula based on population, a portion goes to areas under 200,000, and a portion goes to areas over 200,000 persons.

- Section 5310 – Elderly Persons and Persons with Disabilities Formula Program
  This program provides funds for transit service and programs to serve the special needs of transit dependent populations and enhance mobility of seniors and persons with disabilities. Funds are allocated through a competitive process.

- Section 5311 – Rural Area Formula Program
  This program funds transit service in rural areas of a population less than 50,000 people and for operating and capital grants for intercity facilities and services.

- Section 5337 – State of Good Repair
  This new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit system and high-intensity motor bus systems that use high-occupancy vehicle lanes. These funds reflect a commitment to ensuring transit operates safely, efficiently, reliably, and sustainably.

- Section 5339 – Bus and Bus Facilities
  This program provides capital funding to replace and rehabilitate buses and related equipment. Funds are allocated both directly to transit agencies and distributed through a competitive process.

STATE FUNDING SOURCES

STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The SHOPP is a ten-year program developed by Caltrans 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.

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.

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. The projects included in the Action Element of the EDCTC 2020-2040 RTP are consistent with the requirements of the STIP, ITIP and RTIP.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

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.

FREEWAY SERVICE PATROL (FSP)

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

LOCAL TRANSPORTATION REVENUE SOURCES

LOCAL TRANSPORTATION FUND (LTF)

The Transportation Development Act (TDA) of 1971 added one-quarter percent to the statewide sales tax to fund transit services throughout the state. This funding, 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.

GAS TAX SUBVENTIONS

Gas tax funds are distributed to cities and counties formulaically based upon resident population to be used for street and road maintenance.

TRANSIT FARES

Funds generated by passenger fares on transit are used to help fund that 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. Farebox, Sac Commute Route Passes, and Bus Passes, as outlined in Table 26 of the Western El Dorado County 2019 Short- and Long-Range Transit Plan, were used to establish the baseline revenue forecast for Transit Fares line item in Table 13-7 above.

CALTRANS DISCRETIONARY PROGRAMS

The Federal Highway Administration administers discretionary programs through its various offices and with the assistance of Caltrans. 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.

LOCAL STREETS AND ROADS FUNDS

At the discretion of the City Council or El Dorado County 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. One common TIM fee is for traffic generated by new development along the existing transportation system. 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. For a complete list of these projects, please contact the appropriate jurisdiction. With high demand on such funds, and generally low availability, general funds are not considered a strong source of transportation funding.

SUMMARY OF EXPENDITURES

Transportation project cost estimates identified in the Action Element of the 2020-2040 Regional Transportation Plan total over $1.3 billion. This amount includes all projects listed in both the short-

term and long-term action plans as well as the fiscally unconstrained list. Table 13-8 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 El Dorado County transportation system.

TABLE 13-8: COST ESTIMATES 2020-2040 REGIONAL TRANSPORTATION PLAN

Transportation Mode	**Short-Term Action Plan 2020-2030** (Nominal* Dollars)	**Long-Term Action Plan 2031-2040** (Nominal* Dollars)
Road and Highway Capacity	$129,200,301	$231,750,916
Road Maintenance and Rehabilitation	$196,611,607	$300,840,053
Transit	$103,947,800	$207,895,560
Active Transportation	$29,426,242	$34,806,520
Transportation Systems Management	$27,272,000	$98,662,204
Total	**$486,457,950**	**$873,955,253**

**Nominal dollars include real dollars plus inflation*

COMPARISON OF EXPENDITURES TO REVENUE

Projected expenditures associated with the 2020-2040 Regional Transportation Plan must be constrained within the anticipated revenues. In Table 13-8 the short-term and long-term action plans for each mode are compared with the anticipated revenues for the 2020-2040 timeframe. Table 13-8 shows a nominal surplus in both the short-term and long-term planning horizons. It is assumed that reasonably available forecasted revenue is sufficient over the entire planning period to fund programmed and planned improvements. Pursuant to the 2017 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.

TABLE 13-9: EXPENDITURE ESTIMATES AND ESTIMATED REVENUE COMPARISON
(Dollars Adjusted for Inflation to 2040 in Millions)

Transportation Mode 2020-2040	**Nominal Dollars**
Total Expenditures	**$1,360.41**
Total Estimated Revenues	**$1,753.76**

Source: SACOG MTP 2040 Forecast

CONCLUSIONS

Based on the preceding revenue / expenditure analysis, the West Slope of El Dorado County will have sufficient funding in place to implement all projects considered in the plan. However, this is likely to change or fluctuate over the life of this plan and will be updated again in 2025. Shortfalls are especially severe if all planned improvements were assumed to move forward and/or recession were to occur, which is likely to be the result of the 2020 pandemic. The revenue forecast assumptions are dependent upon continued use of local funds dedicated to transportation purposes. Throughout the 2040 horizon, it is likely that some planned transportation investments could be scaled back, phased, or even deferred to post-2040. Alternatively, to keep pace with future transportation infrastructure needs, new funding mechanisms and innovative fund management strategies will need to be considered in order to implement the planned improvements.

FINANCIAL ACTION PLAN

Several actions are identified below to further support the objectives and policies contained within the Policy Element.

1. Promote funding of transportation projects identified in the RTP's Action Element consistent with the provisions included in the Plan's Policy Element.
2. Maximize the use of federal and state transportation funding sources.
3. Make the most efficient use of federal, state, regional and local transportation revenues and allocations in the programming and delivery of projects
4. Actively pursue new funding sources, such as a transportation sales tax measure, to address shortfalls in addressing critical transportation needs.
5. Encourage multi-agency packaging of projects for federal and state funding programs, where a regional strategy may improve chances of funding success.
6. Assist local jurisdictions to identify and obtain federal and state grant funding.
7. Develop and update the Regional Transportation Improvement Program, the Metropolitan Improvement Program, and the Project Delivery Plan.

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 and are not presented as recommendations for the 2020-2040 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 "super majority" approval of the voters. As of 2019, 25 of the 58 California Counties have passed one or more local sales tax measures to support transportation investments. The City of Placerville passed a local ½ cent sales tax measure in 2016 which generates revenue for the City's roads and other linear public utilities. El Dorado County has not approved or passed a local sales tax measure and continues to maintain the minimum state sales tax of 7.25 percent. In 2019, the Director of the El Dorado County Department of Transportation estimated that a local sales tax increase of ½ cent would generate approximately $10 million annually. This funding would then be available to leverage SB 1 programs such as the Local Partnership Program which incentives local sales tax measures or what is referred to as "self-help".

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.

ROAD USER CHARGE PROPOSAL

The California Road Charge Technical Advisory Committee was established in 2014 by Senate Bill 1077 (Chapter 835, Statutes of 2014). SB 1077 created the California Road Usage Charge Pilot Program and tasked the Chair of the Commission, in consultation with the California State Transportation Agency (CalSTA) to convene a fifteen member Technical Advisory Committee (TAC) to study road usage charge alternatives to the gas tax, gather public comment, and make recommendations to CalSTA regarding the design of a road usage charge pilot program. This effort concluded in 2018. However, the State continues to pursue a mileage tax or road user charge to support transportation investments. For the purposes of this Plan, this funding source was not considered as part of the financial assumptions.

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX A
PUBLIC INVOLVEMENT PLAN

El Dorado County
RTP 2040
Regional Transportation Plan 2020-2040

RTP 2020-2040 PUBLIC INVOLVEMENT PLAN

The purpose of the 2020-2040 public involvement plan is to create a public dialog on the content of the RTP and EIR. Public input associated with the development of the documents is intended to create an open process that reflects the values of the region's residents. The completed transportation plan should include the appropriate and desired actions to establish the framework for an effective transportation system that meets the needs of the areas' residents, is coordinated with neighboring regions, and considers all potential transportation users.

Public Involvement and the RTP

The audience for public outreach associated with the development of the RTP and associated EIR is the EDCTC Board, EDCTC's planning partners (including government agencies and tribal governments), private sector entities and interest groups and the general public. Prior to development of the EDCTC 2020-2040 RTP, EDCTC considered historic best practices in public outreach and identified areas for improvement. EDCTC also deployed modern technological methods to better engage and distribute information associated with the RTP. EDCTC periodically reviewed the effectiveness of the public involvement process to ensure full and open participation.

Public involvement is critical to the success of the RTP. EDCTC engages the public early and often to ensure they have ownership in the process and end result. Regional Transportation Planning Agencies are required to implement a public involvement process including opportunities for private and public operators of transit and freight, tribal governments, local communities, the general public, and other interested/affected parties (Title 23 Sec. 134(g) (4); Title 23 Sec 135 (e); and Title 23 CFR 450.316 (b) (1) (c)). The RTP shall provide for complete information, timely notice, full public access to key decisions, reasonable public access to technical and policy information, and explicit consideration of public input, in addition to an effort to seek out and consider the needs of those traditionally underserved by existing transportation systems.

RTP Advisory Committee

EDCTC continues to utilize an RTP Advisory Committee (RTP AC) as a focal point of our public involvement process because of the positive results achieved through the RTP processes conducted in previous updates.

The RTP AC was involved in the development of the Policy Element, Action Element and Financial Element of the RTP EIR. The RTP AC was also made aware of the development of the RTP EIR.

The RTP AC membership was ratified by the EDCTC on April 5, 2018. The advisory committee includes diverse representatives from the private sector, citizen organizations, interest groups and government organizations. The matrix in Table 1 represents the organizations and entities

ratified by the Commission, however, EDCTC staff was flexible throughout the RTP process to add additional interested parties and consistently updated the contact list to ensure effective participation. RTPAC meetings were well attended with nearly 30 people attending each of the three meetings over the course of the plans' development. Table 2 displays RTP AC meeting dates.

TABLE 1 El Dorado County 2020-2040 Regional Transportation Plan Advisory Committee Membership Matrix		
Government Organizations		
El Dorado County DOT	El Dorado Transit	City of Placerville
El Dorado Hills CSD	Cameron Park CSD	Airports
EDC Health and Human Services Agency	EDC Parks and Trails	EDC Environmental Management
EDC Air Quality Management	Caltrans District 3	Tahoe Regional Planning Agency
SACOG	EDC Office of Education	Shingle Springs Rancheria
Tahoe Transportation District	Emergency Services – Police and Fire	Federal Land Management Agencies
Historic Districts	SSTAC Member	
Private Sector, Citizen Organizations and Interest Groups		
Agritourism	Chambers of Commerce	Trucking/Goods Movement
Pedestrian Advocate	Seniors	Taxpayers Association
Bicycle Advocate	Youth Representative	Development Community
Rural Advocate	Transit Rider	Surveyor, Architect, and Engineer Organizations
El Dorado Hills Business Park	Business Associations	

TABLE 2 RTP 2020-2040 RTP AC Meeting Schedule		
MEETING	**DATE**	**MEETING TYPE**
RTPAC Meeting 1	July 2018	Advisory Committee
RTPAC Meeting 2	October 2018	Advisory Committee
RTPAC Meeting 3	August 2019	Advisory Committee

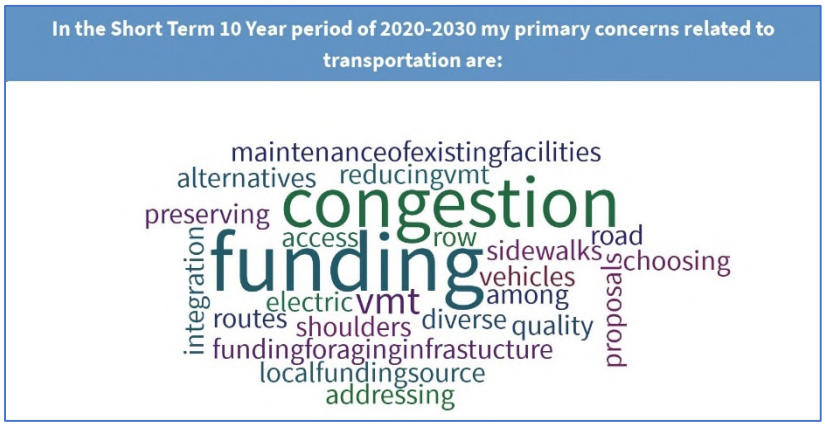
RTP AC Meeting Agendas are included as Attachment 1 to Appendix A. Additional information including meeting summaries can be made available upon request.

Less Traditional Outreach

Throughout the RTP development process, EDCTC staff took advantage of opportunities to present the background, purpose, and status of the RTP and conduct polling at non-RTP AC meetings. These meetings provided the opportunity to engage residents outside of the more structured RTP AC meeting format. These meetings are displayed below in Table 3.

TABLE 3 RTP 2020-2040 Less Traditional Outreach Meeting Schedule		
MEETING	**DATE**	**MEETING TYPE**
RTP South County Presentation	August 2018	County Supervisor Town Hall
Diamond Springs Advisory Committee Meeting	September 2018	Local Community Advisory Committee
Cameron Park Presentation 1	September 2018	County Supervisor Town Hall
Cameron Park Presentation 2	November 2019	County Supervisor Town Hall
South Shore Transportation Management Association	March 2019	Transportation Management Association
South Shore Transportation Management Association	August 2020	Transportation Management Association

EDCTC staff presented at three Town Hall meetings held by the El Dorado County Supervisor for District 2. The Town Hall meetings were well attended at EDCTC conducted polling with questions related to transportation needs, funding, and issues. These Town Hall meetings provided opportunities to engage additional private sector citizens who might not typically participate in more formal meetings or attend EDCTC meetings. It also provided the opportunity to engage low-income and minority households who may face challenges accessing employment and other services. Polling questions emphasized concerns related to general transportation, concerns along the US 50 Corridor in El Dorado County, and funding options.



Less Traditional Outreach Meeting Agendas are included at Attachment 2 to Appendix A.

Intergovernmental and Public Sector Outreach

The RTP 2020-2040 process included extensive involvement and coordination with public sector and government agencies. The RTP AC included many of the critical partners in transportation at the local, state, and federal level. This involvement helped support our efforts with intergovernmental coordination related to the RTP. Public Sector and intergovernmental agencies were well represented at RTP AC meetings.

Federal, State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation were involved in the development of the RTP and EIR through the release of the Notice of Preparation (NOP) for the 2020-2040 RTP EIR. The Initial Study/NOP was released to the public and responsible agencies on January 21, 2020 through a public notice made available in the Mountain Democrat newspaper and through the Governor's Office of Planning and Research State Clearinghouse office. The NOP and Initial Study were announced via EDCTC's social media and made available online on the EDCTC

web page. Additionally, a public scoping meeting was held at the Placerville Town Hall on February 5, 2020. The RTP EIR 45-day review period, which began on September 4, provided additional opportunities for public comment. EIR public notices and meetings are listed in Table 4.

TABLE 4 RTP 2020-2040 Environmental Impact Report Public Notices and Meetings		
MEETING	**DATE**	**MEETING/NOTICE TYPE**
RTP EIR Contract Award at EDCTC Meeting	August 2019	Public Meeting
Notice of Preparation – Filed with State Clearinghouse and County Clerk	January 21, 2020	Notice of Preparation
Notice of Preparation Advertised in Newspaper/Initial Study Posted online at EDCTC web page	January 21, 2020	Newspaper Ad/Online Posting
RTP EIR Public Scoping Meeting, Placerville Town Hall	February 5, 2020	Public Scoping Meeting
Draft EIR Release Announcement at EDCTC Meeting	September 3, 2020	Public Meeting
Draft EIR Advertised in Newspaper/Posted online at EDCTC web Page	September 4, 2020	Newspaper Ad/Online Posting
Final EIR Presented and Adopted at EDCTC Meeting	*November 5, 2020*	*Public Meeting*

State and Local Representative Outreach

EDCTC staff engaged local elected representatives in the RTP process through a series of public meetings with the EDCTC. These meetings are open to the public and background information is made available on the EDCTC web page. Staff updated the Commission at key milestones during the RTP process to receive input on the various stages of RTP development. Public sector meetings are listed in Table 5.

TABLE 5 RTP 2020-2040 Public Sector Meeting Summary		
MEETING	**DATE**	**MEETING TYPE**
RTP Kick Off at EDCTC Meeting	April 2018	Public Meeting
Draft Policy Element Presentation at EDCTC Meeting (Draft Policy Element Made Available online)	October 2019	Public Meeting
Draft Action Element Presentation at EDCTC Meeting (Draft Action Element Made Available Online)	August 2020	Public Meeting
Draft Financial Element Presentation at EDCTC Meeting (Draft Financial Element Made Available Online)	September 2020	Public Meeting
Final RTP Presented and adopted at EDCTC Meeting	*November 2020*	*Public Meeting*

Pivot to Online Outreach

Due to the COVID-19 Pandemic, during summer of 2020, EDCTC was faced with the necessity of pivoting to a virtual public outreach process. The Draft Action Element Chapters were made available digitally to the RTP AC on July 2, 2020 and EDCTC accepted comments on the Draft Policy and Action Element Chapters through August 31, 2020. An enhanced slideshow presentation video was developed and made available online to provide an overview of the RTP and its contents. The Draft Policy Element was made available online in October 2019. The Draft Action Element was made available online on August 7, 2020. Comments were accepted on both the Draft Policy Element and Action Elements through August 31, 2020. The Draft Financial Element was made available to the RTP AC on August 21, 2020 and to the general public online on September 4, 2020. Comments on the Draft Financial Element were accepted through October 5, 2020. Each element of the RTP provided the public with 30 or more days to review the content, ask questions, and provide comments.

The outreach video is available online here:
https://www.youtube.com/watch?feature=youtu.be&v=Jd4saY-jdD8

Tribal Consultation

EDCTC conducted outreach to the Shingle Springs Band of Miwok Indians (Shingle Springs Rancheria) early in the RTP 2020-2040 development process by including the tribe in all outreach materials sent out by EDCTC related to the RTP. The tribe was included as a member of the RTP AC and thereby received invitations and materials associated with each of the three RTP AC meetings in July of 2018, October 2018, and in August of 2019.

Additionally, the Shingle Springs Rancheria were recipients of the Notice of Preparation (NOP) for the Environmental Impact Report mailed in January of 2020. The NOP was sent by certified mail in a letter addressed to the Tribal Chair.

On July 1, 2020, EDCTC sent an additional letter via certified mail to Regina Cuellar, Tribal Chairwoman. The letter recapped EDCTC's efforts to consult with the Shingle Springs Rancheria on the Regional Transportation Plan thus far and offered to meet for further coordination while the RTP was still in Draft form. On July 20, 2020, EDCTC received a letter from the Shingle Springs Rancheria Cultural Resources division, in follow up to our request. As a result, EDCTC and the Environmental Consulting team were able to meet with Kara Perry, Site Protection Manager from the Shingle Springs Ranchera on August 26, 2020. A meeting summary is included as a component of this Public Outreach Plan and all correspondence is documented and available upon request.

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, consistent with EDCTC policy for printing. Documents will be available on compact disc for a nominal fee and can be distributed electronically at no cost.

Attachments

1) RTP AC Meeting Agendas
2) Less Traditional Outreach Meeting Agendas
3) Tribal Consultation Letters

el dorado county edctc TRANSPORTATION COMMISSION
2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE
Wednesday July 11, 2018
2:00-4:00pm

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 (*5 min*)

2. Overview of the 2020-2040 El Dorado County RTP Update Process (*30 min*)
    a. Review Purpose of the RTP
    b. Review RTP Advisory Committee Role
    c. Review Public Involvement Component of the RTP Process
        i. RTP Advisory Committee Matrix Handout
    d. Outreach to Traditionally Underserved Populations

3. Working Discussion - RTP Development Process and Components (*80 min*)

    a. Policy Element
        i. Regional Transportation Issues
        ii. Goals, Objectives, Strategies

    b. Action Element
        i. Highways, Local Streets and Roads
        ii. Transit
        iii. Active Transportation
        iv. Aviation
        v. Goods Movement
        vi. Congestion Management Activities
        vii. Intelligent Transportation Systems

    c. Financial Element
        i. Fiscal Constraint
        ii. Projected Funds, Costs, Maintenance and Operations Costs
        iii. Asset Management

    d. Transportation Performance Measurement

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

5. Adjourn

el dorado county edctc TRANSPORTATION COMMISSION
2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE
MEETING #2
Thursday October 17, 2018
2:00-4:00pm

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 (*10 min*)

2. 2020-2040 RTP Population, Employment, Housing Projections (*10 min*)

3. Working Discussion - RTP Development (*80 min*)

    a. Policy Element *(40 Minutes)*
        i. Goals, Objectives, Strategies

    b. Action Element Discussion and Input *(40 Minutes)*
        i. Highways, Local Streets and Roads

4. Next Steps *(5 Min)*

5. Adjourn

el dorado county edctc TRANSPORTATION COMMISSION
2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE
MEETING #3
Wednesday, August 7, 2019
2:00-4:00pm

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 (*5 min*)

2. 2020-2040 RTP Goals, Objectives and Strategies (*10 min*)

3. Working Discussion – Streets, Roads and Highways Project Lists

    a. City of Placerville *(20 Min)*
        i. System Management and Operations Projects
        ii. Road and Highway Capacity Projects

    b. El Dorado County Department of Transportation Projects *(30 Min)*
        i. System Management and Operations Projects
        ii. Road and Highway Capacity Projects
        iii. Maintenance and Rehabilitation Projects

    c. Caltrans District 3 Projects *(20 Minutes)*
        iv. System Management and Operations Projects in Western El Dorado County
        v. Road and Highway Capacity Projects in Western El Dorado County
        vi. Maintenance and Rehabilitation Projects in Western El Dorado County

    d. Draft Chapter Overview *(20 Minutes)*
        i. Chapter 1 – Introduction and Completed Project Lists
        ii. Chapter 2 – Organizational Setting
        iii. Chapter 3 – Physical Setting

4. Next Steps *(5 Min)*

5. Adjourn

*

Committee Members
Carl Hillendahl
Joann Horton
Larry Patterson
Randy Pesses
Erik Peterson
Bob Smart
Meredith Stirling

DIAMOND SPRINGS AND EL DORADO
COMMUNITY
ADVISORY COMMITTEE

Diamond Springs Fire Station
501 Main Street
Diamond Springs, CA 95619

AGENDA
September 20, 2018

PLACE: Diamond Springs Fire Station
501 Main Street
Diamond Springs, CA 95916

TIME: 6 P.M.

POSTED:

For purposes of the Brown Act (Government Code Section 54954.2 (a), the numbered items on this agenda give a brief general description of each item of business to be transacted or discussed.

ROLL CALL

FLAG SALUTE

ADOPT AGENDA

APPROVE 6-21-18 DRAFT MINUTES-Attachment 1

OPEN FORUM

Public testimony will be received on each agenda item as it is called. Matters not on the agenda may be addressed by the general public during the Open Forum. Public comments during Open Forum are limited to three minutes per person. The Committee reserves the right to waive said rules by majority vote.

CORRESPONDENCE—None

TOPICS

1. **2020 update of the El Dorado County Regional Transportation Plan (RTP) -** A presentation by Mr. Jerry Barton of the El Dorado County Transportation

Commission discussing the current status of the Commission's project to update the County's Regional Transportation Plan.

2. **Patterson Ranch Fire Safe Council –** Presentation by Kris Payne sharing the details of his successful efforts in obtaining a $500,000 grant from Cal Fire for the purpose of constructing fire breaks at the wildland interface with the Patterson Ranch Fire Safe District.

Coming Events:

El Dorado County Transportation Commission: Regional Transportation Plan 2020-2040 second stakeholders meeting October 17th,at 2:00 to 4:00 at City of Placerville Town Hall

Committee Reports

Adjourn

Committee Members
Carl Hillendahl
Joann Horton
Larry Patterson
Randy Pesses
Erik Peterson
Bob Smart
Meredith Stirling

DIAMOND SPRINGS AND EL DORADO
COMMUNITY
ADVISORY COMMITTEE

Diamond Springs Fire Station
501 Main Street
Diamond Springs, CA 95619

DRAFT MINUTES
June 21, 2018

PLACE: Diamond Springs Fire Station
501 Main Street
Diamond Springs, CA 95916

TIME: 6 P.M.

POSTED:

For purposes of the Brown Act (Government Code Section 54954.2 (a), the numbered items on this agenda give a brief general description of each item of business to be transacted or discussed.

ROLL CALL: ***Called to order by Vice-Chairman Pesses, at 6:00 pm, with Smart, Horton, Pesses, Stirling, Peterson present, and Patterson, Hillendahl absent.***

FLAG SALUTE: ***Led by Peterson***

ADOPT AGENDA: ***Moved by Stirling and 2nd by Horton, approved unanimously.***

APPROVE 4-19-18 DRAFT MINUTES: **Moved** ***by Horton, 2nd by Stirling, approved unanimously.***

OPEN FORUM:

Public testimony will be received on each agenda item as it is called. Matters not on the agenda may be addressed by the general public during the Open Forum. Public comments during Open Forum are limited to three minutes per person. The Committee reserves the right to waive said rules by majority vote.

-Dianne Murillo, mentioned that the 80 unit Diamond Springs Village apartment complex goes before the Planning Commission this month and she noticed a public comment letter to the County, describing concerns about ex-cons who the letter writer thinks will be moving in to the area. Dianne also stated she had a meeting with Supervisor Veerkamp and brought up

her concerns and this groups position on the extension of the DS Parkway to the east of Hwy 49 and the County's apparent lack of concern about protecting this for any future need.

CORRESPONDENCE—None

TOPICS:

1. **DR18-0003 True Value Hardware Sign Replacement** - A request for a Staff-Level Design Review for a 49.5 square foot pole sign to replace the previous one hit by a car. Part of the project is also replacing the wall sign with a more modern one (48 square feet) to match the pole sign. The property, identified by Assessor's Parcel Number 329-261-13, consists of 32,000 square feet, and is located on the east side of Missouri Flat Road, approximately 200 feet south of the intersection with Industrial Drive.

-Dennis Schneider, from Western Sign, presented the proposed plan for True Value's new sign along Missouri Flat Road, as then old one was demolished when a vehicle struck it. Discussion ensued about the current sign guidelines and questions were brought up about the sign's internal lighting and concerns about that being overly bright and distracting, as well as a desire to see some type of landscaping in the planter box at the base of the sign.

-Pesses will respond with a note to the Planning Dept outlining our desire to see some type of landscaping scheme incorporated into the base, if feasible, and concerns about overly bright lighting emanating from it during darkness hours.

COMING EVENTS:

-El Dorado County Transportation Commission: Regional Transportation Plan 2020-2040 kickoff meeting July 11, 2018, 2:00 to 4:00 at City of Placerville Town Hall

COMMITTEE REPORTS: *None*

DIRECTOR ITEMS:

-Pesses will be attending a staff meeting next Monday with County Planning staff, and Director Roger Trout, to introduce himself and encourage proper and timely communications between our groups.

Adjourn: ***Meeting adjourned at 7:25 pm by Pesses.***

Next Meeting: ***July 19, 2018 6 P.M.***

MEDIA ADVISORY

Chief Administrative Office
El Dorado County

DISTRICT II SUPERVISOR SHIVA FRENTZEN SCHEDULES TOWN HALL IN CAMERON PARK

FOR IMMEDIATE RELEASE
November 1, 2019

Contact: Carla Hass
Phone: (530) 621-4609

(PLACERVILLE, CA) – District II Supervisor Shiva Frentzen to hold a Town Hall to update residents on County issues specific to the Cameron Park area.

WHAT: Town Hall meeting providing state of the County and updates about transportation and community planning & development projects.

WHEN: Wednesday, November 6, 2019
6:30 PM

WHERE: Cameron Park Community Center
2502 Country Club Drive
Cameron Park, CA

WHO: Supervisor Shiva Frentzen
El Dorado County Planning and Building Department staff
El Dorado County Department of Transportation staff
El Dorado County Transportation Commission representatives

For questions, please contact the District II office at (530) 621-5651.

###

Providing safe, healthy and vibrant communities; respecting our natural resources and historical heritage.

MEDIA ADVISORY

Chief Administrative Office
El Dorado County

SUPERVISOR SHIVA FRENTZEN TO HOLD TOWN HALL IN CAMERON PARK

FOR IMMEDIATE RELEASE
September 17, 2018

Contact: Carla Hass
Phone: (530) 621-4609

(PLACERVILLE, CA) – District II Supervisor Shiva Frentzen will hold a town hall meeting in Cameron Park to provide up-to-date information on the state of the County. In addition, El Dorado County Transportation Commission will give a presentation on the Regional Transportation Plan and EDC Transportation staff will have a brief update on the Country Club Realignment and Cameron Park Interchange projects.

WHO: District II Supervisor Shiva Frentzen
Staff, El Dorado County Transportation Commission
Staff, El Dorado County Transportation Department

WHAT: Supervisor Frentzen will provide information and updates on County issues and staff will provide updates on transportation projects in the Cameron Park area.

WHEN: Thursday, September 27th
6:30 pm

WHERE: Cameron Park Community Services District
2502 Country Club Drive
Cameron Park, CA

For additional information or questions, please call the District office at 530-621-5651

###

Providing safe, healthy and vibrant communities; respecting our natural resources and historical heritage.

Supervisor Shiva Frentzen to Hold Town Hall Meeting

Supervisor Shiva Frentzen to Hold Town Hall Meeting on Wednesday, August 15, 2018

Department: Board of Supervisors

Contact: Carla Hass

Date: 8/7/2018

Phone: (530) 621-4609

WHAT: District II Supervisor, Shiva Frentzen, will hold a town hall meeting for South County residents. The meeting will focus on the State of the County and will include a presentation by the El Dorado County Transportation Commission regarding the Regional Transportation Plan.

WHEN: Wednesday, August 15, 2018 6:30 pm

WHERE: Pioneer Park Community Center 6740 Fairplay Road, Somerset, CA INFO: For more information, contact the District II office at (530) 621-5651.

###

Providing safe, healthy and vibrant communities; respecting our natural resources and historical heritage

South Shore Transportation Management Association
PO Box 1875
Zephyr Cove, NV 89448

Meeting of the Board of Directors
and Partners
Friday, March 22, 2019
8:30 am
Tahoe Regional Planning Agency
128 Market Street, Stateline, Nevada
Note: This month we will be in the Sierra Room

Agenda

1. Updates – City of South Lake Tahoe Mobility Projects
   - Phase II, Pioneer Trail Pedestrian Improvement Project
   - Council Direction to City Staff re: Future of Lime Bikes & Scooters in the City

2. Update: Expanded Kahle Drive Vision Plan
   - Steve Teshara/Meghan Kelly

3. Report on Updated Douglas County 5-Year Transportation Plan

4. Update: Development of the 2019 Tahoe Basin Construction Season Map
   (It is Caltrans turn to lead development of the Map)

5. Updates: TRPA Transportation Planning (including fresh approach to the TRPA Trip Reduction Ordinance and Pathway Partnership Update)
   - Kira Smith, Associate Transportation Planner, TRPA

6. Status Report – Development of the Main Street Management Plan for the US Highway 50 South Shore Community Revitalization Project

7. Statius Report - Development of the El Dorado County Transportation Commission Regional Transportation Plan (2020-2040)
   - Jerry Barton, EDCTC

8. Updates: Community Mobility Workgroup Activities

9. Board Member and Other Reports

10. Next Meeting Date: Friday, April 19, 2019

11. Adjournment

South Shore Transportation Management Association
Meeting of the Board of Directors
Friday, August 21, 2020 | 8:30 a.m.

This meeting will be conducted on Zoom: https://us02web.zoom.us/j/86456252106
One tap mobile: +16699009128,,86456252106# | Dial-in: +1 669 900 9128, Meeting ID: 864 5625 2106

Attachments

- 8/21/20 Agenda
- 7/17/20 Meeting Minutes
- 6/19/20 Amended Minutes
- SS/TMA Strategic Plan
- FY 2019-2020 Annual SS/TMA Report to TMPO/TRPA

Agenda

1. **Welcome and Determination of Quorum**

2. **Adoption of Minutes – Meeting of July 17, 2020**

3. **Presentation/Overview of Public Draft SR 89 Corridor Management Plan**
   - Devin Middlebrook, TRPA

4. **Presentation on the US Highway 50 Elements of the El Dorado County Transportation Commission (EDCTC) Regional Transportation Plan Update 2020-2040**
   - Jerry Barton, Senior Transportation Planner, EDCTC

5. **SS/TMA Committee Reports**
   - **Communications Committee**
     - Update: Request for Proposals to Develop SS/TMA Website
       Request for Board Direction on Process for Interviewing Top 2 Proposals and the Award of Funds Not to Exceed $_____ to proceed with Website Development
   - **Planning and Administration Committee**
     - Brief Review – Status of SS/TMA Strategic Plan
     - Update on Potential City Funding for SS/TMA

6. **Transportation Project Updates**

7. **Board Member Updates**
   - Report on SS/TMA Directors & Officers (D&O) Insurance
     - Report by Treasurer Jerry Bindel

8. **Future Agenda Items**
   - Update/Status Report – Tourist Core Parking Management Plan and the Mainstreet Management Plan (September)
   - Further Discussion: Establishing the SS/TMA Technical Advisory Committee (timing to be discussed)
   - Discussion on Potential Areas of Collaboration with Christine Maley-Grubl, new Executive Director of the Truckee North Tahoe TMA (October)

9. **Adjournment** Next Meeting Date: Friday, September 17, 2020

el dorado county edctc TRANSPORTATION COMMISSION
2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

July 1, 2020

Regina Cuellar, Chairwoman
Shingle Springs Rancheria
5281 Honpie Rd
Placerville, CA 95667

RE: CEQA/AB 52 Native American Consultation: El Dorado County 2020-2040 RTP, El Dorado County, California.

Chairwoman Cuellar:

Offer for Consultation: Over the course of the past two years, the El Dorado County Transportation Commission has been preparing the El Dorado County Regional Transportation Plan 2020-2040. We have reached out to the Shingle Springs Rancheria to offer an opportunity to consult with the EDCTC on the long-range transportation plan for the region, both as a member of the Regional Transportation Plan Advisory Committee and through an invitation to comment on the Notice of Preparation (NOP) of an Environmental Impact Report. The NOP was mailed in January of 2020, to date, we have not received a response from your agency. We are nearing the end of the planning process and CEQA review, and through the letter, wish to make a final attempt to reach out for consultation. We believe there may be some opportunities to pursue grants for active transportation planning and other efforts that could benefit tribal lands.

Under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as AB 52, local governments are required to consult with requesting tribes prior to making certain planning decisions in order to preserve, or mitigate impacts to, cultural places that may be affected. Please consider this letter as the final notification to consult with EDCTC relative to the above referenced project. The point of contact for EDCTC is as provided below.

EDCTC Point of Contact Information	
Name/Title:	Jerry Barton Senior Transportation Planner El Dorado County Transportation Commission
Address:	2828 Easy Street, Suite 1
City:	Placerville, CA 95667
Tel:	(Office) (530) 642-5267
E-Mail:	jbarton@edctc.org

Proposed Project: The El Dorado County Transportation Commission (EDCTC) proposes to adopt and implement the El Dorado County 2020-2040 RTP. The RTP contains three primary elements: Policy Element, Action Element, and Financial Element. The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and regional improvement strategy that will be used to implement the RTP. The Action Element identifies short- and long-term actions needed to achieve the RTP's objectives and implement the RTP in

accordance with the goals, objectives, and policies set forth in the Policy Element. The Financial Element identifies the cost of implementing projects in the RTP within a financially constrained environment. A full list of the RTP projects is contained within the Initial Study.

The RTP will align with the SACOG 2020 MTP/SCS approved in fall 2019. The EDCTC is coordinating closely with SACOG on the development of demographics, transportation project lists, and revenue forecasts due to the comparable timelines. This Project will comply with CEQA regulations and an Environmental Impact Report that is being prepared. EDCTC will be the lead CEQA Agency. It should be noted the project location does not include the area under the jurisdiction of the Tahoe Regional Planning Agency.

CEQA Review: The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The EDCTC intends to prepare a Program EIR pursuant to CEQA Guidelines Section 15168. The programmatic analysis considers the broad environmental effects of the RTP as a whole. The programmatic approach is appropriate for the proposed project because it allows comprehensive consideration of the reasonably anticipated scope of the RTP; however, not all aspects of the future improvement projects are known at this stage in the planning process to enable more detailed analysis. Individual improvement projects that require further discretionary approvals when their project details become available will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

Given that no tribal organizations have provided a written request to EDCTC to be consulted for CEQA review of projects pursuant to AB 52, we contacted the Native American Heritage Commission (NAHC) to obtain a list of tribal entities and individuals who may be interested in consulting with EDCTC for this project. The NAHC responded to our Notice of Preparation; however, they did not provide a list of tribal organizations that should be contacted. You are being contacted because your contact information and your tribal organization are known to the EDCTC from past planning projects.

Please respond within 30 days, pursuant to PRC 21080.3.1(d), if you would like to consult on this Project under CEQA. If you have any questions please contact Jerry Barton, Senior Transportation Planner by phone (530-642-5260), or by email (jbarton@edctc.org).

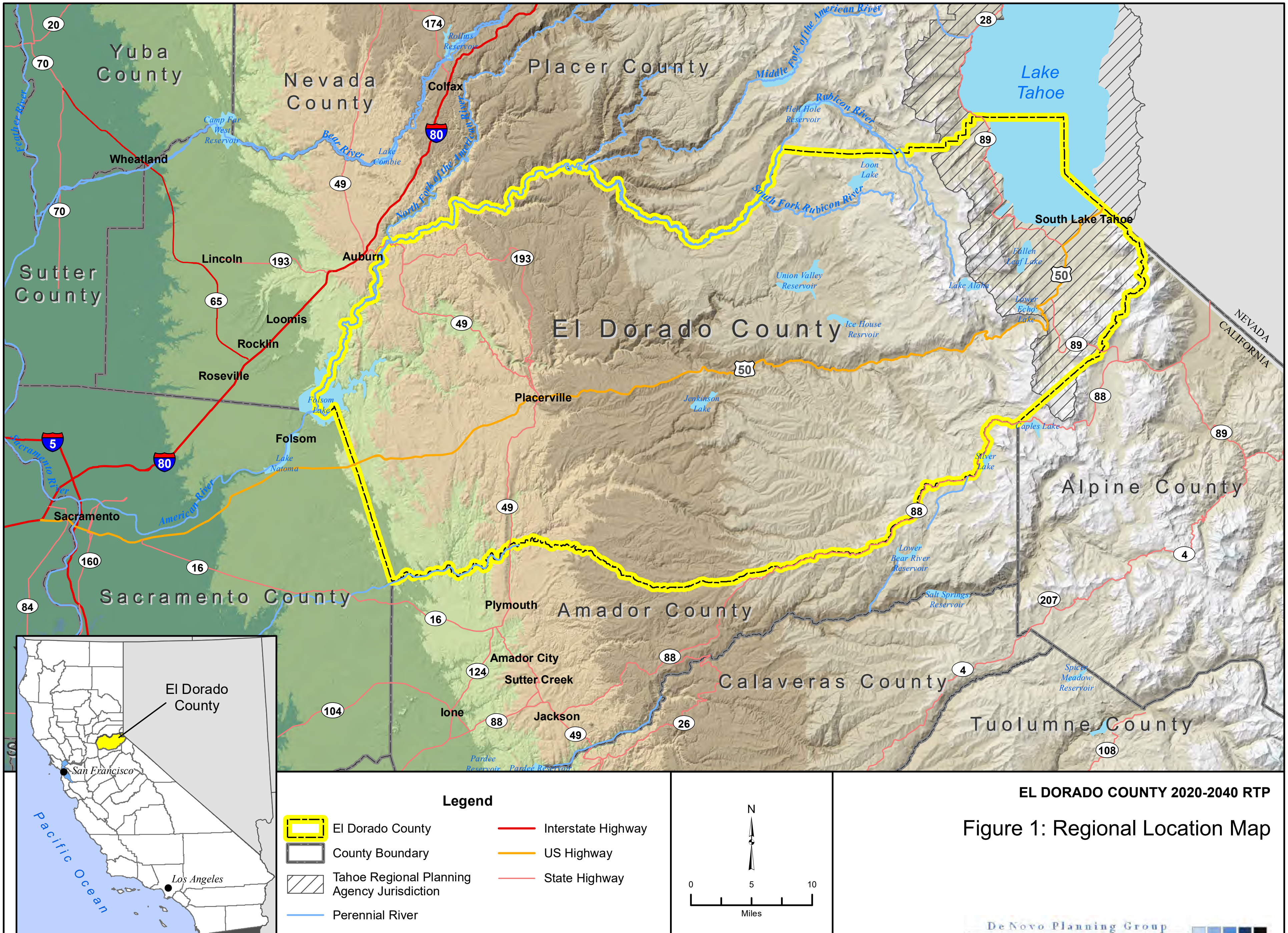
Thank you for your assistance.

Jerry Barton
Senior Transportation Planner
El Dorado County Transportation Commission

Attachment: Project regional location map
Figure 1. Project regional location map.

EL DORADO COUNTY 2020-2040 RTP

Figure 1: Regional Location Map



Data sources: California Spatial Information Library. Map date: December 18, 2019.

Shingle Springs Band of Miwok Indians
Shingle Springs Rancheria (Verona Tract), California

5281 Honpie Road • Placerville, CA 95667
(530) 698-1400 • shinglespringsrancheria.com

CULTURAL RESOURCES

July 20, 2020

El Dorado County Transportation Commission
Jerry Barton
2828 Easy Street, Suite 1
Placerville, CA 95667

Dear Jerry Barton,

The Most Likely Descendant, Daniel Fonseca would like to initiate consultation process with you in regard to the Regional Transportation Plan in El Dorado County. Among other things, we would like this consultation to address the cultural and historic resource issues, pursuant to the regulations implementing Section 106 of the National Historic Preservation Act and Assembly Bill 52.

Prior to meeting we would like to request any and all completed record searches and/or surveys that were done in/around the project area up to and including environmental, archaeological and cultural reports.

Please let this letter serve as a formal request for the Shingle Springs Band Of Miwok Indians to be added as a consulting party in identifying any Tribal Cultural Properties (TCPs) that may exist within the project's Area of Potential Effects (APE).

Please contact Kara Perry, Site Protection Manager, (530) 488-4049, kperry@ssband.org, to schedule a consultation pursuant to Section 106 of the NHPA and AB 52.

Sincerely,

James Sarmento
Executive Director of Cultural Resources

August 26, 2020

SUBJECT: **AB 52 Tribal Consultation Phone Notes**

PARTICIPANTS: Steve McMurtry (Principal, De Novo Planning Group), Josh Smith (Associate Planner, De Novo Planning Group), Jerry Barton (Senior Planner, El Dorado Transportation Commission), Kara Perry (Site Protection Manager, Cultural Resources Department, Shingle Springs Band of Miwok Indians)

PHONE NOTES (SUMMARY):

Josh/Steve/Jerry/Kara: Each person provided personal introductions.

Jerry: Jerry provided background details on the Regional Transportation Plan (RTP) and its purpose, and elaborated on the role and purpose of his agency (El Dorado County Transportation Commission). Jerry asked Kara if she had any questions at this point.

Kara: Kara stated that she is concerned about the programmatic nature of the EIR, since she has seen other projects where there hadn't been real follow-up on the individual project level.

Steve: Steve provided additional background on the high level approach of the Programmatic RTP EIR and what it covers (birds-eye view). Steve further elaborated on the individual actions that would be required within the EIR at the project level, once project delivery is initiated and projects are at the state of being ready for construction. Steve pointed to the mitigation measures contained in the Cultural Resources section of the EIR. Steve provided further background on the details of the programmatic EIR and its purpose in identifying the environmental impacts associated with the proposed projects included in the long range planning document.

Kara: Kara stated that Steve's comments help clarify her concerns. Kara also stated that she will ensure that her tribe sends a letter to include EDCTC on the formal AB 52 consultation list in the future. Kara also stated that the Shingle Springs Band of Miwok Indians has an ecological resources division, so they would like to review the Biological Resources section(s) of all relevant planning documents, including the RTP EIR (note: there is no Biological Resources section of the RTP EIR). Kara stated that she had no further comments at this time.

Steve: Steve stated that the lead agency will send Kara a Notice of Availability (NOA) as soon as possible, so that she can be informed of the comment period, and where to find the Draft EIR online. Steve asked Kara if she had any further questions or comments at this time.

Jerry: Jerry stated to Kara that the EDCTC is primarily a funding agency and that they conduct early planning so that the City of Placerville, El Dorado County and Caltrans can receive funding to deliver projects. Jerry also noted that EDCTC is aware of many state and federal funding sources for transportation projects, and that it would be good for them to connect in the event the tribe has any concerns about transportation.

Kara: Kara indicated that she had no immediate concerns regarding transportation but that EDCTC should continue to inform the Tribal Chair. Jerry indicated that he had been sending RTP Advisory Committee e-mails and information to info@ssband.org and kstoll@ssband.org. He also noted

that the NOP and a consultation letter were sent to the Tribal Chair. Kara had no further comments.

Josh/Steve/Jerry/Kara: Each person stated their goodbyes.

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX B
TRANSPORTATION COMMISSION ADVISORY COMMITTEES

POLICY ADVISORY TEAM

The Policy Advisory Team (PAT) provides input to the EDCTC Executive Director and Board on policy level issues related to financing, land use, and intergovernmental cooperation, which impact the overall ability to plan, fund, and deliver transportation programs and projects. PAT members are responsible for ongoing communication and action taken within their respective organizations regarding coordination with EDCTC adopted policies and programs.

Don Ashton	Chief Administrative Officer El Dorado County (EDC)
Woodrow Deloria	Executive Director, EDC Transportation Commission (EDCTC)
Matt Mauk	Executive Director, EDC Transit Authority (EDCTA)
Dave Johnston	Air Pollution Control Officer, EDC Air Quality Management District
Cleve Morris	Manager, City of Placerville

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) provides technical guidance in the development of EDCTC's plans, programs, and agenda items.

Jerry Barton	Senior Transportation Planner, EDCTC
Dan Bolster	Senior Transportation Planner, EDCTC
David Dosanjh	Planner/Liaison, Caltrans District 3
Woodrow Deloria	Executive Director, EDCTC
Dustin Foster	Liaison, Sacramento Area Council of Governments
Brian James	Planning and Marketing Manager, EDC Transit Authority
John Kahling	Deputy Director Engineering, EDC Department of Transportation
Rebecca Neves	Engineer, City of Placerville
Vacant	Principal Planner, EDC Long-Range Planning
Clark Peri / Martin Clark	Project Managers, Caltrans District 3
Dana Keffer	Executive Assistant, EDCTC
Rania Serieh	Air Quality Engineer, EDC Air Quality Management District
Matt Smeltzer	Deputy Director Engineering, EDC Department of Transportation
Karen Thompson	Administrative Services Officer, EDCTC

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

The Social Services Transportation Advisory Council (SSTAC) is a diverse group of persons representing the elderly, the physically challenged, and other individuals who are transit dependent, as well as commuters. The Council meets approximately twice a year and as needed to identify possible unmet transit needs that may be reasonable to meet.

Consolidated Transportation Service Agency	(two positions)
Potential Transit User	60 years or older
Potential Transit User	Commuter
Potential Transit User	Handicapped
Social Service Provider	Handicapped (two positions)
Social Service Provider	Limited Means
Social Service Provider	Seniors (two positions)

BUSINESS ITEM

STAFF REPORT

DATE: **APRIL 5, 2018**

TO: **EL DORADO COUNTY TRANSPORTATION COMMISSION**

FROM: **JERRY BARTON, SENIOR TRANSPORTATION PLANNER**

SUBJECT: **2020-2040 REGIONAL TRANSPORTATION PLAN COMMENCEMENT AND RATIFICATION OF ADVISORY COMMITTEE**

REQUESTED ACTION

Receive a presentation to commence the 2020-2040 update of the El Dorado County Regional Transportation Plan (RTP) and ratify the RTP Advisory Committee Member Matrix.

BACKGROUND

Every Regional Transportation Planning Agency is required by law to conduct long range planning to ensure that the region's vision and goals are clearly identified and to ensure effective decision making relative to implementation of the stated vision and goals. California statute relating to the development of the RTP is primarily contained in Government Code Section 65080. The RTP is an important policy document that is based on the unique needs and characteristics of a region. The RTP helps shape the region's economy, environment, and community character. The RTP must also help to achieve the state goals for transportation, environmental quality, economic growth, and social equity (California Government Code Section 65041.1).

The RTP will be prepared in accordance with the guidelines adopted by the California Transportation Commission in January 2017. While the guidelines include both state and federal requirements, RTPAs have the flexibility to be creative in selecting transportation planning options that best fit their regional needs. The RTP Checklist contained in Attachment A must be submitted to Caltrans with the Draft and Final RTP. The purpose of the checklist is to establish a minimum standard for developing the RTP.

Transportation projects and programs must be listed in the RTP as well as the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and the Federal Metropolitan Transportation Improvement Program to allow cities, counties, and transit operators to be eligible for federal funds for capital improvements. Furthermore, any capacity-increasing capital projects are required to meet air quality conformity standards as outlined by the federal Environmental Protection Agency and implemented by SACOG.

DISCUSSION

EDCTC staff will prepare the 2020-2040 RTP over the course of the next year and a half, with an anticipated adoption in fall of 2019. While the RTP looks at a 20-year planning horizon, through the development of the update it is important to celebrate the many completed projects improving transportation since the adoption of the 2015-2035 RTP. Attachment B provides a comprehensive list of these completed transportation projects. Attachment C outlines the RTP schedule with detailed tasks to be completed and anticipated dates for public presentations. Since the 2020-2040 RTP update aligns with the SACOG MTP/SCS update cycle (SACOG updates their plan every four years,

while EDCTC is required to update every five years), EDCTC and SACOG will be coordinating efforts to conduct public outreach and ensure that project lists are transmitted in a timely manner to allow for regional air quality analysis. In accordance with the SACOG and EDCTC Memorandum of

Understanding, EDCTC utilizes the population, transportation modeling, and growth forecasts prepared by SACOG.

Public involvement is critical to the success of the RTP process. EDCTC engages the public early and often to ensure they have ownership in the process and end result. Regional Transportation Planning Agencies are required to implement a public involvement process including opportunities for private and public operators of transit and freight, tribal governments, local communities, the general public, and other interested/affected parties (Title 23 Sec. 134(g) (4); Title 23 Sec 135 (e); and Title 23 CFR 450.316 (b) (1) (c)). The RTP shall provide for complete information, timely notice, full public access to key decisions, reasonable public access to technical and policy information, and explicit consideration of public input, in addition to an effort to seek out and consider the needs of those traditionally underserved by existing transportation systems.

EDCTC will continue to utilize an RTP Advisory Committee as a focal point of our public involvement process because of the positive results achieved through the RTP processes conducted in previous updates.

El Dorado County 2020-2040 Regional Transportation Plan Advisory Committee Membership Matrix		
Government Organizations		
El Dorado County DOT	El Dorado Transit	City of Placerville
El Dorado Hills CSD	Cameron Park CSD	Airports
EDC Health and Human Services Agency	EDC Parks and Trails	EDC Environmental Management
EDC Air Quality Management	Caltrans District 3	Tahoe Regional Planning Agency
SACOG	EDC Office of Education	Shingle Springs Rancheria
Tahoe Transportation District	Emergency Services – Police and Fire	Federal Land Management Agencies
Historic Districts		
Citizen Organizations and Interest Groups		
Agritourism	Chambers of Commerce	Trucking/Goods Movement
Pedestrian Advocate	Seniors	Tax Payers Association
Bicycle Advocate	Youth Representative	Development Community
Rural Advocate	Transit Rider	Surveyor, Architect, and Engineer Organizations
El Dorado Hills Business Park	Business Associations	

Approved for Agenda:

_____

Woodrow Deloria, Executive Director

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX C
ACTIVE TRANSPORTATION PROJECT LIST

Active Transportation Projects -Bicycle Facilities

EDCTC has developed recommended Active Transportation Projects for the City of Placerville and El Dorado County. The following table provides the recommended bicycle-related projects that are included within the EDCTC recommended Active Transportation Projects list. The projects are classified into classes 1 through 4. Class 1 projects are bike paths that are paved rights-of-way completely separated from streets; Class 2 projects are on-street bike lanes designated for bicyclists using stripes and stencils; Class 3 projects are bike routes on streets designed for bicycle travel and shared with motor vehicles; and Class 4 projects are protected bike lanes, also known as cycle tracks, that provide space that is exclusively for bicyclists and which are separated from motor vehicle travel lanes, parking lanes, and sidewalks.

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
Unincorporated El Dorado County				
1	Bass Lake Rd	Hollow Oak Dr	Country Club D	0.7
2	Bass Lake Rd	Country Club Dr	Sienna Ridge Rd	1.1
2	Bass Lake Rd	Sienna Ridge Rd	Green Valley Rd	2.2
2	Bass Lake Rd	Old Bass Lake Rd	Sienna Ridge Rd	0.6
Downhill Class III	Bedford Ave	Gold Bug Ln	Spring St	0.8
3	Big Cut Rd	Parkview Dr	Pleasant Valley Rd	3.5
1	Blackstone Pkwy Connector Trail	Trail	Cornerstone Dr	0.05
2	Brittany Pl	El Dorado Hills Blvd	Brittany Way	0.2
2	Brittany Way	Brittany Pl	Suffolk Way	0.5
2	Broadway	Point View Dr	Schnell School Rd	1.2
3	Broadway	Carson Rd	Schnell School Rd	0.4
Downhill Class III	Broadway	Schnell School Rd	Jacquier Rd	1.2

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
2	Cambridge Rd	Merrychase Dr	Green Valley Rd	1.6
3	Cambridge Rd	Merrychase Dr	Green Valley Rd	1.7
2	Cameron Park Dr	Oxford Rd	Palmer Dr	1.3
2	Cameron Park Dr	Palmer Dr	Durock Rd	0.5
3	Carnelian Cir	Sheffield Dr, Cardiff Cir	Cromwell Ct	0.1
Uphill Climbing Lane	Carson Rd	Schnell School Rd	Jacquier Rd	1.3
3	Carson Rd	Jacquier Rd	Pony Express Trail	5.5
3	Cash Boy Rd	Crusader Rd	Crystal Dr	0.1
3	Castana Dr	Country Club Dr	End of St	0.6
1	Class I in Heritage El Dorado	Class I	Crazy Horse Ct	0.2
2	Coach Ln	Rodeo Rd	End Of St	0.5
3	Commerce Way	Pleasant Valley Rd	Enterprise Dr	0.3
1	Connector Trail	New Rd	Old Bass Lake Rd	0.3
1	Connector Trail	Saratoga Way	Clarksville Crossing	0.6
1	Connector Trail	Ziana Rd	Summer Dr	0.8
1	Connector Trail	Trail	US 50	0.2
1	Country Club Dr	Tierra De Dios Dr	Bass Lake Rd	0.8
2	Country Club Dr	Cameron Park Dr	Tierra De Dios Dr	2.8
3	Covello Cir	Castana Dr	Ziana Rd	0.3
3	Cromwell Ct	Carnelian Cir	Lakehills Dr	0.04
3	Crusader Rd	Patterson Dr	Cash Boy Rd	0.1
3	Crystal Dr/Tullis Mine Rd	Cash Boy Rd	Pleasant Valley Rd	0.7
2	Durock Rd	Saratoga Ln	Shingle Rd	1.9
1	El Dorado Hills Blvd	Telegraph Hill	Francisco Dr	0.1
2	El Dorado Hills Blvd	Town Center Blvd	Green Valley Rd	4.4
1	El Dorado Trail	Los Trampas Dr	Fuji Ct	1.9
2	Elmores Way	Sophia Pkwy	Suffolk Rd	0.4

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
3	Enterprise Dr	Missouri Flat Rd	Forni Rd	0.8
3	Fairplay Rd	Mt Aukum Rd	Unser Way	0.3
3	Fairway Dr	Country Club Dr	Oxford Rd	1.6
2	Francisco Dr	El Dorado Hills Blvd	Seven Oaks Ct	0.1
3	Francisco Dr	Promontory Point Dr	Green Valley Rd	1.4
2	Future Missouri Rd Flat Alignment	Missouri Rd Flat Alignment	SR 49	0.7
2	Garden Valley Rd	Marshall Rd	Garden Park Dr	1
2	Georgetown Rd	Main St	Spanish Dry Diggins Rd	0.7
3	Gold Hill Rd	Lotus Rd	SR 49	4.4
3	Golden Center Dr	Forni Rd	Missouri Flat Rd	0.3
2	Golden Foothill Pkwy	Latrobe Rd	Latrobe Rd	1.6
2	Green Valley Rd	Starbuck Rd	Missouri Flat Rd	8.6
2	Green Valley Rd	Lake Hills Dr	Loch Way	1
2	Grizzly Flat Rd	Wooded Glen Dr	Sciaroni Rd	0.3
3	Happy Valley Rd	Mt Aukum Rd	Mt Aukum Rd	2.2
2	Harvard Way	Silvia Valley Pkwy	El Dorado Hills Blvd	0.4
3	Hollow Oak Dr	Bass Lake Rd	End of St	1.3
1	Jacquier Rd	Smith Flat Rd	Midblock	0.1
3	Jacquier Rd	Carson Rd	Smith Flat Rd	0.9
3	La Canada Dr	Cameron Park Dr	La Crescenta Dr	0.3
3	La Canada Dr	Cambridge Rd	Cameron Park Dr	0.4
3	La Crescenta Dr	Green Valley Dr	La Canada Dr	0.3
3	Lakehills Dr	Cromwell Ct	Salmon Falls Rd	0.8
1	Latrobe Rd	Monte Verde Dr	Suncast Ln	0.4
2	Latrobe Rd	South Shingle Rd	Old Station Ln	0.4
2	Latrobe Rd	Cothrin Ranch Rd	Investment Blvd	2.4
3	Lindberg Ave	Mother Lode Dr	Forni Rd	0.6
2	Lotus Rd	Green Valley Rd	Green Valley Rd	0.1
2	Lotus Rd	Green Valley Rd	Coloma Rd	6.8
2	Main St/Wentworth Springs	Georgetown Rd	Citabria Ln	1.1

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
1	Marble Lake Blvd	Boulder Ridge Rd	Marble Valley Rd	0.6
2	Marble Valley Rd	Bass Lake Rd	Marble Mountain Rd	0.1
1	Marble Valley Rd Connector Trail	Marble Mountain Rd	Dove Meadow Ct	1.9
Fog Line Striping	Marshall Rd	Black Oak Mine Rd	Garden Valley Rd	0.8
Fog Line Striping	Marshall Rd	Prospectors Rd	Coloma Rd	0.6
2	Meder Rd	Ponderosa Rd	Cameron Park Dr	2.4
3	Merrychase Rd	Country Club Dr	Cambridge Rd	0.7
2	Missouri Flat Rd	Green Valley Rd	Plaza Dr	1.6
2	Missouri Flat Rd	Pleasant Valley Rd	El Dorado Trail	0.8
4	Missouri Flat Rd	Perks Ct	Forni Rd	0.4
2	Motherlode Dr	Ponderosa Rd	Pleasant Valley Rd	4
2	Motherlode Dr	Lindberg Ave	Green Valley Rd	0.7
2	Mt Aukum Rd	Sly Park Rd	Blackhawk Ln	0.2
3	Mt Aukum Rd	Blackhawk Ln	Fairplay Rd	6.2
3	New Rd	Clarksville Crossing	Tong Rd	0.5
3	Old Bass Lake Rd	Bass Lake Rd	Trail Connector	1.1
3	Oriental St	El Dorado Trail	Pleasant Valley Rd	0.1
3	Oxford Rd	Cambridge Rd	Cameron Park Dr	0.7
2	Palmer Dr	Cameron Park Dr	Loma Dr	0.6
1	Palmer Dr - Wild Chaparral Dr	Loma Dr	Wild Chaparral Dr	0.5
1	Path Along El Dorado Hills Blvd	Serrano Pkwy	Park Dr	0.3
3	Patterson Dr	Pleasant Valley Rd	Crusader Rd	0.5
2	Pleasant Valley Rd	Holm Rd	Savage Rd	0.8
2	Pleasant Valley Rd	Bluff Rd	Mt Aukum Rd	1.4
2	Pleasant Valley Rd	Mother Lode Rd	Big Cut Rd	5
2	Ponderosa Rd	Meder Rd	Monarch Ln	1.7
3	Ponderosa Rd	Green Valley Rd	Meder Rd	2.8

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
2	Pony Express Trail	Carson Rd	Sly Park Rd	5.5
2	Post St	White Rock Rd	Mercedes Ln	0.3
2	Ridgeway Dr	Pony Express Trail	Ridgeway Ct	0.1
3	Ridgeway Dr	Sly Park Rd	Ridgeway Ct	2.7
3	Salmon Falls Rd	Green Valley Rd	Lakehills Dr	0.3
2	Saratoga Way	El Dorado Hills Blvd	End of St	1.1
3	Saratoga Way	Park Dr	Connector Trail	0.1
2	Sciaroni Rd	Grizzly Flat Rd	Winding Way	0.5
2	Serrano Pkwy	El Dorado Hills Blvd	Bass Lake Rd	3.8
3	Sheffield Dr	Francisco Dr	Carnelian Cir	0.7
3	Shingle Lime Mine Rd	SPTC Corridor at Shingle Lime Mine	Durock Rd	0.7
1	Shingle Lime Mine Rd Connector Trail	Diablo Trail	Shingle Lime Mine Rd	3.9
2	Shingle Rd	Ponderosa Rd	Sport Club Dr	0.3
2	Silva Valley Pkwy	Wrangler Place	Clarksville Crossing	1.5
2	Silva Valley Pkwy	Midblock	Charter Way	0.5
2	Silver Springs Pkwy	Green Valley Rd	Bass Lake Rd	1.1
2	Sly Park Rd	Ridgeway Dr	Pony Express Trail	0.2
Uphill Climbing Lane	Sly Park Rd	Ridgeway Dr	Mormon Emigrant Trail	4.6
2	Snows Rd	Fuji Ct	Carson Rd	0.5
2	South Shingle Rd	Latrobe Rd	Victoria Way	0.6
2	SR 49	Marshall Rd	Northside School	8.9
2	SR 49	Gold Hill Rd	Baker Rd	3.4
2	SR 49	Pleasant Valley Rd	Bradley Dr	0.5
2	SR 49	Lotus Rd	Georgetown Rd	1.1
2	SR 49	Cold Springs Rd	Gold Hill Rd	3.3
2	SR 49	Pleasant Valley Rd	Union Mine Rd	0.1
2	Suffolk Way	Brittany Way	Elmores Way	0.2
3	Summer Dr	Bass Lake Rd	Great Heron Dr	1.1

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
2	Suncast Ln	Monte Mar Dr	Latrobe Rd	0.6
2	Tierra de Dios Rd	Bass Lake Rd	Country Club Dr	1.2
2	Town Center Blvd	Post St	Latrobe Rd	0.1
1	Town Center/Village Center US50 overcrossing	Raley's	Nugget Markets	0.4
3	Union Mine Rd	State Highway 49	Truscott Ln	0.6
3	Union Mine Rd	Pretty Penny Ln	Truscott Ln	6.3
2	Village Center Dr	Salmon Falls Rd	Francisco Dr	0.4
1	White Rock Rd Connector Trail	White Rock Rd	Sunset Ln	0.3
2	Wild Chaparral Dr	Palmer Connector	Ponderosa Rd	0.8
2	Windfield Way	Golden Foothill Pkwy	White Rock Rd	0.4
3	Zandonella Rd	Pleasant Valley Rd	Pleasant Valley Rd	0.6
1	El Dorado Trail	County Line	Latrobe Rd	6.7
1	El Dorado Trail	Latrobe Rd	Shingle Lime Mine Rd	3.1
1	El Dorado Trail	Mother Lode Dr	Shingle Springs Dr	1
1	El Dorado Trail	Shingle Line Mine Rd	Mother Lode Dr	2.3
1	El Dorado Trail	Shingle Springs Dr	Greenstone Rd	2.6
1	El Dorado Trail	Greenstone Rd	Oriental St	2.5
City of Placerville				
3	Benham St	Fiske St	Pacific St	0.13
3	Washington St	Spanish Ravine	Cedar Ravine	0.66
3	Cedar Ravine Rd	Thompson Way	Pacific St	0.23
3	Marshall Way	Corker St	Cedar Ravine Rd	0.2
3	Corker St	Marshall Way	Washington St	0.08
3	Thompson Way	Cedar Ravine Rd	Sheridan St	0.29
Discretionary Shoulder	Pacific St	Main St	Cedar Ravine Rd	0.53
2	Schnell School Rd	Broadway	Carson Rd	0.38
3	Wiltse Rd	Broadway	Ln Way	0.42
2	SR 49	Gold Hill Rd	Baker Rd	0.07

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
3	Big Cut Rd	Parkview Dr	Pleasant Valley Rd	0.43
3	Carson Rd	Village Ln	Broadway	0.17
3	Dimity Ln	Mosquito Rd	Carson Rd	0.1
3	Broadway Court	El Dorado Trail	Mosquito Rd	0.05
2	Cedar Ravine Rd	Darlington Ave South	Butterfly Ln	0.41
3	Sheridan St	Thompson Way	Washington St	0.14
City of Placerville				
3	Clark St	Bartlett Ave	Pacifica St	0.28
2	Placerville Dr	Forni Rd	Ray Lawyer Dr	0.58
2	Forni Rd	Ray Lawyer Dr	Placerville Dr	0.73
3	Amory Dr	Ray Lawyer Dr	Placerville Dr	0.14
3	Amory Dr	Placerville Dr	Trail	0.08
1	Trail	Amory Dr	Fairlane Ct	0.43
2	Green Valley Rd	Mallard Ln	Placerville Dr	0.19
2	Cold Springs Rd	Placerville Dr	Hidden Springs Cir	0.55
2	Pierroz Rd	Placerville Dr	Cold Springs Rd	0.15
1	Trail	Placerville Dr	Ray Lawyer Dr	0.37
2	Middletown Rd	Cold Springs Rd	Canal St	0.23
2	State Route 49	Coloma Court	Combellack Rd	0.18
3	Coloma Court	State Route 49	End of St	0.16
1	Connector Trail	Coloma Court	Spear St	0.06
3	Canal St	Main St	Middletown Rd	0.93
3	Moulton Dr	Canal St	Coloma Court	0.2
3	Coloma St	Coloma Court	US 50 Trail Crossing	0.73
Discretionary Shoulder	Bee St	Canal St	Coloma St	0.26
Discretionary Shoulder	Spring St	Coloma St	Pleasant St	0.33
3	Tunnel St	Spring St	Manor St	0.17
Discretionary Shoulder	Spring St	Bedford Ave	Pleasant St	0.13

Table 1: El Dorado Co. 2020-2040 RTP – Active Transportation Bicycle Projects

Class	*Street (or Project Name)*	*From*	*To*	*Mileage*
3	Pleasant St	Spring St	Bedford Ave	0.13
3	Bedford Avenue	Coleman St	Clay St	0.15
3	Alley	Main St	El Dorado Trail	0.03
City of Placerville				
3	Clay St	Main St	Coleman St	0.28
6	Cedar Ravine Rd	Main St	Marshall Way	0.2
6	Clay St	Coleman St	Arizona Way	0.21
6	Clay St	Arizona Way	Pennsylvania Court	0.27
3	Mosquito Rd	Dimity Ln	Broadway	0.38
3	Spanish Ravine St	Spanish Ravine - Broadway Connector	Washington St	0.08
3	Spanish Ravine - Broadway Connector	Spanish Ravine St	Broadway	0.09
Uphill Climbing Lane / Downhill Class III	Broadway	Blairs Lane	Mosquito Rd	0.37
3	Bedford Ave	Gold Bug Ln	Spring St	0.73
3	Carson Rd	Dimity Ln	Schnell School Rd	0.46
Uphill Climbing Lane/Downhill Class III	Carson Rd	Schnell School Rd	Jacquier Rd	0.07
2	SR 49	Baker Rd	Cribbs Rd	2.24
2	Cedar Ravine Rd	Darlington Ave South	Butterfly Ln	0.08
2	Cedar Ravine Rd	Darlington Ave South	Butterfly Ln	0.11
2	Main St	Sheridan St	Turner St	0.05
2	Main St	Turner St	Spanish Ravine St	0.04
2	Spanish Ravine Rd	Main St	Washington St	0.04
2	Main St	Cedar Ravine Rd	Locust Ave	0.14
2	Main St	Locust Ave	Sheridan St	0.09

Source: El Dorado County and City of Placerville Active Transportation Plans, 2020

Active Transportation Projects - Sidewalk

The following table provides the recommended sidewalk projects that are included within the EDCTC recommended Active Transportation Projects list.

Table 2: El Dorado Co. 2020-2040 RTP – Active Transportation Sidewalk Projects

Project ID	*Street (or Project Name)*	*From*	*To*	*Mileage*
Unincorporated El Dorado County				
1	Alhambra Dr	Cameron Park Dr	Mira Loma Dr	0.39
2	Aurum City Rd	Pleasant Valley Rd	Koki Ln	0.26
3	Blackstone Pkwy	Royal Oaks Dr	Valley View Charter Montessori	0.15
4	Buckeye Rd	Holiday Lake Dr	Mother Lode Dr	0.71
5	Cambridge Rd	Country Club Dr	Knollwood Dr	0.29
6	Cambridge Rd	Cimmarron Rd	Rolls Dr	0.26
7	Camerado Dr	Cameron Park Dr	Mira Loma Dr	0.07
8	Camerado Dr	Cameron Park Dr	Virada Rd	0.17
9	Cameron Park Dr	500 feet south of Robin Ln	Durock Rd	0.06
10	Cameron Park Dr	150 feet North of Robin Ln	Robin Ln	0.03
11	Cameron Park Dr	Toronto Rd	Palmer Dr	0.5
12	Cameron Park Dr	Meder Rd	El Dorado Royale Dr	0.92
13	Cameron Park Dr	La Canada Dr	El Dorado Superior Court	1.26
14	Cameron Park Dr	Green Valley Rd	Winterhaven Dr	0.14
15	Campus Dr	Green Valley Rd	End of Street	0.36
16	Chesapeake Bay Cir	Chesapeake Bay Ct	Winterhaven Dr	0.03
17	Chesapeake Bay Cir	Chesapeake Bay Ct	End of Street	0.04
18	Church St	Pleasant Valley Rd	Cemetery St	0.13
19	Commerce Way	Pleasant Valley Rd	500 Feet Wast of Pleasant Valley Rd	0.12
20	Commerce Way	Enterprise Dr	500 Feet East of Enterprise Dr	0.1
21	Country Club Dr	300 Feet West of Tierra de Dios Dr	El Norte Rd	0.24
22	Country Club Dr	Rustic Rd	Arthur Ct	0.39
23	Country Club Dr	Fairway Dr	Los Santos Dr	0.47

Table 2: El Dorado Co. 2020-2040 RTP – Active Transportation Sidewalk Projects

Project ID	*Street (or Project Name)*	*From*	*To*	*Mileage*
24	Country Club Dr	500 Feet East of Placitas Dr	Archwood Rd	0.68
25	Durock Rd	Cameron Park Dr	South Shingle Rd	1.93
26	El Dorado Hills Blvd	50 Feet North of Park Dr	US 50	0.29
27	El Dorado Hills Blvd	Telegraph Hill	400 Feet South of Francisco Dr	0.14
28	El Dorado Rd	Durado Ct	Annmarie Lane	0.4
29	El Dorado Rd	Sundance Trail	Green Valley Rd	0.4
30	Enterprise Dr	Clear Ct	Missouri Flat Rd	0.71
40	Flying C Rd	Cameron Rd	Crazy Horse Rd	0.24
41	Forni Rd	Linda Dr	Pleasant Valley Rd	0.4
42	Forni Rd	Amber Ln	Juniper Ln	0.56
43	Golden Foothill Pkwy	Latrobe Rd	600 Feet West of Latrobe Rd	0.16
44	Golden Foothill Pkwy	Cypress Point Ct	Latrobe Rd	0.9
45	Green Valley Rd	Cambridge Rd	Pearl Ln	1.63
46	Green Valley Rd	Shadowfax Ln	Sophia Pkwy	0.15
47	Green Valley Rd	Deer Valley Rd	600 Feet East of Deer Valley Rd	0.55
48	Green Valley Rd	Ulenkamp Rd	Skinner Ln	1.22
49	Green Valley Rd	Francisco Dr	1000 Feet West of Francisco Dr	0.13
50	Green Valley Rd	200 Feet West of Salmon Falls Rd	2000 Feet East of Loch Way	1.19
51	Green Valley Rd	Green Valley Rd	Greenwood Ln	0.23
52	Hillsdale Cir	Glenhaven Ct	Robert J Mathews Pkwy	0.34
53	Hillsdale Cir	500 Feet North of Glenhaven Ct	600 Feet North of Glenhaven Ct	0.02
54	Hillsdale Cir	1000 Feet North of Glenhaven Ct	1200 Feet North of Glenhaven Ct	0.07
55	Hinman Aly	North St	Pleasant Valley Rd	0.05
56	Investment Blvd	Latrobe Rd	Robert J Mathews Pkwy	0.24
57	La Crescenta Dr	Green Valley Rd	Arcadia Dr	0.09
58	Lariat Dr	Flying C Rd	Strolling Hills Rd	0.19

Table 2: El Dorado Co. 2020-2040 RTP – Active Transportation Sidewalk Projects

Project ID	*Street (or Project Name)*	*From*	*To*	*Mileage*
59	Latrobe Rd	Suncast Ln	200 Feet South of White Rock Rd	0.64
60	Latrobe Rd	US 50	White Rock Rd	0.46
61	Many Oaks Ln	Kori Ct	Wild Chaparral Dr	0.09
62	Middletown Ct	Middletown Rd	800 Feet North of Middletown Rd	0.04
63	Missouri Flat Rd	200 Feet West of Halyard Ln	Pleasant Valley Rd	0.83
64	Missouri Flat Rd	Green Valley Rd	Headington Rd	1.46
65	Morrison Rd	Tierra De Dios Dr	Tierra De Dios Dr	0.1
66	Mother Lode Dr	US 50	North Star Dr	0.64
67	Mother Lode Dr	Childhood Ln	Buckeye Rd	0.72
68	Mother Lode Dr	Pleasant Valley Rd	Thunder Head Ln	2.03
69	Mother Lode Dr	Lindberg Ave	Greenleaf Dr	0.7
70	North St	Oriental St	Hinman Aly	0.13
71	Oak Dell Rd	Pleasant Valley Rd	Farnsworth Ln	0.2
72	Oxford Rd	Cameron Park Dr	Sudbury Rd	0.12
73	Palmer Dr	Palmero Cir	Loma Dr	0.09
74	Mother Lode Dr	Pleasant Valley Rd	Pleasant Valley Rd	0.08
75	Pleasant Valley Rd	Mother Lode Dr	Mother Lode Dr	0.03
76	Pleasant Valley Rd	Missouri St	La Selva Dr	0.34
77	Pleasant Valley Rd	SR 49	100 Feet East of Hinman Aly	0.01
78	Pleasant Valley Rd	Elizabeth Ln	El Dorado Rd, Elizabeth Ln	0.09
79	Pleasant Valley Rd	900 Feet West of Oriental St	Oriental St	0.09
80	Pleasant Valley Rd	Dublin Rd	Howard Cir	1.41
81	Ponderosa Rd	Deelane Rd	North Shingle Rd	0.13
82	Ponderosa Rd	Meder Rd	Foxwood Ln	0.48
83	Pony Express Trail	Hub St	Forebay Rd	0.09
84	Portsmouth Dr	Durham Pl	Carnelian Cir	0.29
85	Robert J Mathews Pkwy	Golden Foothill Pkwy	Investment Blvd	0.62

Table 2: El Dorado Co. 2020-2040 RTP – Active Transportation Sidewalk Projects

Project ID	*Street (or Project Name)*	*From*	*To*	*Mileage*
86	Rodeo Rd	Coach Ln	Strolling Hills Rd	0.17
87	Sailsbury Dr	Durham Pl, Portsmouth Dr	Inverness Pl	0.1
88	Salmon Falls Rd	Green Valley Rd	Village Center Dr	0.13
89	Shingle Springs Dr	Sleepy Creek Ln	Buckeye Rd	0.56
90	Silva Valley Pkwy	Oak Meadow Elementary driveway	Old Silva Valley Pkwy	0.62
91	Sly Park Rd	Pony Express Trail	US 50	0.1
92	Snoopy Rd	Oak Dell Rd	Clemenger Dr	0.13
93	South Shingle Rd	Durock Rd	Sottile Ln	0.34
94	South St	End of Street	SR 49	0.16
95	Starbuck Rd	Winchester Dr	Green Valley Rd	0.64
96	Strolling Hills Rd	Lariat Dr	Rodeo Rd	0.11
97	Strolling Hills Rd	Rodeo Rd	Coach Ln	0.06
98	Suncast Ln	200 Feet West of Windplay Dr	Golden Foothill Pkwy	0.24
99	Sunset Ln	South Shingle Rd	Mother Lode Dr	0.36
91	Tierra De Dios Dr	Country Club Dr	Morrison Rd	0.37
92	Virada Rd	Cameron Park Dr	Camerado Dr	0.05
93	Monte Verde Dr	White Rock Rd	White Rock Rd	0.04
94	Wild Chaparral Dr	Many Oaks Ln	US 50	0.22
95	Wild Chaparral Dr	1000 Feet West of Ponderosa Rd	Ponderosa Rd	0.22
96	Windfield Way	White Rock Rd	Golden Foothill Pkwy	0.35
97	Windplay Dr	Suncast Ln	Windfield Way	0.36
98	Winterhaven Cir	Winterhaven Dr	Winterhaven Dr	0.09
99	Winterhaven Ct	Winterhaven Cir	Winterhaven Cir	0.01
100	Winterhaven Dr	Green Valley Rd	Chesapeake Bay Cir	0.16
101	Carson Rd	Snows Rd	C St	0.17
1	Placerville Dr	Pierroz Rd	Cold Springs Rd	0.04
City of Placerville				
2	Armory Dr	Ray Lawyer Dr	Placerville Dr	0.13
3	Bedford Ave	Pleasant St	Bedford Ct	0.09

Table 2: El Dorado Co. 2020-2040 RTP – Active Transportation Sidewalk Projects

Project ID	*Street (or Project Name)*	*From*	*To*	*Mileage*
4	Broadway	Blairs Ln	Blairs Ln	0.04
5	Broadway	US 50	Smith Flat Rd	0.32
6	Broadway	Smith Flat Rd	Newtown Rd	0.98
7	Carson Rd	School St, Rosier St	Woodman Cir	0.54
8	Carson Rd	Schnell School Rd	Glenview Dr	0.07
9	Cedar Ravine Rd	Washington St	Washington St	0.57
10	Cedar Ravine Rd	Nicks Ln	Masada Ct	0.38
11	Cold Springs Rd	Middletown Rd	Placerville Dr	0.15
12	Cold Springs Rd	Stone Ln	Middletown Rd	0.05
13	Cold Springs Rd	Kelli Dr	Blacks Ln	0.36
14	Coloma St	Oak Terrace	Bee St	0.42
15	Coloma St	Coloma Ct	Oak Terrace	0.03
16	Corker St	Turner St	Washington St	0.03
17	Marshall Way	Fowler Way	300 Feet West of Fowler Way	0.07
18	Middletown Rd	Canal St	Poplar Ln	0.19
19	Mosquito Rd	Hocking St	Wildlife Way	0.39
20	Pacific St	Goldner St	Lewis St	0.17
21	Pierroz Rd	Cold Springs Rd	Placerville Dr	0.11
22	Pierroz Rd	Cold Springs Rd	Cold Springs Rd	0.04
23	Pierroz Rd	Cold Springs Rd	Cold Springs Rd	0.04
24	Placerville Dr	US 50	Armory Dr	0.28
25	Placerville Dr	Vicini Dr	Vicini Dr	0.11
26	Placerville Dr	US 50	US 50	0.13
27	Placerville Dr	Vicini Dr	Middletown Rd	0.4
28	Placerville Dr	Cold Springs Rd	Cold Springs Rd	0.05
29	Quartz Aly	Reservoir St	Pacific St	0.07
30	Sheridan St	Main St	Sherman St	0.21
31	Sherman St	Sheridan St	Washington St	0.07
32	Spring St	Cottage Ct	Tunnel St	0.14
33	Spring St	Garden St	Union St	0.17
34	Turner St	Main St	Washington St	0.26

Table 2: El Dorado Co. 2020-2040 RTP – Active Transportation Sidewalk Projects

Project ID	Street (or Project Name)	From	To	Mileage
35	Vicini Dr	Placerville Dr	Placerville Dr	0.09
36	Washington St	Ridge Ct	Corker St	0.21
37	Green Valley Rd	El Dorado Rd	Placerville Dr	0.19
38	Schnell School Rd	Broadway	US 50	0.05

Source: El Dorado County and City of Placerville Active Transportation Plans, 2020

Active Transportation Projects – Spot Improvements

The following table provides the recommended spot improvement projects that are included within the EDCTC recommended Active Transportation Projects list.

Table 3: El Dorado Co. 2020-2040 RTP – Active Transportation Spot Improvement Projects

Project ID	Street	Cross Street	Recommended Improvements
Unincorporated El Dorado County			
244	Sly Park Rd	US 50	High visibility crosswalks, Advance yield markings
245	Ridgeway Dr	US 50	High visibility crosswalks , Green Bike Lanes
246	Carson Rd	US 50	High visibility crosswalk, Advance yield markings
247	Missouri Flat Rd	Mother Lode Dr	Green bike lanes from Plaza Drive to Perks Court
248	Cameron Park Dr	Country Club Ln	Green bike lanes from Wild Chaparral Road to Durock Road
249	Cameron Park Dr	Palmer Dr	Green bike lanes from Country Club Drive to Coach Lane, high visibility crosswalks across US 50 on and off ramps
250	Cambridge Rd	Knollwood Dr	Green bike lanes from Merrychase Drive to Crazy Horse Road, High visibility crosswalks
251	Missouri Flat Rd	El Dorado Trail	Separated crossing for EDT
252	Silva Valley Pkwy	Between Appian Way and Harvard Way	Study for Bicycle and Pedestrian Crossing Improvements
253	Silva Valley Pkwy	Between Appian Way and Harvard Way	Potential Bicycle and Pedestrian Crossing Improvements

Table 3: El Dorado Co. 2020-2040 RTP – Active Transportation Spot Improvement Projects

Project ID	***Street***	***Cross Street***	***Recommended Improvements***
254	Cameron Park Dr	La Canada Dr	Add bicycle detection and signal timing
255	Pine St	Laurel Dr	High visibility crosswalk
256	Francisco Dr	Kensington Dr	Curb Ramps
257	Windfield Way	Windplay Dr	Advance yield markings, High visibility crosswalks
258	Windfield Way	Golden Foothill Pkwy	Advance yield markings, High visibility crosswalks
259	Blackstone Pkwy	Valley View Charter Montessori School	Transverse crosswalk
260	Union Mine Rd	Koki Ln	Restripe high visibility crosswalks.
261	SR 49	Koki Ln	High visibility crosswalks
262	Missouri Flat Rd	US 50	High visibility crosswalks
263	Silva Valley Pkwy	Clarksville Crossing	Rectangular Rapid Flashing Beacon, Pedestrian Refuge Island, and high visibility crosswalk
264	Cave Valley Rd	SR 49	Improved ingress/egress for bicyclists between the school and existing path along SR49
City of Placerville			
106	County Road 145	US 50	Green bike lanes across US 50 overcrossing and dashed green bike lanes across US 50 on and off ramps
107	Schnell School Rd	Broadway	High visibility crosswalks along Schnell School Rd, tightening curb radii, advance yield markings, painted green bike lanes across US 50 on and off ramps
108	Carson Rd	US 50	High visibility crosswalk on three legs at intersection of Rosier Street, School Street, and Carson Road.
109	Ray Lawyer Dr	US 50	High visibility crosswalks
110	Placerville Dr	Helmrich Ln	Dashed green bike lanes across US 50 on and off ramps
111	Coloma Rd	Bee St	High visibility crosswalk

Table 3: El Dorado Co. 2020-2040 RTP – Active Transportation Spot Improvement Projects

Project ID	***Street***	***Cross Street***	***Recommended Improvements***
112	Mosquito Rd	El Dorado Trail	High visibility crosswalks across US 50 on and off ramps
113	Main St	Sacramento St	Red curbs and signage
114	Bedford Ave	El Dorado Trail	High visibility crosswalk across Main Street to orient users to the El Dorado Trail, tighten curb radii
115	Main St	Spring St	High visibility crosswalks, pedestrian refuge island
116	Main St	Pacific St	High visibility crosswalks, pedestrian refuge island
117	Main St	Canal St	Refresh high visibility crosswalks
118	US 50	Canal St	High visibility crosswalks, lead pedestrian interval
119	Broadway	Carson Rd	Bike racks
120	Broadway	Carson Rd	Bike racks
121	Placerville Dr	Winter Ln	Bike racks
122	Mosquito Rd	Clay St	Bike lockers
123	Main St	Center St	Bike lockers
124	Fair Ln	Placerville Dr	High visibility crosswalk
125	Fair Ln	Fair Lane Ct	High visibility crosswalk
126	Combellack Rd	David Cir	High visibility crosswalk

Source: El Dorado County and City of Placerville Active Transportation Plans, 2020

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX D
UNCONSTRAINED PROJECT LIST

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX D

RTP 2020-2040 Unconstrained Project List

TABLE 8-9: EL DORADO COUNTY, CITY OF PLACERVILLE, AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040 - UNCONSTRAINED)

Project Development Only				
Caltrans D3	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$22,637,000	Post-2040
El Dorado County	Camino Phase 2 Ultimate Interchange	Construction of Alternative 4.7, full interchange in the Camino area.	$40,000,000	Post-2040
Caltrans D3	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$34,730,208	Post-2040
City of Placerville	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	$2,300,000	Post-2040
City of Placerville	Combellack Road Extension	Road Extension: Combellack Road	$3,466,000	Post-2040
City of Placerville	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	$15,422,000	Post-2040
City of Placerville	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	$8,121,768	Post-2040

TABLE 8-9: *(continued)*
EL DORADO COUNTY, CITY OF PLACERVILLE, AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040 - UNCONSTRAINED)

Project Development Only				
Capital Southeast Connector JPA	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	$209,300,000	Post-2040
City of Placerville	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accommodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	$3,169,000	Post-2040
El Dorado County	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	$768,000	Post-2040
El Dorado County	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	$8,647,425	Post-2040
El Dorado County	Missouri Flat Interchange Phase 2 (Ultimate Configuration)	Construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road.	$17,515,000	Post-2040
Caltrans D3	US 50 Corridor Rest Area/Fueling Station	Construction of a rest area/fueling station along the US 50 Corridor at a to be determined location between Kyburz and Echo Summit	$30,000,000	Post-2040
El Dorado County	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: north/southbound El Dorado Road, and east/westbound on-/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	$11,555,318	Post-2040

TABLE 12-4: TRANSPORTATION SYSTEMS MANAGEMENT / TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN PROJECT DEVELOPMENT ONLY (POST 2040 - UNCONSTRAINED)

Lead Agency	Title	Description	Total Cost	Completion Timing
Project Development Only				
Caltrans D3	Aux Lane Project: EB Latrobe Road	US-50 EB Latrobe Rd to Silva Valley (T); US 50	$1,500,000	Post-2040
Caltrans D3	US 50 WB Auxiliary Lane	In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17/19)	$20,000,000	Post-2040
El Dorado County	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	$9,250,000	Post-2040
El Dorado County	SR 49 Realignment B	SR 49 Realignment	$28,800,000	Post-2040

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX E
REGIONAL TRANSPORTATION PLAN CHECKLIST

Regional Transportation Plan Checklist for RTPAs

(Revised December 2016)

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

Name of RTPA: El Dorado County Transportation Commission

Date Draft RTP Completed: September 3, 2020

RTP Adoption Date: November 5, 2020

What is the Certification Date of the Environmental Document (ED)? November 5, 2020

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

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

Regional Transportation Plan Contents

General

		Yes/No	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.216(a))	Yes	Chapter 1 pages 1, 2 Action Element, Chapters 6-12
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) "Should" for RTPAs)	Yes	Chapter 1 page 1 Action Element Chapters 6-12
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapter 1, page 3 Policy Element Chapter 5 Action Element Chapters 6-12 Financial Element Chapter 13
4.	Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Chapter 1 pages 1, 2

Consultation/Cooperation

		Yes/No	Page #
1.	Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?	Yes	Appendix A
2	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	Appendix A, page 2, 3
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	Appendix A, page 1, 2
4.	Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)	Yes	Appendix A, page 2
5.	Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	Chapter 2 pages 3, 4 Appendix A pages 2, 3, 4 RTP EIR
6.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))	Yes	Appendix A, page 4 RTP EIR
7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	Yes	Chapter 2, page 9 RTP EIR
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	Yes	Chapter 2, page 5 Appendix A page 3 Appendix A, Attachment 3
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	Appendix A, pages 4, 5

Yes/No	Page #
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes — Appendix A, pages 1, 2, 3
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes — Chapter 9, page 6
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes — Appendix A, page 5
13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	N/A

Modal Discussion

Yes/No	Page #
1. Does the RTP discuss intermodal and connectivity issues?	Yes — Chapter 4 pages 5, 16, 20; Chapter 5, pages 2, 6
2. Does the RTP include a discussion of highways?	Yes — Chapter 8, page 2
3. Does the RTP include a discussion of mass transportation?	Yes — Chapter 9, page 1
4. Does the RTP include a discussion of the regional airport system?	Yes — Chapter 10, page 1
5. Does the RTP include a discussion of regional pedestrian needs?	Yes — Chapter 11, page 2
6. Does the RTP include a discussion of regional bicycle needs?	Yes — Chapter 11, page 3
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For RTPAs located along the coast only)**	N/A
8. Does the RTP include a discussion of rail transportation?	Yes — Chapter 8, page 11
9. Does the RTP include a discussion of maritime transportation (if	N/A
10. Does the RTP include a discussion of goods movement?	Yes — Chapter 8, page 11

Programming/Operations

		Yes/No	Page #
1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	Chapter 12, page 4
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Chapter 5, page 9
3.	Does the RTP contain a list of un-constrained projects?	Yes	Chapter 8, page 26 Chapter 12, page 15 Appendix D

Financial

		Yes/No	Page #
1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) ("Should" for RTPAs)?	Yes	Chapter 13
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate?	Yes	Chapter 2, page 10
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))	Yes	Chapter 13, page 12
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Action Element, Chapters 8,9,11,12,
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 450.324(f)(11)(iv)) ("Should" for RTPAs)	Yes	Chapter 13, page 12
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? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes	Chapter 13, page 7
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	Chapter 13, page 10
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19	Yes	Chapter 13, page 10

Environmental

		Yes/No	Page #
1.	Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	Separate Document
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	No	N/A
3.	Does the RTP specify mitigation activities? (23 CFR part 450.216(k))	Yes	RTP EIR Executive Summary and appropriate Chapters within EIR
4.	Where does the EIR address mitigation activities?	Yes	RTP EIR Executive Summary and appropriate Chapters
5.	Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	
6.	Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	No	N/A

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

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

12/8/20
Date

WOODROW DEIORIA
Print Name

EXECUTIVE DIRECTOR
Title

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

APPENDIX F
ACRONYM LIST

El Dorado County

RTP 2040

Regional Transportation Plan 2020-2040

ACRONYM LIST

AADT	Annual Average Daily Traffic
AB	Assembly Bill
ACIP	Airport Capital Improvement Plan
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFV	Alternative Fuel Vehicles
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plans
AQMD	El Dorado County Air Quality Management District
ARB	California Air Resource Board
ATP	Active Transportation Program
ATP-SAC	Active Transportation Plan Stakeholder Advisory Committee
AVI	Automatic Vehicle Identification
AVL	Automatic Vehicle Location
BACT	Best Available Control Technology
CAAQS	California Ambient Air Quality Standards
CAD	Computer Aided Dispatch
CAFE	Corporate Average Fuel Economy
CalEPA	California Environmental Protection Agency
CalSTA	California State Transportation Agency
CARB	California Air Resources Board
CASAC	Clean Air Scientific Advisory Committee
CASP	California Aviation System Plan
CC	Connected Corridors
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDA	El Dorado County Community Development Agency
CEC	California Energy Resources Conservation and Development Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CH&SC	California Health and Safety Code
CHTS	California Household Travel Survey
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CPUC	California Public Utilities Commission
CRFC	Critical Rural Freight Corridors
CSD	Community Service District
CSMP	Corridor System Management Plan
CSS	Context Sensitive Solutions
CTC	California Transportation Commission
CTP	California Transportation Plan
CV	Connected Vehicle

CVRS	Capitol Valley Regional Service Authority for Freeways and Expressways
DAR	Dial-A-Ride
DMS	Dynamic Message Signs
DMV	Department of Motor Vehicles
DOT	El Dorado County Department of Transportation
DSMDP	District System Management and Development Plan
DSRC	Dedicated Short-Range Communications
EDC	El Dorado County
EDCTA	El Dorado County Transit Authority
EDCTC	El Dorado County Transportation Commission
EDT	El Dorado Transit
EID	El Dorado Irrigation District
EIR/EA	Environmental Impact Report/Environmental Assessment
EIS	Environmental Impact Study
ENF	Eldorado National Forest
EO	Executive Order
EPA	Environmental Protection Agency
EPAct	Energy Policy Act of 1992
ESJ	Environmental and Social Justice
EV	Electric Vehicle
FAST Act	Fixing America's Surface Transportation Act
FCAA	Federal Clean Air Act
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FSTIP	Federal State Transportation Improvement Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GA	General Aviation
GHG	Green House Gases
GVW	Gross Vehicle Weight
HBP	Highway Bridge Program
HDM	Highway Design Manual
HOT	High-Occupancy Toll
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program
HTF	Highway Trust Fund
HTS	Household Travel Survey
ICM	Integrated Corridor Management
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
LOS	Level of Service
LTF	Local Transportation Fund
LVW	Loaded Vehicle Weight
MAP-21	Moving Ahead for Progress in the 21st Century
MC & FP	Master Circulation and Financing Plan

MCAB ..... Mountain Counties Air Basin
MLSP ..... Managed Lanes System Plan
MMT ..... Million Metric Tons
MOU ..... Memorandum of Understanding
MP ..... Mile Post
MPO ..... Metropolitan Planning Organization
MTIP ..... Metropolitan Transportation Improvement Program
MTP ..... Metropolitan Transportation Plan
NAAQS ..... National Ambient Air Quality Standards
NEPA ..... National Environmental Protection Act
NFS ..... National Forest Service
NHTS ..... National Household Travel Survey
NHTSA ..... National Highway Traffic Safety Administration
NMTP ..... Non-Motorized Transportation Plan
OA ..... Obligation Authority
OHV ..... Off-Highway Vehicles
OPR ..... State Office of Planning and Research
P&SVRR ..... Placerville and Sacramento Valley Railroad
PAT ..... Policy Advisory Team
PCI ..... Pavement Condition Index
PG&E ..... Pacific Gas and Electric
PHFS ..... Primary Highway Freight System
PM ..... Particulate Matter
PTA ..... Public Transportation Account
RAD ..... Regional Analysis Districts
RMRA ..... Road Maintenance and Rehabilitation Account
RSTP ..... Regional Surface Transportation Program
RTP ..... Regional Transportation Plan
RTP AC ..... Regional Transportation Plan Advisory Committee
RTPA ..... Regional Transportation Planning Agency
RUCS ..... Rural Urban Connections Strategy
SACOG ..... Sacramento Area Council of Governments
SAFE ..... Service Authority for Freeways and Expressways
SB ..... Senate Bill
SCS ..... Sustainable Communities Strategy
SHA ..... State Highway Account
SHOPP ..... State Highway Operations and Protection Program
SHS ..... State Highway System
SHSP ..... Strategic Highway Safety Plan
SIP ..... State Implementation Plan
SLPP ..... State and Local Partnership Program
SMAQMD ..... Sacramento Metropolitan Air Quality Management District
SMF ..... Smart Mobility Framework
SMUD ..... Sacramento Municipal Utility District
SPTC ..... Sacramento-Placerville Transportation Corridor

SPTC-JPA	Sacramento-Placerville Transportation Corridor Joint Powers Authority
SR	State Route
SSEPP	Safety, Security and Emergency Preparedness Plan
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STAA	Surface Transportation Assistance Act of 1982
STBGP	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
SUV	Sport Utility Vehicles
SWAP	State Wildlife Action Plan
SWITRS	Statewide Integrated Traffic Records System
TAC	Technical Advisory Committee
TCEA	Trade Corridor Enhancement Account
TCIF	Trade Corridors Improvement Fund
TCM	Traffic Control Measures
TCR	Transportation Concept Reports
TCS	Traffic Control System
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA	Transportation Enhancement Activity
TIM	Traffic Impact Mitigation Fees
TMA	Transportation Management Association
TNC	Transportation Network Company
TRPA	Tahoe Regional Planning Agency
TSM	Transportation Systems Management
TSM&O	Transportation System Management and Operations
UARP	Upper American River Project
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
V2I	Vehicle-to-Infrastructure
V2V	Vehicle-to-Vehicle
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
ZEB	Zero-Emission Bus
ZEV	Zero-Emission Vehicle