EL DORADO COUNTY TRANSPORTATION COMMISSION

FINAL EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2015-2035

SEPTEMBER 3, 2015

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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 March 2015.

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Chapter 1

Introduction

The El Dorado County 2015-2035 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: roadways, transit, aviation, freight movement, bikeways, 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.

The RTP is developed to fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082). The California Transportation Commission Regional Transportation Plan Guidelines (adopted April 7, 2010) have been considered in the preparation of the 2015-2035 RTP.

PURPOSE

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

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

- Provides an assessment of the current modes of transportation and the potential of new travel options within the region
- Predicts future needs for vehicle, non-motorized, and freight movement
- Identifies and documents specific actions necessary to address the region's mobility and accessibility needs
- Identifies needed transportation improvements, in sufficient detail, to serve as a foundation for the:
  - ◊ Facilitation of the National Environmental Protection Act integration process `decisions
  - ◊ Development of the Federal and State Transportation Improvement Programs, the Regional Transportation Improvement Program, and the Interregional Transportation Improvement Program
  - ◊ Identification of project purpose and need
  - ◊ Development of an estimate of emission impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan
- Promotes consistency between the California Transportation Plan, the Regional Transportation Plan, the SACOG Metropolitan Transportation Plan, and other transportation plans developed by cities, counties, special districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs
- Develops the framework for demonstrating regional air quality conformity pursuant to Assembly Bill 32 with the air quality standards identified in the State Implementation Plan
- Provides a forum for:
  - ◊ Participation and cooperation throughout the planning process
  - ◊ Facilitation of partnerships that reconcile transportation issues which transcend regional boundaries
- Involves the public; federal, state, and local agencies; tribal governments; and local, elected officials early in the transportation planning process so as to include them in discussions and decisions regarding the social, economic, air quality, and environmental issues related to transportation

REGIONAL TRANSPORTATION PLAN REQUIREMENTS

REQUIRED ELEMENTS

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

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

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

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

The institutional and legal actions needed to implement the Regional Transportation Plan and action plans are also discussed in this section, followed by a detailed assessment of all transportation modes. 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.

REQUIRED DOCUMENTATION

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

REGIONAL TRANSPORTATION PLAN PROCESS

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

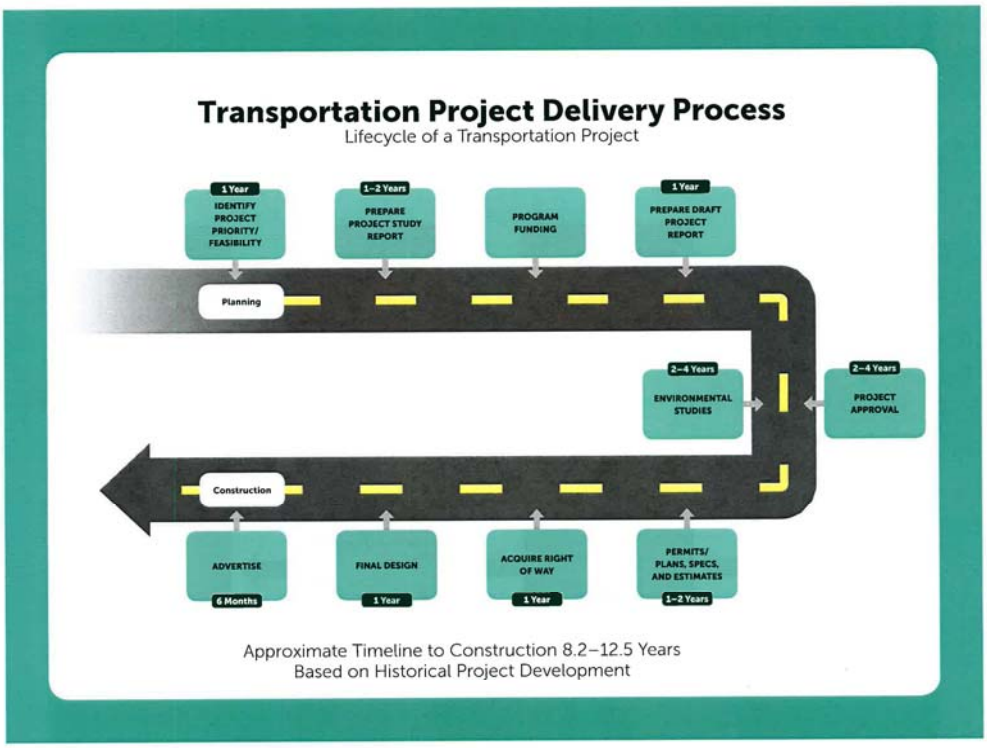
Under the terms of a Memorandum of Understanding (MOU) between the EDCTC and the Sacramento Area Council of Governments (SACOG) EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). This process is 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 utilized 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 2015-2035 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 2005-2025 and 2010-2030 RTPs each included a 20 year "shelf' of multi-modal projects which, in normal circumstances, would take at least 20 years to deliver. However, due to competitive successes through California Proposition 1B and the Federal American Recovery and Reinvestment Act of 2009, a larger number of transportation projects listed in those RTPs were delivered in the 10-year period between 2005-2015. The following Delivered Projects Fact sheets, shown in Tables 1-1 through 1-7, highlight the delivery successes of the RTP over the last 10 years (2005-2015). Costs included in the delivered projects tables below are for illustrative purposes only and are planning level estimates developed during the 2005-2025 and 2010-2030 RTP processes and do not reflect actual expenditures.

TABLE 1-1: Regional Roadway Network, Delivered Projects 2005-2015

Project Description	Cost	Responsible/ Support Agencies	Program
US 50-Missouri Flat Interchange **– Phase 1A:** Replace US 50 overcrossing structure, widen Missouri Flat Road, install intersection improvements /channelization	$41,203,740	Caltrans, El Dorado County, EDCTC	Local Funds
US 50-Missouri Flat Interchange **– Phase 1B:** Reconfigure interchange and widen Weber Creek Bridges on US 50	$37,707,967	Caltrans, El Dorado County, EDCTC	STIP, Bond, ARRA, TE, SHOPP
High-Occupancy Vehicle Lanes **– Phase 1:** Install HOV lanes on US 50 from El Dorado Hills Blvd. to Bass Lake Grade	$47,908,000	Caltrans, El Dorado County SACOG, EDCTC	RSTP/CMAQ, Local Funds, Bond
US 50 – Placerville Operational Improvements: Improve aesthetic elements, and eastbound auxiliary lane on US 50 from Placerville Drive to Bedford Avenue	$46,337,000	Caltrans, City of Placerville, EDCTC	STIP, State and Regional TE
SR 49 Improvements: Install a two-way, left turn lane, stop sign, and bicycle and pedestrian facilities from the South Fork American River Bridge #25-21 to Marshall Road in Coloma	$1,300,000	Caltrans, El Dorado County, EDCTC	SHOPP
SR 193 Improvements: Construct a left-turn pocket approximately ten kilometers east of Cool at Sliger Mine Road	$556,000	Caltrans, El Dorado County,	SHOPP
SR 49 Improvements: Widen and add shoulders from .2 kilometers south of Ore Court to .2 kilometers south of China Hill Road	$7,700,000	Caltrans, El Dorado County,	SHOPP
Westbound US 50: Install on/off ramps and signalization at Cambridge Road and Merrychase Drive	$430,000	El Dorado County, Caltrans, EDCTC	RSTP

TABLE 1-1: Regional Roadway Network, Delivered Projects 2005-2015

Project Description	Cost	Responsible/ Support Agencies	Program
Cameron Park Drive-Palmer Drive-Green Valley Road: Improve operations and perform safety analysis	$395,346	El Dorado County, EDCTC	RSTP
Cameron Park Drive-Mira Loma Drive: Construct left-turn lanes at intersection	$400,000	El Dorado County, EDCTC	RSTP
Missouri Flat Road-El Dorado Road: Construct left-turn lanes and signalize intersection	$460,000	El Dorado County, EDCTC	RSTP
Mother Lode Drive: Install two-way left-turn widening from South Shingle Road to French Creek Road	$380,000	El Dorado County, EDCTC	RSTP
Green Valley Road at Tennessee Creek: Bridge Replacement	$5,858,326	El Dorado County, EDCTC	HBP, RSTP
Rubicon Trail at Ellis Creek: Bridge Replacement	$435,528	El Dorado County, Caltrans	HBP, Grants, RSTP, Local Funds
Wentworth Springs Road at Gerle Creek: Bridge Replacement	$1,395,731	El Dorado County	HBP, Grants, RSTP, Local Funds
US 50 HOV Phase 0: El Dorado Hills Blvd Interchange Improvements	$19,200,000	El Dorado County, EDCTC, Caltrans	Local Funds, CMIA
US 50 Silva Valley Parkway Interchange: Phase 1 Improvements (*Under Construction*)	$64,600,000	El Dorado County, EDCTC, Caltrans	Local Funds, SLPP
Green Valley Road-Deer Valley Road: Improvements	$4,300,000	El Dorado County	Local Funds
Bass Lake Road: Frontage Improvements at Silver Springs	$70,582	El Dorado County	Local Funds
Green Valley Road: Widening County Line to Francisco Drive	$9,200,941	El Dorado County	Local Funds, RSTP
Latrobe Road: Widening 2-4 Lanes - Suncast Lane to Golden Foothill Parkway South	$11,676,000	El Dorado County	Local Funds
High-Occupancy Vehicle Lanes – Phase 2A: US Hwy 50 Bass Lake Grade to Cameron Park Drive	$24,874,000	El Dorado County, EDCTC, Caltrans	Local Funds, CMAQ, CMIA
Silva Valley Parkway: Widening	$2,644,000	El Dorado County, EDCTC	Local Funds, SLPP
Pleasant Valley Road SR 49 – Patterson Drive: Signalization	$3,898,000	El Dorado County, EDCTC, Caltrans	Local Funds, SLPP, SHOPP
US 50 – Hangtown Creek Beautification: Remove abandoned eastbound off-ramp at Main Street	$405,000	Caltrans, City of Placerville	State TE
Point View Drive: Extend Point View Drive – US 50 to Jacquier Road	$3,180,000	EDCTC, City of Placerville, Caltrans	Local Funds, Bond
US 50: Ray Lawyer Drive westbound US 50 onramp	$7,200,000	EDCTC, City of Placerville, Caltrans, El Dorado County	Local Funds, Bond
Capital SouthEast Connector: A segment of Connector within El Dorado County	$2,446,356	SACOG El Dorado County, , EDCTC, Connector JPA	Local Funds, Bond
Placerville Drive: Enhancements to Placerville Drive from US 50 to Canal Street	$564,780	City of Placerville, EDCTC	RSTP

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

TABLE 1-2: Transit Delivered Projects 2005-2015

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

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

TABLE 1-3: Aviation Delivered Projects 2005-2015

Project Description	Cost	Responsible / Support Agencies	Program
Placerville Airport			
Engineering Design-East End Apron	$301,000	El Dorado County	El Dorado County, FAA, Caltrans
Construct a Service Access Road to East End Development	$6,830,000	El Dorado County	El Dorado County, FAA, Caltrans
Crack Repair and Slurry Seal Runway 5-23 Taxiways and Ramp	$236,900	El Dorado County	El Dorado County, FAA, Caltrans
Replace MIRL Runway 5-23, Relocate Threshold Runway 23, Remark Runway 5-23, Install PAPI Runway 23	$430,000	El Dorado County	El Dorado County, FAA, Caltrans
Runway Exit Taxiway East End	$35,400	El Dorado County	El Dorado County, FAA, Caltrans
Georgetown Airport			
Crack Seal and Slurry Seal Ramp and Hangars	$115,000	El Dorado County	El Dorado County, FAA, Caltrans
Ramp Security Lighting	$165,500	El Dorado County	El Dorado County, FAA, Caltrans

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

TABLE 1-4: Freight Movement Delivered Projects 2005-2015

Project Description	Cost	Responsible/ Support Agencies	Program
US 50 HOV Lane Project El Dorado Hills to Bass Lake Grade: Added an HOV lane in both the east and westbound directions on US 50 in this area (Phase 0, 2A, and 2B too?)	$48,000,000	El Dorado County, Caltrans, EDCTC	CMIA, CMAQ, Local
Latrobe Road Improvements: Widened to four lanes between Suncast Lane and Golden Foothill Parkway south	$11,600,000	El Dorado County	Local
US 50 Operational Improvements Project: Added an auxiliary lane in the eastbound direction along US 50 within the City of Placerville improving freight movement capacity to and through the City of Placerville	$46,000,000	Caltrans, City of Placerville, EDCTC	STIP, ITIP, TE, Local
Missouri Flat Interchange Phase 1A: New interchange at Missouri Flat Road and US 50 provides for efficient freight movement between US 50 and the commercial areas of Diamond Springs	$41,000,000	El Dorado County, EDCTC	Local
US 50-Missouri Flat Interchange – Phase 1B: Reconfigured the interchange and widened Weber Creek Bridges on US 50	$37,707,967	Caltrans, El Dorado County, EDCTC	STIP, Bond, ARRA, TE, SHOPP

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

TABLE 1-5: Non-Motorized Delivered Projects 2005-2015

Project Description	Cost	Responsible/ Support Agencies
Harvard Way Class I Bike Path: Bike Path between Clermont Way and Hawker Placer as a component of El Dorado Hills CSD Master Facilities Plan	$187,044	El Dorado Hills CSD, EDCTC
New York Creek Trail East: Bike Path between Silva Valley Road and New York Creek in El Dorado Hills	$201,164	El Dorado Hills CSD, EDCTC, El Dorado County
Northside School Bike Path: Bike Path from the Auburn Lake Trails Community to Northside School in Cool	$3,995,374	EDCTC, El Dorado County
SPTC/El Dorado Trail Class I Bike Path: Forni Road to Missouri Flat Road	$2,000,000	El Dorado County, EDCTC
Green Valley Road Class II Bike Lanes: County Line to 400' west of El Dorado Hills Boulevard	$50,000	El Dorado County
Green Valley Road Class II Bike Lanes: Cameron Park Drive to Pleasant Grove Middle School	$50,000	El Dorado County
White Rock Road Class II Bike Lanes: Joeger Cut-Off Road to Carson Crossing Road	$65,000	El Dorado County
Cameron Park Drive Class II Bike Lanes: Winterhaven Drive to Alhambra Drive	$525,000	El Dorado County
Latrobe Road Class II Bike Lanes: Golden Foothill Parkway to Towne Center Drive	$65,000	El Dorado County
El Dorado Trail Class I Bike Path: Parkway Drive to Los Trampas Drive	$670,000	El Dorado County
El Dorado Trail Class I Bike Path: Mosquito Road to Clay Street	$270,000	City of Placerville
Green Valley Road Safe Routes to School Project: Sidewalk from Bass Lake Road to Pleasant Grove Middle School	$435,300	El Dorado County
Canal Street Safe Routes to School Project: Sidewalk from Middletown Road to Markham School	$280,000	City of Placerville
Placerville Drive Class II Bike Lanes: Canal Street to US 50 undercrossing	$133,000	City of Placerville, Caltrans
State Route 49-Class II Bike Lanes: South Fork of the American River Bridge in Coloma to Marshall Road	$50,000	Caltrans
US 50-Missouri Flat Interchange – Phase 1B Bicycle Pedestrian Component: Bike/Pedestrian overcrossing eastbound lane of the Weber Creek Bridge	$5,100,000	El Dorado County, Caltrans

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

TABLE 1-6: Transportation Systems Management Delivered Projects 2005-2015

Project Description	Cost	Responsible/ Support Agencies	Program
Vanpool Program at DST Output: Six vanpools run daily to and from DST Output	$120,500	EDCTC, 50 Corridor TMA	TMA Dues
El Dorado Transit Commuter Service to Iron Point Road Light Rail	$112,900	EDCTA	TDA
Construction of the Commerce Park-and-Ride Lot	$774,000	EDCTA	EDCTA
Smart Routes to School Website and Program	$60,000	EDCTC, 50 Corridor TMA	TMA Dues
Annual Walk to School Day and Bike Month Activities	$30,000	EDCTC, 50 Corridor TMA	EDCTC RPA
El Dorado County Government Center Commuter Club	$5,000	EDCTC, 50 Corridor TMA	EDCTC RPA

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

TABLE 1-7: ITS Delivered Projects 2005-2015

Project Description	Cost	Responsible/ Support Agencies	Program
US 50-Operational Improvements Project, including Signal Synchronization	$46,000,000	Caltrans, City of Placerville, EDCTC	STIP, ITIP, TE, Local
US 50-Missouri Flat Interchange Ramp, including intersection coordination	$41,000,000	Caltrans, El Dorado County, EDCTC	Local Funds
Green Valley Road-Francisco Drive Intersection, including signal coordination	$287,000	El Dorado County	Local Funds
Rural Safety Innovation Project	$380,000	Caltrans, El Dorado County	Federal RSIP

Source: El Dorado County Regional Transportation Plans (2005-2025, 2010-2030)

Chapter 2

Organizational Setting

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

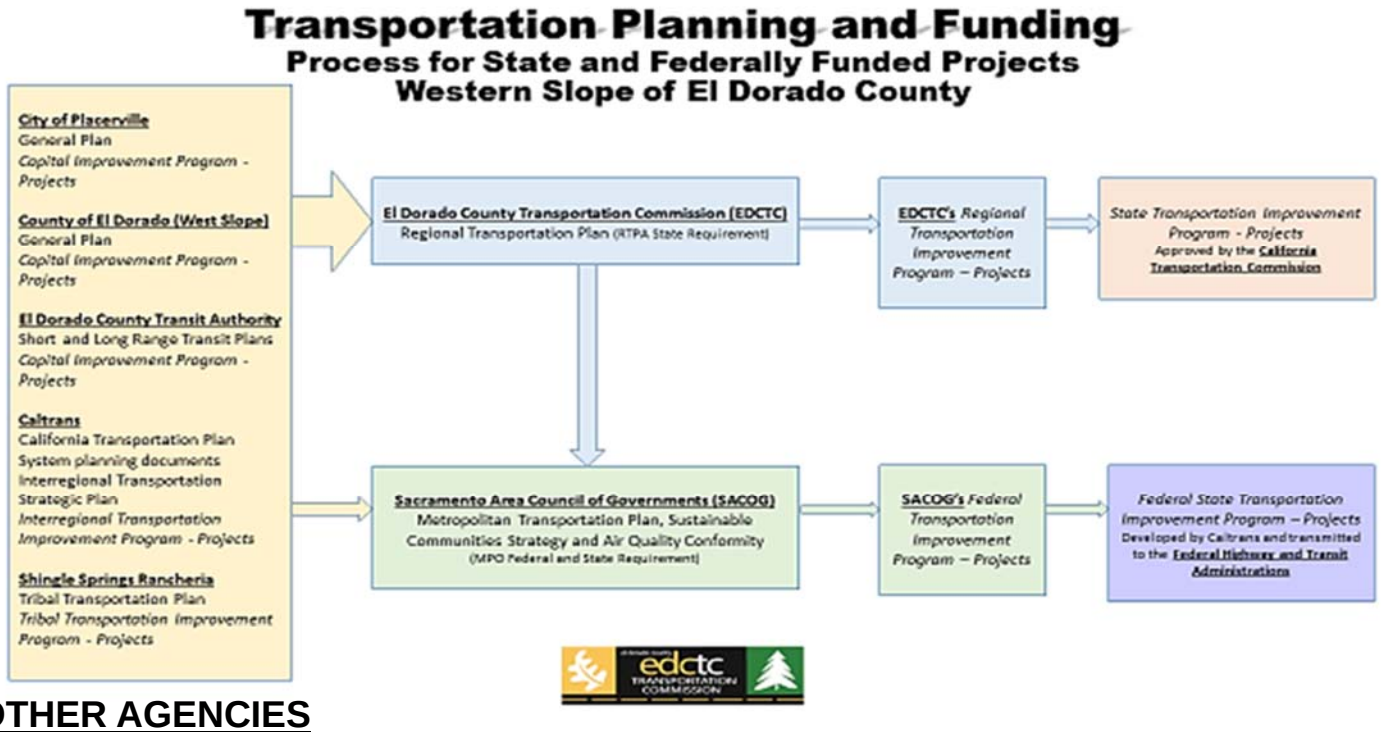
REGIONAL TRANSPORTATION PLANNING AGENCY DESIGNATION

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

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

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 Development Services Transportation Division, the City of Placerville Public Works Department, El Dorado 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



OTHER AGENCIES

MEMBER JURISDICTIONS

The City of Placerville and County of El Dorado are member jurisdictions of the EDCTC. As members, each of the jurisdictions has direct input into EDCTC's decision-making process, both on a staff and commission level. The Commission 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. The California Transportation Plan 2040, developed by Caltrans, and other Caltrans planning efforts mentioned and/or referenced throughout the RTP provide the necessary state system information.

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.

EL DORADO NATIONAL FOREST

The El Dorado National Forest, managed by the United States Forest Service (USFS), comprises over 434,000 acres within El Dorado County. The roadway network within these USFS managed lands exceeds 2,000 miles maintained and managed by the USFS. Additionally, nearly 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.

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) Community Development 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 Transportation Division, 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, handicapped, and limited means populations, as well as commuters. SSTAC members are recruited and appointed by the EDCTC in accordance with Transportation Development Act statutes. The SSTAC meets several times throughout the year to discuss transit needs in El Dorado County.

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

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

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

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

GENERAL PUBLIC
The quality of life for El Dorado County residents has a direct correlation to the availability and efficiency of 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.

OTHER PLANS AND PROGRAMS

The Regional Transportation Plan outlines the region's goals and policies for meeting current and future transportation needs and provides a foundation for transportation decision-making. Transportation planning is conducted by several agencies at all levels of government in El Dorado County. The El Dorado County RTP is designed to be consistent with adopted plans and programs.

LOCAL GENERAL PLANS

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

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

Moving Ahead for Progress in the 21st Century (MAP-21), signed into law on July 6, 2012, is the nation's key surface transportation program. 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 must 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. This plan includes service recommendations, a capital plan, an institutional and management plan, and a financial plan for the fiscal years 2014/2015 through 2018/2019 for the short-term, and through 2035 for the long-term. The RTP is consistent with the 2035 Short- and Long-Range Transit Plan.

EL DORADO COUNTY TRANSIT AUTHORITY PARK AND RIDE MASTER PLAN

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

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

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

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

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

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

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP)
The 2008 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 freight. The RTP is consistent with the projects contained within the ITIP.

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

SACRAMENTO REGIONAL CLEAN AIR PLAN
The Sacramento Federal Non-attainment Area for ozone includes the western slope of El Dorado County. The Sacramento Regional Clean Air Plan, or State Implementation Plan, was adopted in 1994 in compliance with the Federal Clean Air Act. 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 that by 2020 the state's greenhouse gas emissions be reduced to

1990 levels, roughly a 25% reduction under business as usual estimates. The second piece of legislation, Senate Bill 375 (SB 375), is more focused on reducing GHG emissions through the regional transportation planning efforts of the Metropolitan Planning Organizations. Therefore, EDCTC continues to work closely with SACOG and the El Dorado County Air Quality Management District to assess the impact of all transportation projects and planning efforts on air quality in the region. 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 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.

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 document will be regularly updated to respond to changing land use, transportation demand, financial, legal, community, and environmental conditions. 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 REPORT

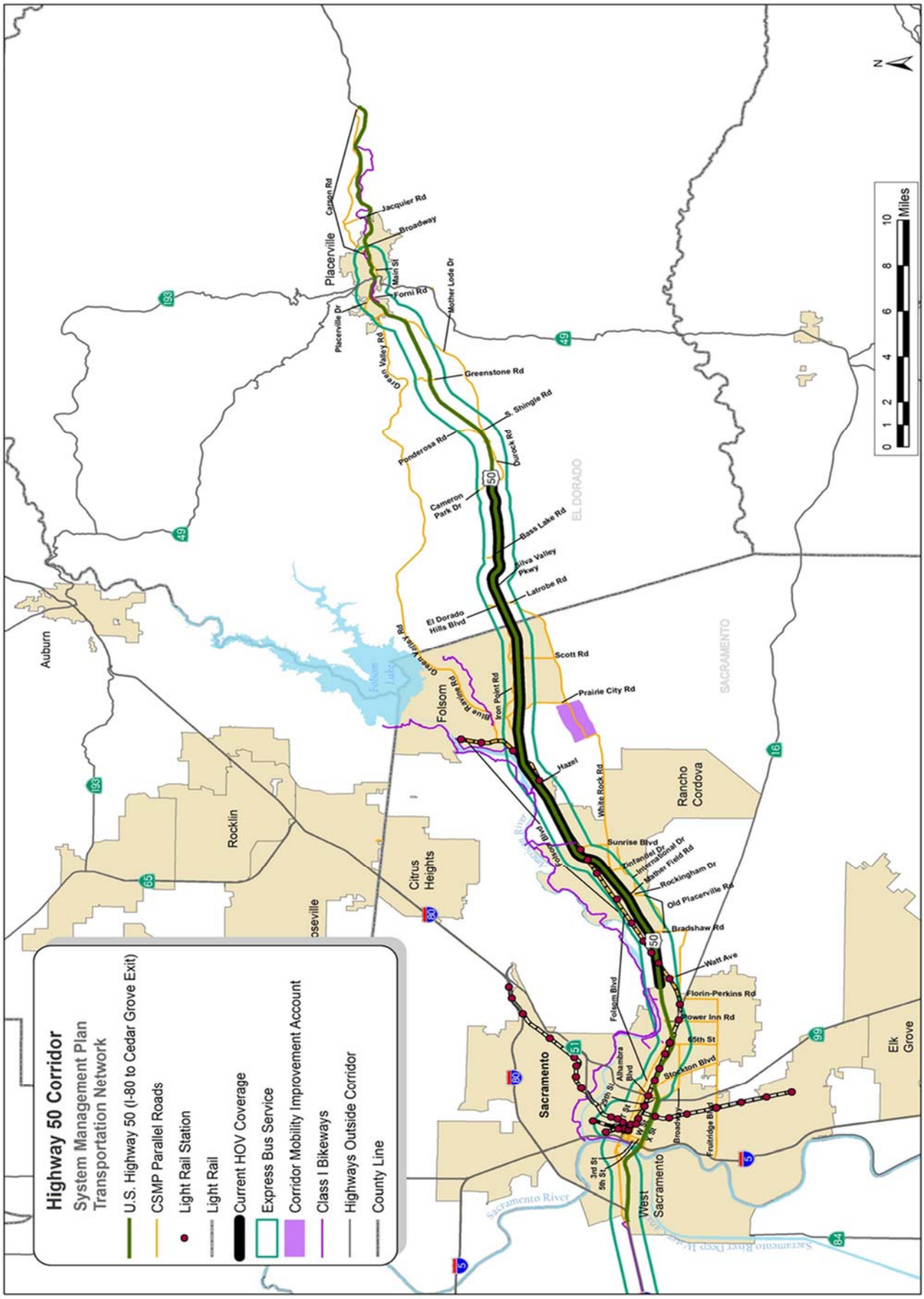
In addition, Caltrans has prepared Transportation Concept Reports (TCR) for State Route (SR) 49, US 50, SR 89, SR 153, and SR 193. The TCR is a long-term planning document that Caltrans prepares for every State Highway, or portion thereof, in its jurisdiction. The purpose of the TCCR is to determine 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 asso-

ciated 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.

MAP 2-1: US Highway 50 Corridor



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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.

MAP 3-1: State Location El Dorado County

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.

CLIMATE

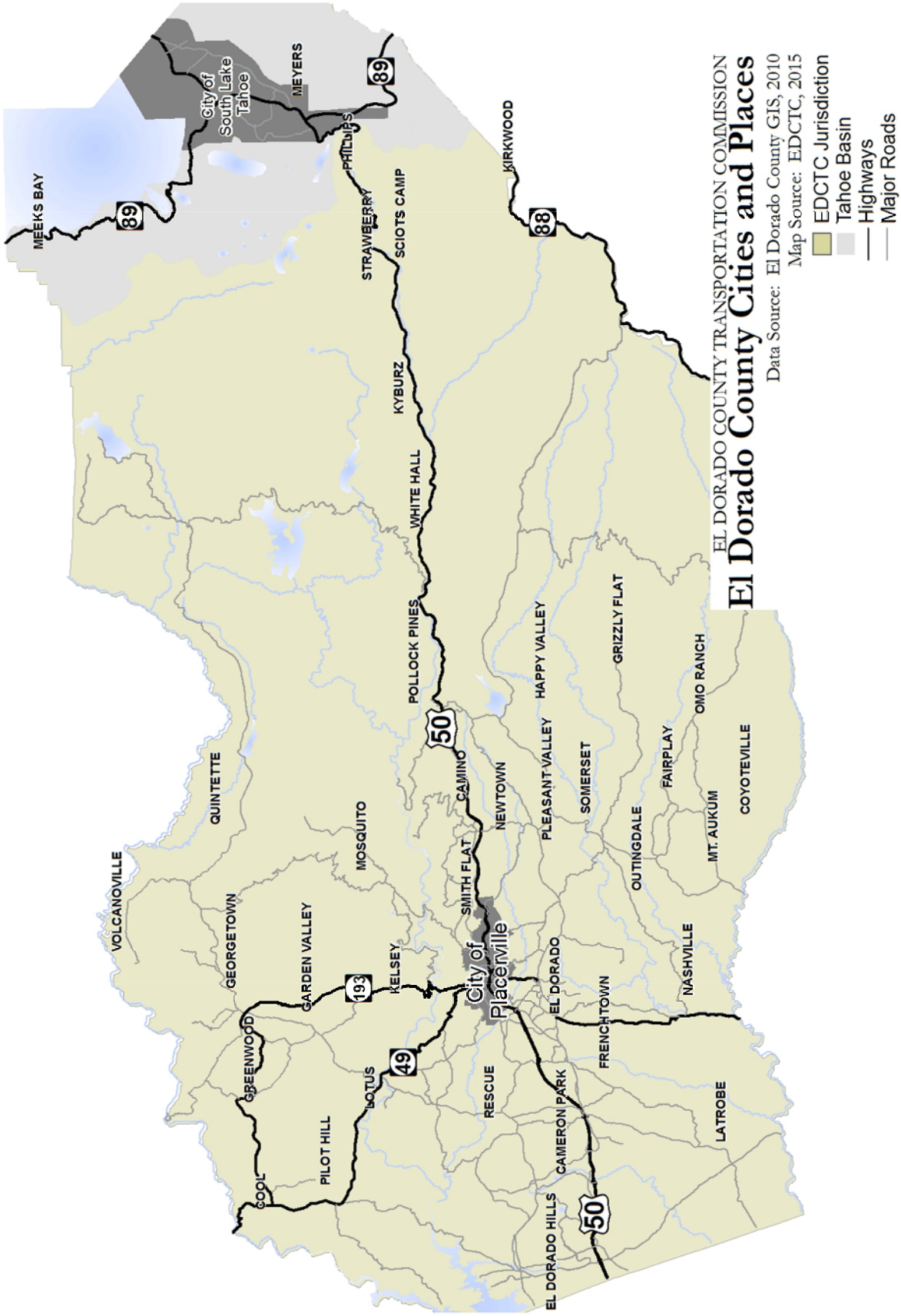
The weather in El Dorado County varies greatly depending on the elevation, from warm dry summers and mild winters in El Dorado Hills and Placerville to cool summers and snowy winters in South Lake Tahoe. Typically, temperatures in the lower elevations are higher in summer and winter, while mountain temperatures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

TABLE 3-1: Temperature and Precipitation in El Dorado County

Area	Average Temperature	Average Maximum Temperature	Average Minimum Temperature	Average Total Precipitation
Placerville	57.55	71.30	43.80	38.16
Georgetown	56.65	67.80	45.50	52.98
South Lake Tahoe	43.40	58.50	28.4	14.37

Source: Western Regional Climate Center, http://www.wrcc.dri.edu/summary/climsmnca.html, 2010

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



CHARACTER

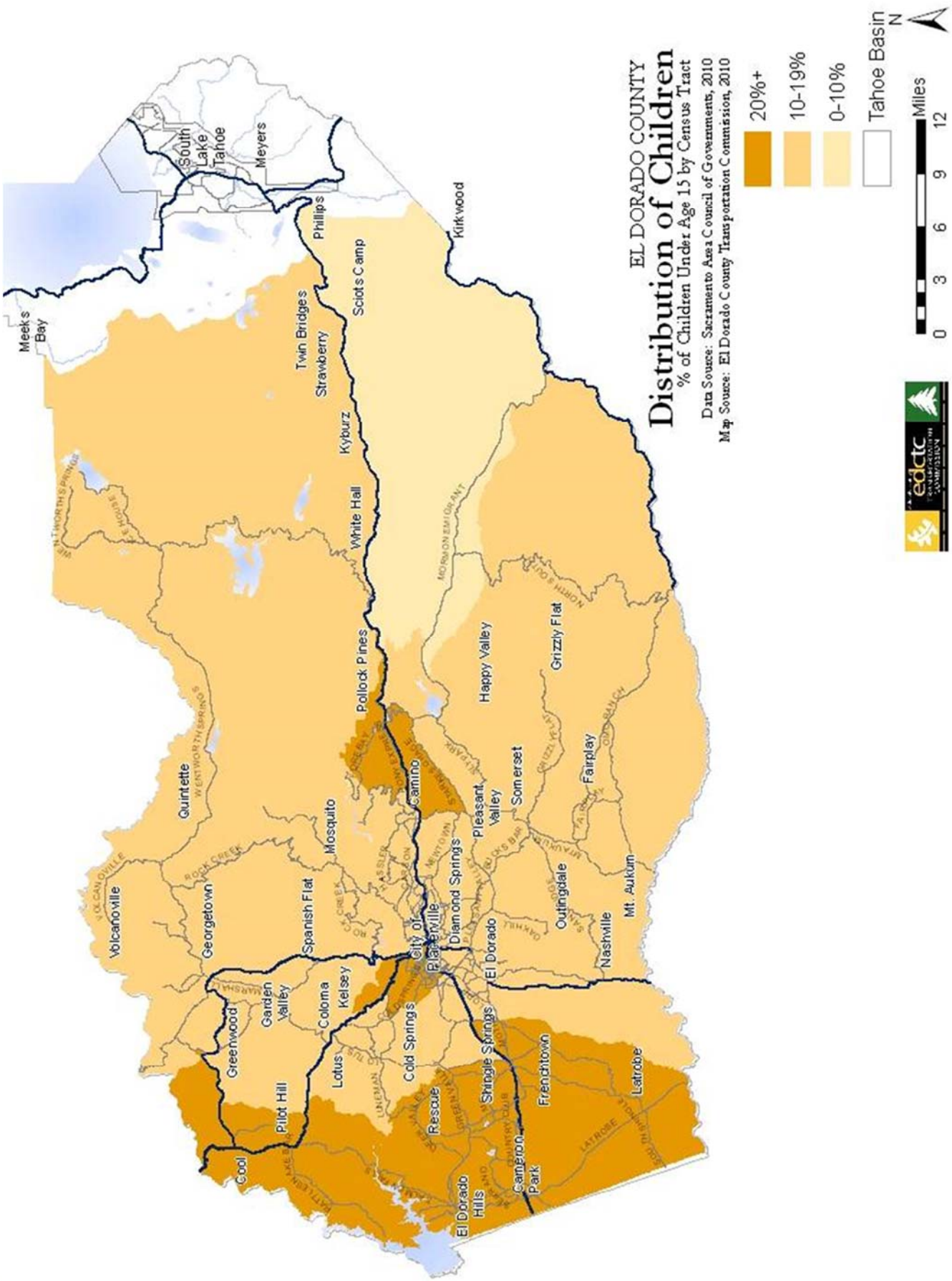
El Dorado County is truly Gold Country, as it is where the California Gold Rush began. From the rolling El Dorado Hills, to the narrow streets of Placerville, all the way up the Pony Express Trail to Lake Tahoe, El Dorado County is rich in history. The Marshall Gold Discovery State Historic Park in Coloma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

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

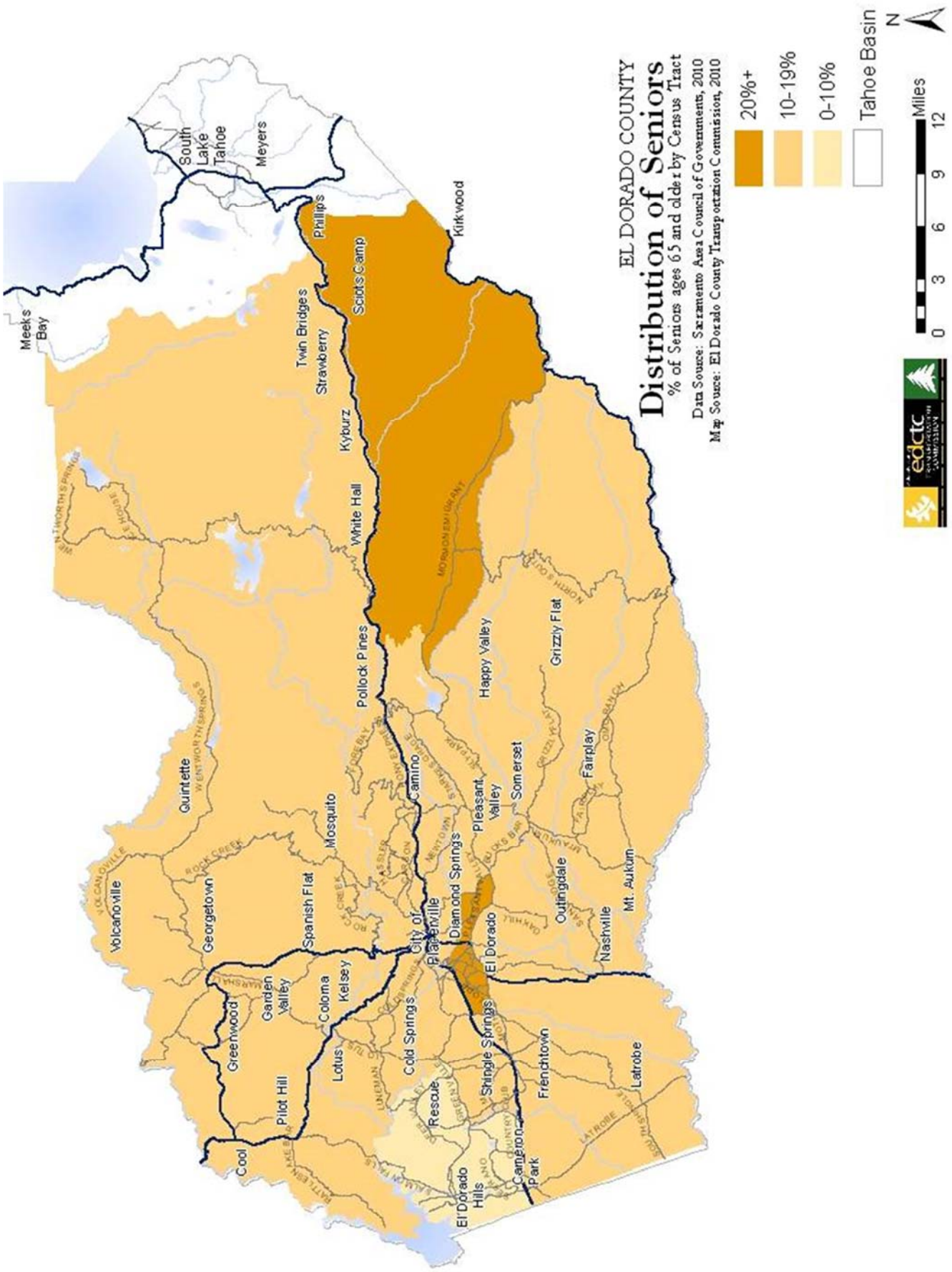
The western portion of El Dorado County, Cameron Park to the Sacramento County Line, is more suburban and urban in nature. The communities of Cameron Park and El Dorado Hills are more typical of communities which are located near the rural-urban interface. Within the 2010 US Census this area is classified 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; DST Output. 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

As the Regional Information Center for the Sacramento area, the Sacramento Area Council of Governments has prepared and adopted population and employment forecasts for the development of the Regional Transportation Plan. The population and employment forecasts reflect the growth that is anticipated to occur within El Dorado County during the 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 2008 data for each jurisdiction.

TABLE 3-2 Population Projects 2008-2035

Regional Analysis Districts (RADs)**	2008	2020	2035
El Dorado County Total*	151,253	161,914	187,843
Cameron Park - Shingle Springs	31,593	34,605	45,017
Coloma - Lotus	8,609	8,556	8,956
Diamond Springs	11,958	11,663	14,792
El Dorado High Country	2,641	2,557	2,637
El Dorado Hills	39,276	46,697	55,124
Georgetown	7,219	7,173	7,303
Mt. Aukum - Grizzly Flat	6,364	6,262	6,487
Pilot Hill	5,391	5,394	5,524
Pollock Pines	16,182	16,138	16,547
Placerville	22,020	22,869	25,456

*Excludes Tahoe Basin

** The six-county SACOG region is divided into approximately seventy Regional Analysis Districts (RADs). A RAD is an area defined by SACOG. RADs may have the same name as community planning areas or city names but the boundaries are not the same. The RADs for El Dorado County can be viewed here: http://www.sacog.org/mapping/estimatemaps/eldo/ElDoAll.pdf

Source: SACOG Modeling Projections; SACOG Info Center info@sacog.org October 2014

EMPLOYMENT PROJECTIONS

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

HOUSING PROJECTIONS

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

TABLE 3-3: Employment Projections by Sector 2008-2035

2008

Regional Analysis Districts (RADs)	Education	Food	Government	Office	Other	Retail	Service	Medical	Industrial	Total
El Dorado County Total*	3,480	2,570	2,427	7,407	0	7,024	12,468	3,963	5,424	44,763
Cameron Park - Shingle Springs	549	354	290	1,062	0	1,645	2,731	314	709	7,654
Coloma-Lotus	58	49	61	66	0	195	176	18	97	721
Diamond Springs	362	84	52	152	0	166	396	41	92	1346
El Dorado High Country	5	4	38	16	0	32	71	7	37	211
El Dorado Hills	890	779	555	4,180	0	2,113	3,296	602	1,605	14,020
Georgetown	193	86	187	127	0	203	448	44	89	1,375
Mt. Aukum Grizzly Flat	56	42	33	52	0	134	161	16	37	531
Pilot Hill	68	24	26	36	0	52	118	12	27	363
Placerville	1,096	1,028	1,003	1,582	0	2,013	4,147	2,822	2,458	16,148
Pollock Pines	204	119	182	135	0	471	924	86	274	2,395

2020

Regional Analysis Districts (RADs)	Education	Food	Government	Office	Other	Retail	Service	Medical	Industrial	Total
El Dorado County Total*	3,562	2,868	3,227	8,286	0	8,102	1,4351	4,215	5,758	50,370
Cameron Park - Shingle Springs	597	507	522	1,062	0	2,250	3,865	404	883	10,090
Coloma-Lotus	58	49	61	66	0	195	176	18	97	721
Diamond Springs	362	89	74	152	0	215	436	45	92	1,465
El Dorado High	5	4	38	16	0	32	71	7	37	211
El Dorado Hills	923	898	963	5,045	0	2,372	3,783	711	1,732	16,427
Georgetown	193	86	187	127	0	203	448	44	89	1,375
Mt. Aukum Grizzly Flat	56	42	33	52	0	134	161	16	37	531
Pilot Hill	68	24	26	36	0	52	118	12	27	363
Placerville	1,096	1,041	1,140	1,596	0	2,113	42,91	2,865	2,491	16,633
Pollock Pines	204	126	182	135	0	536	1,003	93	274	2,553

*Excludes Tahoe Basin
Source: SACOG Modeling Basin Projects May 2012

SACOG Info Center; info@sacog.org

TABLE 3-3: Employment Projections by Sector 2008-2035

2035

Regional Analysis Districts (RADs)	Education	Food	Govern-ment	Office	Other	Retail	Service	Medical	Industrial	Total
El Dorado County Total*	4,100	3,355	3,574	12,957	0	10,475	15,487	5,322	7,137	62,409
Cameron Park Shingle Springs	855	709	623	1,163	0	3,620	3,737	398	1,049	12,154
Coloma - Lotus	107	53	61	91	0	203	182	21	141	860
Diamond Springs	362	106	74	162	0	355	550	56	130	1795
El Dorado High	5	4	38	16	0	32	71	7	37	211
El Dorado Hills	1,125	1,078	1,167	9,208	0	2,713	4,208	1,699	2,580	23,779
Georgetown	193	86	187	127	0	203	448	44	89	1,375
Mt. Aukum - Grizzly Flat	56	42	33	52	0	134	161	16	37	531
Pilot Hill	68	24	26	36	0	52	118	12	27	363
Placerville	1,124	1,107	1,177	1,942	0	2,462	4,837	2,959	2,774	18,382
Pollock Pines	204	145	188	161	0	702	1174	110	274	2,958

TABLE 3-4: Dwelling Unit Projections 2008-2035

Regional Analysis Districts (RADs)	2008	2020	2035
El Dorado County Total*	61,821	66,785	74,648
Cameron Park-Shingle Springs	12,121	13,509	16,826
Coloma-Lotus	3,262	3,281	3,345
Diamond Springs	5,112	5,146	6,421
El Dorado High Country	1,469	1,482	1,482
El Dorado Hills	13,341	16,141	18,468
Georgetown	3,341	3,353	3,355
Mt. Aukum-Grizzly Flat	3,777	3,797	3,797
Pilot Hill	2,166	2,170	2,170
Pollock Pines	7,637	7,772	7,782
Placerville	9,594	10,135	11,002

*Excludes Tahoe Basin
Source: SACOG Info Center October 2014

SUMMARY

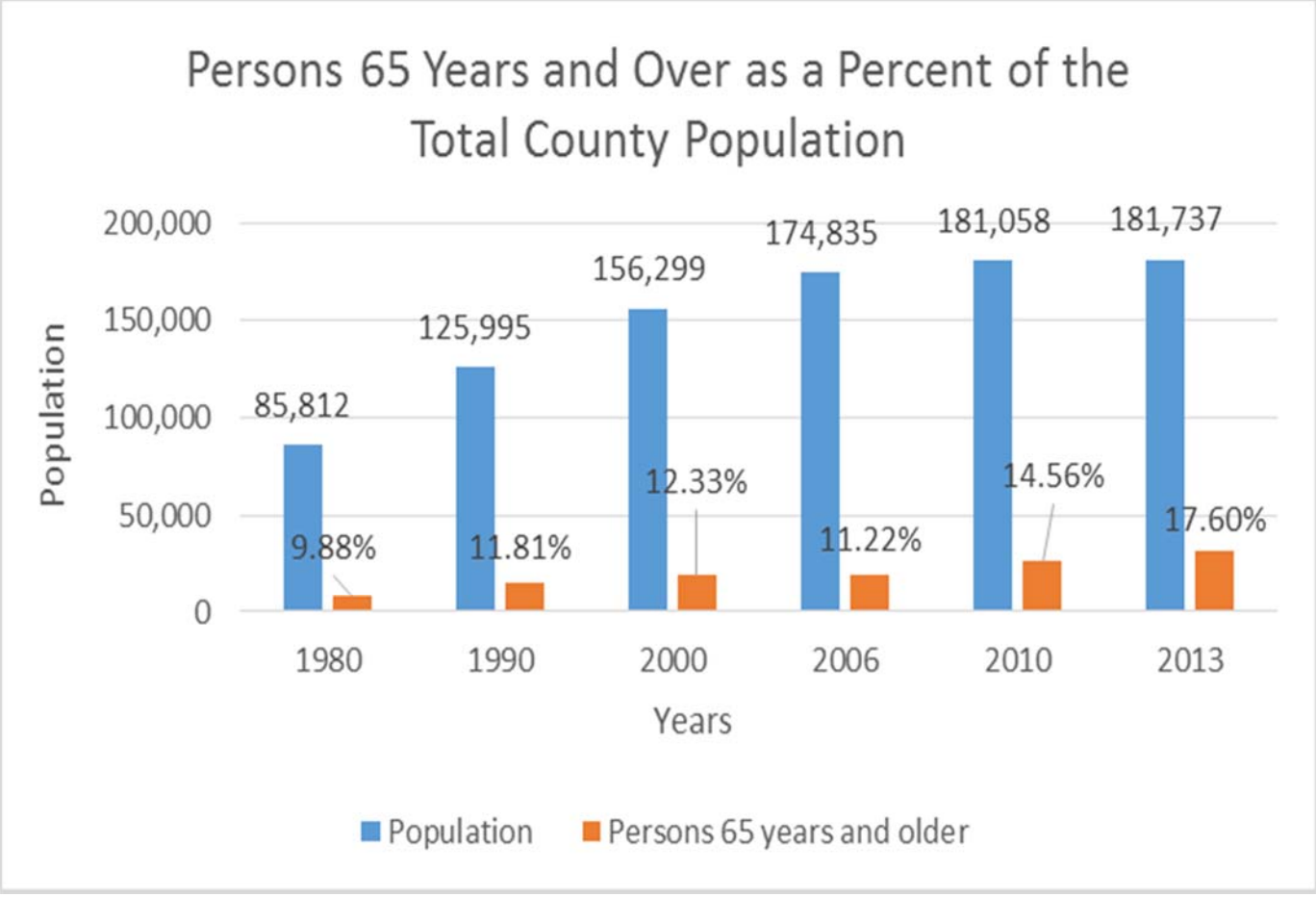
El Dorado County's communities, cultural amenities, economic opportunities, and climate continue to attract new residents, workers, and businesses, creating a dynamic environment in which to plan for and implement transportation improvements. To examine how growth has impacted transportation, it is useful 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
Population	85,812	125,995	156,299	174,835	181,058	181,737
Households	32,505	46,845	58,939	65,310	70,223	66,751
Registered cars and trucks	52,325	114,953	164,839	163,241	N/A	N/A
Persons Over 16 in Labor Force	42,404	62,301	78,086	94,609	89,358	88,104
Persons who drove alone to work	25,433	43,213	54,656	64,805	60,721	57,551
Persons carpooling to work	7,349	8,397	9,599	10,581	7,392	6,673
Persons using public transit	752	920	1,294	1,187	1,422	1,091
Mean commute time (in minutes)	21	24	28	29	30	29
Persons 65 years and older	8,478	14,885	19,278	19,615	26,362	31,982
Median Household Income (Real $'s)	$17,513	$35,058	$51,484	$68,640	$66,129	$61,365

Source: U.S. Census Bureau (2010 and 2013 are from Census ACS 1 year data)
SACOG Info Center info@sacog.org
October 2014

Figure 3-1: Growth in Aging Population



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Chapter 4

Regional Transportation Issues

REGIONAL ISSUES

El Dorado County is a growing, dynamic community. Population, housing, employment, and other key parameters have all been impacted by the recession following 2007. However, slow to moderate growth is beginning to show in most sectors. This growth combined with significant tourism and recreation visitors brings increasing demands on our transportation systems to maintain and enhance safety and efficiency. The purpose of this chapter is to introduce the various transportation modes and their interrelationships and to discuss the key regional transportation issues currently facing El Dorado County and the greater Sacramento metropolitan area. Subsequent chapters build on this information, identifying overall goals and objectives for the transportation system, addressing specific needs, and developing an action plan for each transportation mode.

RECREATIONAL TRAVEL

Increasingly, the transportation needs of the recreation and tourism industries are impacting the transportation infrastructure in El Dorado County. The demands for recreation-oriented travel need to be accounted for in all transportation planning, and these demands are unique. There are peak travel seasons and times of day that are different from the typical commute patterns. Tourism and recreational 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 Hwy 50 and SR 49 in Placerville. El Dorado County offers a vast array of tourism and recreational opportunities ranging from white water rafting, historical tours, to wine tasting and other agritourism related activities. 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 for not the resident population but the actual transportation system user population.

One of the challenges is providing a public transportation system that is convenient, flexible, and reliable enough to encourage visitors to leave their car behind and/or negate the need to rent a car. Linking different modes conveniently (air, bus, bicycles, shuttles) is also important in providing a seamless transportation system for tourists and visitors. Additionally, funding the transportation system traditionally has been focused on a formula which considers the resident population and lane miles. This formula does not take into account the more than 8 million estimated trips from visitors coming into El Dorado County each year from the Bay Area and Sacramento alone to recreate. Funding policies need to reflect the user population and not just the resident population in order to adequately support an effective transportation system.

INTER-JURISDICTIONAL COORDINATION/ INTEGRATED LAND USE

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

Coordination both within El Dorado County and with neighboring jurisdictions in the Sacramento region, 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.

Integrating transportation and land use planning is critical for responsible development. The planning agencies and jurisdictions work together to support and encourage land use patterns that promote alternatives to driving alone. A continuous dialogue, interdisciplinary approach, and proactive strategy is needed to keep land use decision-making and transportation investment in sync.

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

AIR QUALITY

The primary source of air pollution in California is vehicle exhaust. As a result, transportation and air quality are closely linked. In fact, the Sacramento region, including El Dorado County, has been designated as a non-attainment area for air quality standards, which are specified by the California Clean Air Act of 1988 and the Federal Clean Air Act Amendments of 1991. California leads the nation in an effort to mitigate the impacts of automobile generated 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 that by 2020 the state's greenhouse gas emissions be reduced to 1990 levels, roughly a 25% reduction under business as usual estimates. The second piece of legislation, Senate Bill 375 (SB 375), is more focused on reducing GHG emissions through the regional transportation planning efforts of the Metropolitan Planning Organizations. Therefore, EDCTC continues to work closely with SACOG and the El Dorado County Air Quality Management District to assess the impact of all transportation projects and planning efforts on air quality in the region.

CONGESTION

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

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

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

GROWTH

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

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

TRANSPORTATION FUNDING

The western slope of El Dorado County's transportation network consists of streets, highways, railways, airports, bicycle routes, and walkways. This network provides people and businesses with the ability to access destinations, move freight, 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.

TRANSPORTATION FUNDING SOURCES

FEDERAL 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.

FEDERAL DECISION-MAKING

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: Moving Ahead for Progress in the 21st Century

The President signed H.R. 4348, otherwise known as MAP-21, on July 6, 2012. This authorization spanned October 1, 2012 to September 30, 2014 and allocated $105 billion for transportation purposes. Federal-aid highway programs received approximately $40 billion and public transit received approximately $11 billion. MAP-21 extended the federal government's authority to collect motor vehicle fuel excise taxes through September 30, 2016 and truck excise taxes through September 30, 2017.

STATE FUNDS

State Fuel Excise Tax: As of July 1, 2014, California collects 36¢/gallon excise tax on gasoline and 11¢/gallon on diesel fuel – generating approximately $3.0 billion a year. The total amount of State Fuel Excise Tax revenues are divided between the State Highway Account and local entities according to a statutory formula.

The excise tax on gasoline is comprised of two taxes:

- The base state excise tax (Proposition 111, 1990) has remained at 18¢/gallon since 1994. Cities and counties receive approximately 36% and the state receives 64% of this revenue.
- The price-base excise tax for Fiscal Year (FY) 2014-15 is 18.0¢/gallon. Revenue is first used to backfill weight fees that are diverted to the General Fund. The remaining funds are allocated between local roadways (44%), new construction projects (State Transportation Improvement Program 44%), and highway maintenance and operations (State Highway Operations and Protection Program 12%).

The Fuel Tax Swap was first enacted in 2010. Due to conflicts created by the passage of Propositions 22 and 26 by voters, the Legislature reenacted the Fuel Tax Swap through AB 105 (2011). The Fuel Tax Swap

eliminated the sales tax on gasoline and replaced it with the price-base excise tax. The California Board of Equalization (BOE) is required to adjust this rate annually. The passage of AB 105 also authorized the redirection of weight fees from the SHA to the General Fund to pay off obligation bond debt service for specified voter-approved transportation bonds.

State Sales Tax: As of January 2013, the BOE collects a 6.50% state base sales and use tax (Proposition 30 temporarily added 0.25% until January 1, 2017) and a 1% Bradley-Burns local uniform tax – totaling to a statewide tax rate of 7.50%. Portions of this tax are earmarked for the following transportation programs:

- The 1971 Transportation Development Act (TDA) allows each county to impose a 0.25% sales tax for transportation purposes through the Local Transportation Fund (LTF). The BOE collects and distributes this tax revenue to each county based on a pro rata basis.
- The Public Transportation Account (PTA) provides funding for local transit, as outlined in the Transportation Development Act. The sole source of revenue for this account is from the state sales tax on diesel fuel. The sales and use tax on diesel fuel is an additional 1.75% on top of the base sales tax (7.50%) for FY 2014-15 and thereafter according to Revenue and Taxation Code 6051.8, 6201.8, and 60050. This equates to a total sales tax rate of 9.25% for diesel fuel.

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 onto the General Fund to pay for transportation debt as mentioned above.

Proposition 1B Bonds: This 2006 Bond Act provided $19.9 billion for the following projects: congestion relief, freight movement facilitation, air quality improvement, and safety and security enhancements to the transportation network.

STATE DECISION-MAKING

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 Alternative 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.

Proposition 1B Transportation Bonds: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) authorized the state to sell $19.9 billion in general obligation bonds for transportation projects. These projects focus on improving state highways and local roads, transit network,

freight mobility, and air quality. In partnership with the CTC, Caltrans is responsible for administering a majority of the Proposition 1B funds. A majority of Proposition 1B projects are complete or under construction for purposes such as SHOPP, Trade Corridors Improvement program, State Route 99, intercity rail projects, and seismic retrofitting of local bridges and overpasses. This program funded many projects in El Dorado County, but now has sunset.

LOCAL FUNDS

Local sales tax measures, the Transportation Development Act, transit fares, and other funding sources provide additional funding for various transportation purposes.

Local Sales Tax Measures (Self-Help Counties): Counties are allowed to adopt a sales tax increase for transportation programs – subject to 2/3 local voter approval – and generally last between 20 to 30 years. El Dorado County is not currently a Self-Help County.

- 19 California counties have approved sales tax measures for transportation.
- 4 California Transit Authorities have approved permanent local tax measures.

Transportation Development Act (TDA): As mentioned above, this 1971 Act provides local agencies with funding for transportation and transit purposes through the LTF and the STA.

Transit Fares: Provide for local transit systems.

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

LOCAL DECISION-MAKING

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

FUTURE FUNDING

Development of new sources of transportation funding is always a challenge; needs outpace available revenues. Nearly 15 years ago, the California Transportation Commission (CTC) conducted a survey to assess the "need" for transportation infrastructure in California. That survey estimated a 10-year transportation infrastructure need of approximately $110 billion. In late 2011, 13 years after the report, and 5 years after voters approved a $19.9 billion bond measure for transportation, the CTC conducted another survey of stakeholders to assess the state's transportation needs. That assessment concluded that the unfunded 10-year need is $296 billion. 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. First, excise tax revenues are anticipated to continue to decline as vehicle efficiency improves in California. Second, the flat per-gallon excise tax does not grow with inflation, which over time can significantly reduce the purchasing power of this revenue. The gas tax has not been increased since 1994. 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, raising existing taxes such as the gasoline /fuel tax.

PUBLIC HEALTH AND 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.

Motor vehicle travel has become safer over time, but motor vehicle crashes are still the leading cause of death for people ages 1-34. Improving the safety and efficiency of motor vehicles and their occupants is critical to improving transportation policy and the public's health.

FIGURE 4-1: State Funding

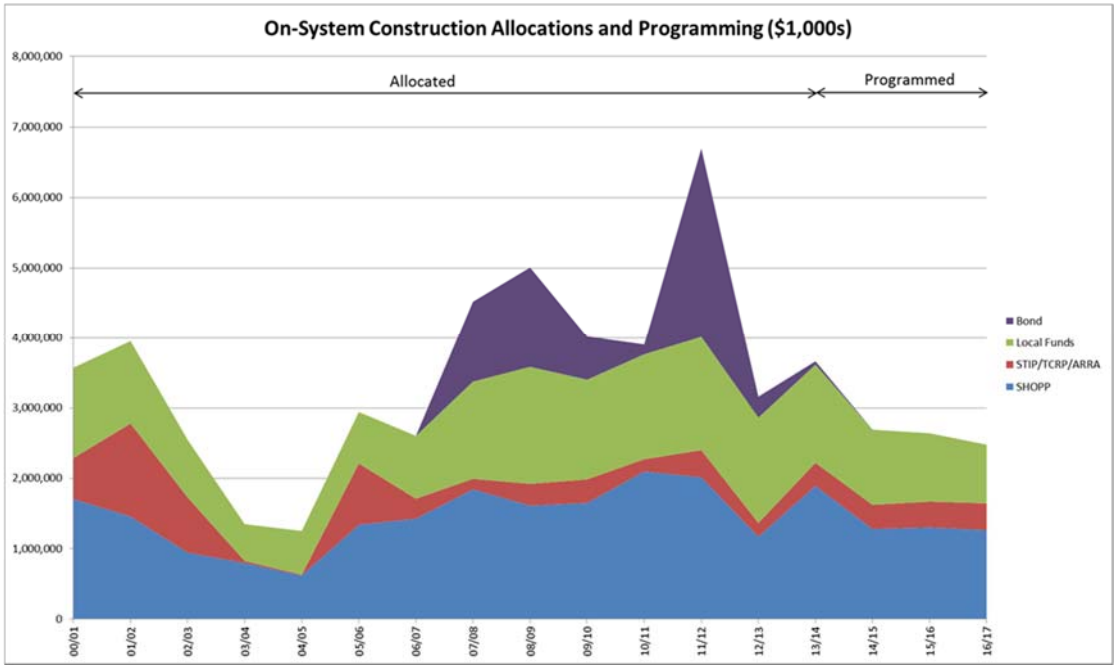
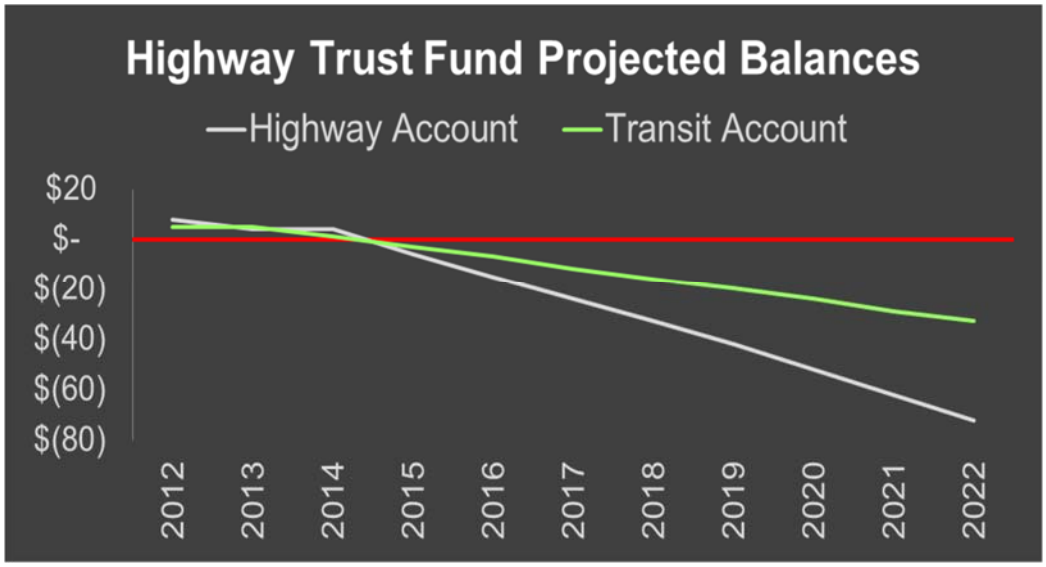


FIGURE 4-2: Federal Funding



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.

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

Providing sufficient funding at the time it is needed to keep up with wear and tear and changes in traffic demands/patterns is crucial. Eighty-one percent of California's pavements are owned and maintained by cities and counties. The California State Association of Counties and League of California Cities, working with the California Regional Transportation Planning Agencies and the Rural Counties Task Force, released a Statewide Local Streets and Roads Needs Assessment in 2014, which assumed a ten-year analysis period. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) has deteriorated from 68 in 2008 to 66 ("at risk" category) in 2012, and El Dorado County is 63 in 2014. If current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 53 by 2022. Even more critical, the unfunded backlog will increase from $40.4 billion to $66 billion.

Utilizing the county's pavement management program to determine priorities, maintenance and rehabilitation projects are added to the County's Five Year Capital Improvement Program (CIP). The most recent CIP was adopted by the County Board of Supervisors on June 24, 2014. To effectively implement the maintenance and rehabilitation projects for the 910 miles of western slope roadway included in the CIP, the County estimates an average yearly cost of approximately $2.7 million. The City of Placerville Pavement Management Program estimates an average yearly need of $1.7 million to elevate the current Pavement Condition Index from the current rating of 51 to the rating of 70 over the next 20 years for the streets and roads in the City.

As maintenance and rehabilitation projects are undertaken, it is important to involve all modes in design decisions so that pedestrians, bicyclists, 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.

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 roadways. 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 Hwy 50 for local trip purposes. Implementation of the Freeway Service Patrol along US Hwy 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 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. An evaluation of potential transit demand in El Dorado Hills indicates significant transit demand in the social service realm, particularly among teens, seniors, and the disabled. In addition, the major employment centers in the southern portion of El Dorado Hills generate a potential for transit ridership. Through this RTP, funding options will need to be explored to improve local community transit service in the Cameron Park and El Dorado Hills areas. The coordination of bicycle and pedestrian facilities with local transit stops is recognized as an important factor in encouraging and maintaining transit ridership on local routes. It is recognized that at one end of their trip or the other, virtually all transit passengers also travel on foot or on bicycle. 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.

COORDINATION WITH SCHOOLS/COLLEGES

Transit coordination with schools and school transportation would benefit transportation services between the two public entities. Transit service to local colleges, as well as regional connections to colleges west of El Dorado County in Folsom or Sacramento, will need to be identified and coordinated with existing regional transit connections in Folsom and Rancho Cordova. Additionally, school bus service and transit service often follow similar routes and scheduling. Therefore, there may be opportunities for a coordinated effort which would merge the two services in manner which is cost effective and serves all users including children and seniors in the rural reaches of the County.

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.

ECONOMIC IMPACTS

In addition to providing emergency and transport services to local and regional residents, El Dorado County airports are a major contributor to the economic prosperity and viability of the community. However, they are often overlooked as such and are challenged by limited exposure throughout the region and state as strong economic players. Increased exposure and awareness may draw potential employers and businesses in high-tech and high-wage industries that are generally dependent on efficient and reliable air transport.

Additionally, increased awareness would reveal opportunities for regional public and private travel opportunities. Increasing awareness of the county's airports would add value to the marketing efforts of agri-tourism, outdoor recreation, and other local attractions and local economic drivers.

INFRASTRUCTURE ENHANCEMENT AND EXPANSION

As challenges are overcome El Dorado County airports will be positioned to add services, enhance infrastructure, and expand when necessary. Enhancement efforts such as these are included in the 2014 El Dorado County Airport Capital Improvement Program, which outlines specific projects such as increased tie

down and hangar capacity, runway repaving, and technological advancements. Implementation of these and other improvements will add greatly to each airport and ensure that the three major air transportation functions serving the county are maintained into the future.

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.

The majority of 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, ranged from 3.1% to 6.5% on US 50 and from 3% to 14.2% on State Route 49 in El Dorado County in 2007 (Caltrans traffic volumes website). It is important to consider the needs of all road users (e.g., residents, truckers, buses, bicyclists) when planning for 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.

NON-MOTORIZED TRANSPORTATION ISSUES

Bicyclists and pedestrians share the use of transportation facilities with motorized vehicles for both recreation and transportation. Non-motorized transportation can provide a viable alternative to motorized transportation if the design of new and/or rehabilitated facilities considers the need for bicyclists and pedestrians to have access to safe travel, direct routes, well maintained facilities, and off-road options when necessary. In addition to providing an alternative mode of transportation, non-motorized transportation also provides ancillary benefits such as reduced congestion, improved air quality, and improved public health. Providing for safe and efficient non-motorized facilities also encourages more users, such as children to and from school, where currently unsafe conditions may or may be perceived to exist. By including community members in the non-motorized 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 non-motorized transportation facilities to activity centers, particularly in the most densely populated areas of the county, and providing safe routes to schools. To facilitate non-motorized transportation this RTP recommends inclusion of non-motorized travel needs in all phases of land use and transportation planning, design, and implementation. Through discussions with the public and EDCTC agency partners, four overarching themes emerged concerning non-motorized transportation issues: safety, access, connectivity, and funding.

MODE SPLIT

A common term used in analyzing choices people make in transportation is "mode split." Mode split refers to the transportation option a person chooses, be it taking a bus, walking, carpooling, driving, or bicycling. Mode split is often used to evaluate transportation mode choices, and the trend in the Sacramento region today is to create a more evenly distributed mode split. The Census records only "Means of Transportation to Work" and thus, home-to-school, trips to the store, trips to a friend's house, or other transportation related trips remain unaccounted for.

Table 4-1: El Dorado County* Mode Split

Means of Transportation to Work for Workers age 16 and over		
Transportation Mode	**Number of Persons**	**Percent of Work Trips or Mode Split**
Drove alone	60,721	79%
Carpooled	7,392	10%
Public Transportation	1,580	2.05%
Motorcycle	128	0.17%
Bicycle	250	0.33%
Walked	1,422	1.85%
Other means	635	0.83%
Worked at home	4,787	6%
TOTAL	**76,915**	**100%**

*Includes Tahoe Basin
Data Source: US Census 2010

Chapter 5

Guiding Principles, Goals, Objectives, Policies, and Performance Measures

As part of the planning process, the Regional Transportation Plan establishes guiding principles, goals, objectives, policies, and performance measures to guide the development and management of the region's transportation systems. These elements of the Regional Transportation Plan were prepared in accordance with the California Transportation Commission 2010 RTP Guidelines. EDCTC's guiding principles, goals, objectives, policies, and performance measures were developed 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.

Guiding Principles direct 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.

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

GUIDING PRINCIPLES

Guiding principles direct how EDCTC – working as part of a larger regional context comprised of the interests of public citizens, local governments, non-profit organizations, and the business community – will contribute to preservation and development of an integrated multi-modal transportation system which enhances the overall quality of life for the region.

Guiding Principle A: Coordination
EDCTC will enhance coordination with local and regional partner agencies to include El Dorado County, the City of Placerville, Caltrans, Tahoe Regional Planning Agency, Tahoe Transportation District, and maintain strong collaboration with SACOG to provide for regional air quality conformity analysis, travel demand modeling, and consistency with relevant legislation.

Guiding Principle B: Livability
EDCTC plans and programs will enhance the quality of life in the region by supporting transportation improvements that increase opportunities for a strong jobs-housing balance, environment, economy, education, healthful communities, recreation, and civic involvement.

Guiding Principle C: Sustainability
EDCTC plans and programs will support growth and prosperity while enhancing the health, environment, natural and socio-cultural resources, reducing greenhouse gas emissions, preserving and enhancing rural and community character, or financial stability of current or future generations.

Guiding Principle D: Prosperity
EDCTC plans and programs will contribute to the economic well-being of the region by supporting transportation solutions that increase access to education, jobs, and amenities, unique rural resources, reduce the cost of living and doing business, and attract new investment to the region.

Guiding Principle E: Diversity
EDCTC plans and programs will 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.

Guiding Principle F: Safety and Security
EDCTC will plan for transportation investments which improve and/or maintain the safety and security of the transportation system and its users.

Guiding Principle G: Transparency
EDCTC will ensure that local jurisdiction and public involvement in transportation plans and programs will be early, ongoing and meaningful in its methods and outcomes to ensure the community has ownership in the process and results.

Guiding Principle H: Accountability
EDCTC will incorporate performance measures and monitoring for plans, programs, and infrastructure projects to ensure federal, state, and local investment in the transportation system effectively meets the needs of the transportation users in the region.

GOALS, OBJECTIVES, AND POLICIES

The goals embody a general set of strategies by which EDCTC – working as part of a larger regional context comprised of the interests of public citizens, local governments, non-profit organizations, and the business community –to help the region achieve the desired future. These goals reflect the region's transportation needs and priorities while the objectives represent a specific. Policies are the actual elements EDCTC will implement to achieve the goals of the 2035 Regional Transportation Plan. To align with the guiding principles and effectively provide transportation facilities and services in and beyond El Dorado County, the following eight goals are provided and discussed further.

OVERALL GOALS

- Support the maintenance of and improvement to an integrated multi-modal transportation system which is safe, efficient, accessible, and convenient for all users throughout, within, and beyond the region.
- Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.
- Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.
- Provide for the safe and efficient movement of freight through and within El Dorado County.
- Promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system for all users.
- Develop and promote plans and programs which support active transportation as a choice to reduce vehicle miles travelled, greenhouse gas emissions, the impacts of single-occupant vehicle travel, and enhance public health.
- 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.
- Secure maximum available funding and pursue new sources of funds for maintenance, safety, expansion, and improvement of all modes of transportation facilities and services.

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

Support the maintenance of and improvement to an integrated multi-modal transportation system which is safe, efficient, accessible, and convenient for all users throughout, within, and beyond the region

Objective A: Provide for a complete roadway transportation network which supports existing and future transportation needs

Policies:

1. Support the implementation of the local jurisdictions adopted General Plans and related Circulation Elements
2. Provide necessary planning and programming support for local jurisdictions to prioritize, fund, deliver, and maintain projects included in their respective Capital Improvement Programs
3. Maintain and update the current RTP to ensure investments reflect changes in growth patterns and land use
4. Encourage local jurisdictions to adapt, connect, and modify transportation to better accommodate the needs of our aging population
5. Develop and promote a complete transportation system that supports active transportation, improves public health, reduces greenhouse gas emissions, and offers equitable modal choices for all users to access daily goods and services

Objective B: Uphold 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

Policies:

1. Encourage local jurisdictions to adopt a "fix-it-first" planning and programming approach directing transportation funding to clearly identified 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 current (two-year cycle) pavement management programs which identify and prioritize projects
4. Incorporate maintenance, funding, safety, and action plans when planning or programming new or expanded transportation elements
5. Encourage local jurisdictions and transit operators to maintain transportation infrastructure which allows transit service to meet the demands of transit users effectively

Objective C: Support the maintenance of a safe, sustainable, and reliable transportation system optimizing all travel modes for all users with a focus on cost effectiveness, demand, and prioritization

Policies:

1. Seek out creative and alternative low cost high impact transportation solutions, across all modes, when planning and programming new transportation investments
2. Encourage local jurisdictions to focus non-maintenance investments on parallel capacity to US Hwy 50 and SR 49 to reduce reliance on these routes for local trip purposes
3. Coordinate the evaluation and prioritizing of investments which are cost effective and consistent with travel demand model analysis, environmental practices, local plans, engineering, and safety
4. Work with local jurisdictions to increase efforts to improve the form and function of transportation corridors in order to contribute to the "sense of place" and preserve historic character
5. 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
6. Support the achievement of state and federal air quality goals and greenhouse gas reduction targets
7. Encourage the development of mobility improvement projects that ensure that community values and regional character are protected or enhanced
8. Coordinate with local jurisdictions to provide effective transportation choices for a diverse population including the aging, youth, and disabled

GOAL: 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

Policies:

1. Encourage transit operators 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 partner agencies to encourage development of bicycle and pedestrian facilities to transit stops, park and ride lots, and other multi-modal facilities

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

Policies:

1. Update and implement the Coordinated Public Transit – Human Services Transportation Plan in coordination with the El Dorado County Transit Authority (EDCTA), who also serves as the Consolidated Transportation Service Agency, and other social service agencies
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 multi-modal transportation for Access to Jobs clients
5. Utilizing the Coordinated Public Transit – Human Services Transportation Plan, work to improve services through coordination between social service transportation and public transit
6. Work with transit providers and social service transportation providers to improve or increase transit services to rural and remote areas
7. Integrate bicycle and pedestrian connections to transit stops and services

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

Policies:

1. Support transit operators to provide effective, convenient, coordinated transit service that serves employment and activity centers, daily goods and services, education centers, recreation and tourism, and offers a viable option to single-occupant vehicle travel within and beyond the region
2. Promote coordination with regional transit and paratransit systems
3. Involve employers of the region in meeting the transportation needs of employees
4. Develop and work with transit providers to implement a multi-lingual marketing program to promote public transit
5. Work with local jurisdictions to integrate transit accessibility for projects and investments

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

Policies:

1. Provide necessary support to transit operators to maintain a performance monitoring system which evaluates the effectiveness of transit service as outlined in the Transportation Development Act
2. 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

3. Work with transit operators to ensure that transit services continue to meet all state and federal requirements for funding, including those for farebox recovery ratios
4. Promote an effective and efficient transit planning process

GOAL: 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

Policies:
1. Promote 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. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts
5. Promote the safe, orderly, and efficient use of airports and air space and compatible land uses that are consistent with the Airport Compatibility Land Use Plans

Objective B: Implement and maintain Airport Land Use Compatibility Plans (ALUCPs)

Policies:
1. Coordinate with airport owners/operators to maintain up to date Airport Master Plans
2. Acquire funding through Caltrans Division of Aeronautics to maintain up to date ALUCPs
3. Recognize the need for comprehensive and coordinated aviation planning

Objective C: Encourage and promote air passenger, specialty freight movement, and other aviation and air transportation services as part of a multi-modal transportation system

Policies:
1. Support projects that integrate air transport facilities with other modes of transportation, including roadway, emergency, public transit, and non-motorized access
2. Support projects that facilitate freight movement utilizing the regional system of airports
3. Promote road system maintenance, consistent with appropriate standards that support freight movement and emergency services, to support access to airports

GOAL: FREIGHT MOVEMENT

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

Objective A: Promote a coordinated system of surface and air transportation for the improvement of freight transport

Policies:
1. Support projects that facilitate interregional freight transport throughout the County
2. Encourage local jurisdictions and Caltrans to maintain freight movement coordination at the regional, state, federal, and international level
3. Help local jurisdictions to establish appropriate infrastructure that supports the export of local agriculture and other freight to enhance the competitiveness of the region's export market
4. Support projects that facilitate interregional freight movement to and from the region's commercial and industrial facilities to encourage business attraction and retention
5. Support projects that address the timely movement of freight and services throughout the region

6. Encourage local freight operators to coordinate with local jurisdictions and Caltrans to establish formal truck routes to improve efficiency, safety, and maintenance

Objective B: Mitigate conditions that are dangerous or unacceptable for freight transport

Policies:
1. Encourage local jurisdictions to maintain pavement management systems that identify and prioritize road maintenance projects to better serve primary shipping routes
2. Encourage local jurisdictions to provide proper road geometry and weather maintenance efforts on roadways intended to accommodate truck traffic
3. In coordination with local jurisdictions, partner agencies, businesses, and Caltrans improve access to transportation system condition information to provide for better route/trip planning, reduction of travel time, and ingress-egress options for enhanced freight movement services

GOAL: NON-MOTORIZED TRANSPORTATION

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

Objective A: Plan and develop a continuous, safe, and easily accessible pedestrian and bicycle system within the region and connecting to surrounding regions

Policies:
1. Ensure that local jurisdictions have current Bikeway Master Plans that comply with state standards
2. Ensure that local jurisdictions have current pedestrian circulation plans that comply with state and federal standards
3. Encourage the completion of existing bicycle and pedestrian systems and facilities, with an emphasis on closing gaps and providing connectivity to activity centers
4. Work with local jurisdictions to include Class I, II, and III bikeways with all new construction per currently accepted standards, and include Class II or Class III on existing facilities, and during maintenance efforts as preferred linkages in the bicycle facilities network
5. Develop a visually clear, simple, and recognizable bicycle route map and way finding system
6. Work with local jurisdictions to incorporate investment strategies which provide a diversification of modes
7. Encourage the development of underutilized rights of way, corridors, irrigation ditches, and utility easements for non-motorized transportation facilities
8. Expand non-motorized accessibility within and between new and existing residences, job centers, schools, services, recreation, and other activity centers
9. Pursue alternative funding mechanisms for the development and maintenance of bicycle and pedestrian facilities
10. Encourage local jurisdictions to consider use of non-motorized facilities by mobility-challenged users
11. Collaborate with local jurisdictions to incorporate complete streets and/or context sensitive solutions which fit the character of the region's communities into every transportation investment

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

Policies:
1. Encourage local jurisdictions to develop ordinances to define direction of travel for all users on shared-use facilities
2. Ensure that local jurisdictions have current pedestrian circulation plans that comply with state and federal standards
3. Work to prevent the placement of signs or other obstructions to be placed in pedestrian right-of-ways

4. Help local jurisdictions to identify and correct intersections that have sub-standard or missing crosswalks and/or curb cuts
5. Encourage local jurisdictions to incorporate pedestrian improvements with maintenance improvements or new developments to the existing roadway network
6. Work with local jurisdictions to prioritize designs that provide for safe use by all modes and all users
7. Work to incorporate adjacent pedestrian facilities maintenance into roadway maintenance including upgrading the pedestrian facility to current design standards
8. Encourage local jurisdictions to include sidewalks, walkways, and/or shoulders on new construction consistent with the adopted General Plans, Transit Plans, and Bicycle and Pedestrian Plans
9. Collaborate with regional and cross-regional jurisdictions to establish a comprehensive regional and cross regional pedestrian transportation system that provides connections with public transit as part of a multimodal transportation system
10. Work with local jurisdictions and Caltrans to incorporate a pedestrian level of service measurement system for non-motorized facilities

Objective C: Support Local Jurisdictions in providing a bicycle transportation system that emphasizes the health, safety, travel needs, and wellbeing of people as part of a multi-modal transportation system

Policies:
1. Encourage the location of secure facilities for bicycle storage at major activity and employment centers as well as transit facilities such as park-and-ride lots
2. Encourage local jurisdictions to develop ordinances to define direction of travel for all users on shared-use facilities
3. Work to prevent the placement of signs or other obstructions to be placed in bicycle network right of ways
4. Encourage local jurisdictions to incorporate bicycle facilities when implementing maintenance improvements or new developments to the existing roadway network
5. Work with local jurisdictions to prioritize designs that provide for safe use by all modes and all users
6. Work to incorporate adjacent bicycle network maintenance into roadway maintenance including upgrading the non-motorized facility to current design standards
7. Encourage local jurisdictions to include bicycle facilities on construction consistent with the adopted General Plans, Transit Plans, and Bicycle Transportation Plans
8. Collaborate with regional and cross-regional jurisdictions to establish a comprehensive regional and cross regional bicycle transportation system which enhances modal connectivity and encourages active transportation that provides connections with public transit as part of a multimodal transportation system
9. Work with local jurisdictions and Caltrans to incorporate a bicycle level of service measurement system for transportation facilities

GOAL: TRANSPORTATION SYSTEMS MANAGEMENT

Develop and promote plans and programs which support active transportation as a choice to reduce vehicle miles travelled, greenhouse gas emissions, the impacts of single-occupant vehicle travel, and enhance public health

Objective A: Support the creation of a multi-modal and multi-jurisdictional transportation network connecting residential areas, educational and recreational facilities, and employment centers

Policies:
1. Market the availability of transit service information to likely users including educational, commercial, recreational, employment, and civic centers
2. Encourage the consideration of education trips, employment trips, tourism, and daily travel routes when locating multi-modal connections
3. Encourage local jurisdictions to consider multi-modal transit facilities when planning development supporting large concentrations of people and services

4. Encourage schools to promote the use of bus transportation, non-motorized travel, and ridesharing while discouraging use of single-occupant vehicles
5. Encourage local jurisdictions to promote mixed use development to include multi-modal transportation facilities
6. Encourage local jurisdictions, Caltrans, and transit operators to deploy technology, such as mobile device applications, as a means to inform the travelling public of the transportation system conditions, route choices, and traveler experience
7. Strive for full modal integration to provide options for a "complete trip" to include bicycle, pedestrian, transit, and auto for employment, education, and all other trips

Objective B: Support advancement of Transportation Demand Management (TDM) in a thorough, cost-effective manner which reflects the needs of the region

Policies:
1. Support the use of public transportation as a transportation control measure to improve throughput and reduce traffic congestion and vehicle emissions
2. Work with Caltrans and local jurisdictions to locate and develop park-and-ride lots
3. Work with the Regional Rideshare Partnership and appropriate agencies to coordinate ridesharing activities and goals
4. Promote awareness of the positive impacts of alternative transportation
5. Encourage local jurisdictions to implement a TDM ordinance for large businesses in El Dorado County
6. Continue the Freeway Service Patrol program along US 50 in El Dorado County
7. Work with local jurisdictions and Caltrans to develop Intelligent Transportation System elements which enhance traveler information dissemination and help shape more efficient travel patterns and route alternatives

GOAL: 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, reduces greenhouse gases, and protects the community character

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

Policies:
1. 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 policies 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 which encourage the use and integration of transit and/or non-motorized modes in daily trips
4. Work with local jurisdictions to protect transportation corridors and future rights of way through the adoption of specific plans, zoning ordinances, and general plans
5. Work closely with local, regional, state, federal, and tribal partner agencies to provide opportunities and define roles for all types of organizations and/or individuals (public or private) to assist in the implementation of transportation programs and projects

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

Policies:

1. Encourage 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. 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
4. Coordinate with local jurisdictions to plan for, construct, and maintain multi-modal transportation infrastructure for the senior, youth, and disabled
5. Utilize the current regional travel demand model and land use forecasts for the region in planning and programming decisions

Objective C: Support transportation planning and programs which aid in achieving regional air quality standards and greenhouse gas emission reduction targets

Policies:

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 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. Promote a transportation system and support local jurisdictions land use planning which minimizes dependence on long-distance, single-occupant-vehicle commute trips
4. Consider how transportation policies, programs, and investment strategies affect the overall health of people and the environment including air quality, physical activity, biodiversity, and natural resources
5. Promote project types that have a proven track record of reducing air pollution
6. Provide assistance to local heavy equipment and diesel vehicle operators to identify diesel retrofit grant programs and to seek out those funding opportunities
7. Ensure all transportation planning efforts comply with Assembly Bill 32 and Senate Bill 375 requirements

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

Policies:

1. Develop mechanisms such as Memoranda of Understanding and Joint Powers Agreements between jurisdictions to accomplish planning and implementation of multi-jurisdictional transportation projects and programs
2. Facilitate the coordination and implementation of local and regional transportation programs to improve mobility and air quality
3. Coordinate transportation planning with local, regional, state, tribal, and federal governments.
4. Build coalitions with key private sector and community groups
5. Support the coordination of inter-jurisdictional transportation projects with Caltrans and other agencies

GOAL: 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 mutli-modal transportation needs through all sources.

Policies:

1. Maintain required planning documents to be current and meet planning regulations and guidelines to qualify for federal and state transportation funding sources.

2. Strengthen coordination, cooperation, and consistency between local partner agencies to maximize the effective use of transportation resources
3. Practice thoughtful, transparent financial stewardship by ensuring that transportation improvements meet the region's needs
4. Promote the funding of operational improvements that will improve traffic flows, further lifecycle, reduce vehicle miles travelled, and optimize system capacity at relatively low cost
5. Promote the funding of maintenance, operational improvements, and modernization of public transit services and facilities
6. Promote funding of maintenance for existing infrastructure as a top priority
7. Promote the funding of non-motorized projects which increase accessibility to activity centers and residences
8. Prioritize transportation funding according to the overall transportation system benefit
9. Promote funding of transportation projects consistent with provisions included in adopted general plans
10. Work with partners to provide opportunities and define roles for all types of organizations and/or individuals (public or private) to assist in the implementation of programs and projects
11. Establish funding priorities which support the deployment of technology based transportation improvements such as intelligent transportation systems

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

Policies:

1. Encourage local jurisdictions to effectively utilize Transportation Impact Mitigation Fee programs connecting financing of new or expanded facilities and services to the development that is creating the need for such facilities
2. Support the improvement of the transportation experience to visitors or prospective businesses or residents; complement existing natural and cultural resources; improve the function of the road for all users; and foster civic pride toward public investments in infrastructure
3. Assist local jurisdictions to identify and obtain grant and other non-traditional funding
4. Consider alternative fund sources such as local transportation sales taxes, local option motor vehicle fuel taxes, public/private partnerships, peak hour congestion pricing, road user fees, and bond measures in the event funding shortfalls for needed projects occur
5. 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
6. Provide education on transportation funding and how it is utilized
7. Explore the feasibility of implementing a local option sales tax for transportation purposes

PROJECT CONSISTENCY

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

- Projects that meet the needs of persons whose mobility is limited by inaccessible transportation systems
- Transportation maintenance and preservation projects
- Capacity increasing projects only where alternative solutions would not be practical or cost-effective
- Connections between urbanized areas of the county of roads, non-motorized networks, and reasonable public transit service to meet demand
- Projects to enhance the movement of agricultural, commercial, and industrial freight
- Projects that maintain the interregional integrity of the state highway system
- Projects to enhance surface connections to airports
- System management, demand management, and other transportation control measures included in trip reduction ordinances and/or air quality attainment plans
- Multi-occupant vehicle systems, such as public transit, ridesharing projects, and park-and-ride facilities

- Bicycle and pedestrian projects connecting residential, transit, employment, medical, education and other land uses
- Transportation projects that facilitate higher density or mixed-use development, to the extent desired by local communities
- Projects which enhance and support the transportation network for all users including resident and tourist transportation system users
- Projects which align with the SACOG MTP/SCS and reduce greenhouse gases and improve air quality
- Projects that are shown to reduce congestion without construction of new facilities for single-occupant vehicles

PERFORMANCE MEASURES

Performance measures are tools that are used to determine existing transportation system conditions and to evaluate the effectiveness of proposed investments by using a qualitative or quantitative "measure" to evaluate anticipated and/or actual progress toward achieving a specific benchmark or "target" that corresponds to one of the regional goals. Performance measures must be appropriate to the region, realistic, relevant, and effective. Performance measures do not apply uniformly across urban and rural jurisdictions or across varied geographies. Therefore, the performance measures included in this plan are specific to the region and will provide the necessary tools to effectively measure the transportation network of El Dorado County while also providing the outcome measures necessary for state and federal funding eligibility. However, traditional performance measures such as Level of Service, safety, speed, delay, travel time, and volume to capacity will continue to be included. The process in which performance measures are applied is as follows:

1. Evaluate the condition of the system over time
2. Develop proposed transportation plans, programs, and projects
3. Project anticipated performance of the proposed projects
4. Implement project improvements
5. Measure the realized performance of the delivered project

With the onset of performance based planning requirements and a general federal and state shift toward increased performance based planning this RTP aims to integrate more effective performance measures. The measures are laid out in Figure 5-1 below.

Figure 5-1: El Dorado County Regional Transportation Plan 2015-2035 Goals, Objectives, Policies, and Performance Measures

El Dorado County Regional Transportation Plan 2015-2035 Goals, Objectives, Policies, and Performance Measures

			PERFORMANCE MEASURES	Congestion Reduction					Infastructure		Reliability		Economic Vitality			Location Efficiency			Reliable Mobility			Health and Safety				Env. Stew	Social Equity			Robust Economy	
				Reduced VMT Per Capita	Reduction in Freeway/ Hwy VMT	Reduction in Congested Arterial VMT	Increase in bike and ped miles traveled (independently Measured)	Decrease % of distressed lane miles hwy	Decrease in % of distressed lane miles local roads	Improved Frwy/hwy travel time reliability: FHWA buffer index (PeMS)	Improved Transit travel time reliability	Transit accessibility: housing/jobs within 2 miles of stop	Decrease mean travel time to work	Consistent with SCS	Transit mode share (mode share travel to work,non work mode share)	Accessibility and connectivity (modal accessibility, travel time to jobs)	Improved multi-modal travel opportunities	Improved multi-modal travel reliability	Improved multi-modal operations and maintenance	Reduction in fatalities/injuries (all modes) per capita/vmt	Context Sensitive Design	Increased pedestrian mode share	Increased bicycle mode share	Emissions reduction (co2 reduction per capita)	Equitable distribution of impacts	Equitable distribution of access and mobility	Efficient use of system resources	Return on investment
HIGHWAYS, STREETS, AND REGIONAL/ INTERREGIONAL ROADWAYS	Goal	**Support the maintenance of and improvement to an integrated multi-modal transportation system which is safe, efficient, accessible, and convenient for all users throughout, within, and beyond the region.**																											
	Objective A	Provide for a complete roadway transportation network which supports existing and future transportation needs.																											
	Objective B	Uphold 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.																											
	Objective C	Support the maintenance of a safe, sustainable, and reliable transportation system optimizing all travel modes for all users with a focus on cost effectiveness, demand, and prioritization.																											
PUBLIC TRANSIT	Goal	**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.																											
	Objective B	Promote a transit system that is responsive to the needs of transit-dependent persons.																											
	Objective C	Develop and encourage the use of public transit as a primary transportation alternative.																											
	Objective D	Provide an effective and efficient transit system that best utilizes available resources.																											
AVIATION	Goal	**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.																											
	Objective B	Implement and maintain Airport Land Use Compatibility Plans (ALUCPs).																											
	Objective C	Encourage and promote air passenger, specialty freight movement, and other aviation and air transportation services as part of a multi-modal transportation system.																											
FREIGHT MOVEMENT	Goal	**Provide for the safe and efficient movement of freight through and within El Dorado County.**																											
	Objective A	Promote a coordinated system of surface and air transportation for the improvement of freight transport.																											
	Objective B	Mitigate conditions that are dangerous or unacceptable for freight transport.																											
NON-MOTORIZED	Goal	**Promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system for all users.**																											
	Objective A	Plan and develop a continuous, safe, and easily accessible pedestrian and bicycle system within the region and connecting to surrounding regions.																											
	Objective B	Support local jurisdictions in providing a pedestrian transportation system that emphasizes the health, safety, travel needs, and wellbeing of people as part of a multi-modal transportation system.																											
	Objective C	Support Local Jurisdictions in providing a bicycle transportation system that emphasizes the health, safety, and wellbeing of people as part of a multi-modal transportation system.																											
TRANSPORTATION SYSTEMS MANAGEMENT	Goal	**Develop and promote plans and programs which support active transportation as a choice to reduce vehicle miles travelled, greenhouse gas emissions, the impacts of single-occupant vehicle travel, and enhance public health.**																											
	Objective A	Support the creation of a multi-modal and multi-jurisdictional transportation network connecting residential areas; educational and recreational facilities; and employment centers.																											
	Objective B	Support advancement of Transportation Demand Management (TDM) in a thorough, cost-effective manner which reflects the needs of the region.																											
INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING	Goal	**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, reduces greenhouse gases, and protects the community character.**																											
	Objective A	Provide transportation planning support services to local jurisdictions regarding the countywide transportation impacts of local land use decisions.																											
	Objective B	Support local, tribal, state, and regional jurisdictions to ensure the transportation infrastructure meets existing and future needs.																											
	Objective C	Support transportation planning and programs which aid in achieving regional air quality standards and greenhouse gas emission reduction targets.																											
	Objective D	Work with local jurisdictions, Tribal Governments, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that El Dorado County jurisdictions have maximum participation in the transportation and land use decision-making process.																											
FUNDING	Goal	**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 multi-modal transportation needs through all sources.																											
	Objective B	Develop innovative funding for vital transportation needs where conventional funding sources are insufficient.																											

Chapter 6

Regional Road Network

El Dorado County's transportation system is primarily focused around the roadway network. Most in-county travel is by automobile because low-density development patterns and topography have limited the viability of facilities or services related to transit, bicycles, and pedestrians. However, well planned and coordinated improvements to entire transportation network including roadways can create more practical active transportation and transit access in both rural and more urban areas of the county. According to 2009-2013 American Community Survey five-Year Estimates, 87 percent of all trips from home to work by County residents were made by automobile. Although automobile travel is the primary function of the roadway network, it also serves a variety of other users including freight haulers, buses, bicyclists, pedestrians, and in some locations, equestrians. This roadway network 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 and transit transportation.

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

To better understand the impacts of tourism and recreation travel on the rural transportation system of El Dorado County and the surrounding region in 2014 EDCTC completed the *Bay to Tahoe Basin Recreation and Tourism Travel Impact Study.* The study was a project funded by a Caltrans Partnership Planning Grant to examine the relationship of major Northern California urban areas and the "rural areas" of El Dorado, Placer, Amador, and Nevada counties and the bi-state Lake Tahoe Basin as defined by tourism travel. This study evaluates the impacts of regional and interregional tourism traffic on the rural state highway system in the Study Area, including US Highway 50 (US 50), Interstate 80 (I-80), and SR 20, SR 49, SR 88, SR 89, SR 193, and SR 267.

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 consumer. It is clear that 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 County before crossing into the State of Nevada and beyond. US 50 is designated as a Scenic Highway from its descent into 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. Peak recreational 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 US50 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 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. The 2013 peak month Average Daily Traffic (ADT) ranges from 101,000 at the west end of the County at Latrobe Road to 11,200 near Echo Summit to the east (http://traffic-counts.dot.ca.gov/2013all/r044-50i.htm). The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is used for many routes, such as US 50, because it is more representative of traffic conditions than the annual ADT.

Caltrans' 2012 Annual Truck Traffic Study estimates truck traffic on US 50 between 3% and 6.5% of total vehicle volumes (http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2012all.htm).

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. 2013 peak month Average Daily Traffic ranges from 2,800 to 15,600, with the highest volumes in the City of Placerville. (http://traffic-counts.dot.ca.gov/2013all/r044-50i.htm). Caltrans' 2012 Annual Truck Traffic Study estimates truck traffic on SR 49 between 3% and 14% of total vehicle volumes (http://traffic counts.dot.ca.gov/truck2012final.pdf).

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. 2008 peak month Average Daily Traffic ranges from 2,500 to 7,200 near Cool (http://traffic-counts.dot.ca.gov/2013all/r180197i.htm). Caltrans' 2012 Annual Truck Traffic Study estimates truck volumes averaging between 4% and 6% on SR 193 (http://traffic-counts.dot.ca.gov/truck2012final.pdf).

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. 2013 peak month ADT for SR 89 ranges from 3,600 at the El Dorado County line to 26,000 at the junction with US 50 near South Lake Tahoe. SR 153 is a one half-mile long road that provides access from SR 49 to the Marshall Monument in Coloma and does not support regional traffic. 2013 peak month ADT on SR 153 ranges from 170 to 3,900 (http://traffic-counts.dot.ca.gov/2013all/r087-91i.htm).

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 listed roads by the categories shown in Table 6-1.

These category listings differ from the road classifications used by the Federal Highway Administration (FHWA), but are utilized to assess existing and future Levels of Service for regional roadways in El Dorado County.

TABLE 6-1: El Dorado 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*

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

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

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

The federal functional classification serves as an important measure, as federally-funded road projects must be on roads with a federal functional classification of urban collector, or major rural collector or higher.

Appendix F incorporates all roadways included in the County model, but divides those roadways by segment as they are classified by FHWA. Based upon these criteria, the regional network consists of the facilities displayed in Map 6-2.

REGIONAL ROAD NETWORK NEEDS ASSESSMENT

ROADWAY CAPACITY AND MOTOR VEHICLE LEVEL OF SERVICE (LOS)

The motor vehicle LOS was calculated for each roadway segment in the regional roadway system to evaluate the quality of existing traffic conditions. Motor vehicle LOS is a general measure of traffic operating conditions whereby a letter grade, from A (the best) free flow traffic to F (the worst) congested traffic is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. The motor vehicle LOS grades are generally defined in Table 6-2: Motor Vehicle Level of Service Grades.

Existing motor vehicle LOS for the regional roadway network was calculated using traffic count data from the El Dorado County Community Development Agency Transportation Division and Caltrans, and applying those traffic numbers to the County's operational class and peak hour level of service thresholds shown in Table 6-3. The El Dorado County standard for peak hour motor vehicle level of service thresholds is LOS E in Community Regions, as defined in the General Plan, and LOS D everywhere else.

TABLE 6-2: Motor Vehicle Level of Service Grades

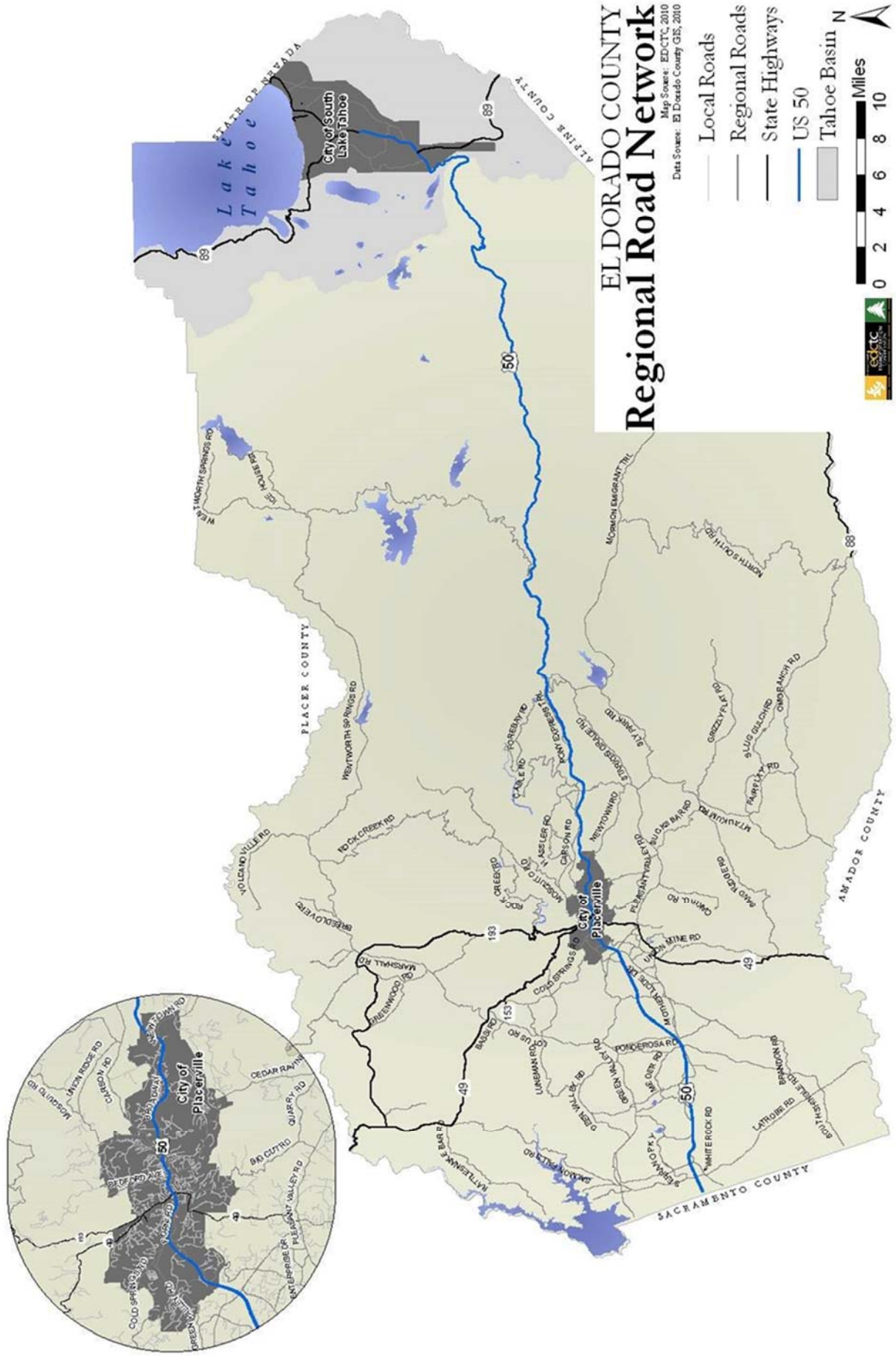
LOS A	Free-flow operations. Free-flow speed prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.
LOS B	Represents reasonably free-flow operations, and free-flow speed on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
LOS C	Provides for flow with speeds near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.
LOS D	Is the level at which speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
LOS E	Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.
LOS F	Describes breakdown, or unstable flow. This condition exists wherever the volume of traffic exceeds the capacity of the roadway.

Source: *Highway Capacity Manual (HCM), Basic Freeway Segments*, Transportation Research Board 2010

TABLE 6-3: County Travel Demand Forecasting Roadway Functional Categories		**HCM 2010 Planning Level Volumes[1]**				
Code	**Functional Class Codes (Updated to HCM 2010)**	**A**	**B**	**C**	**D**	**E**
2A	Two-Lane Arterial	-	-	850	1,540	1,650
4AU	Four-Lane Arterial, Undivided	-	-	1,760	3,070	3,130
4AD	Four-Lane Arterial, Divided	-	-	1,850	3,220	3,290
6AD	Six-Lane Arterial, Divided	-	-	2,760	4,680	4,710
4M	Four-Lane Multi-Highway	-	2,240	3,230	4,250	4,970
2F	Two Freeway Lanes (One Dir.)	-	2,070	2,880	3,590	4,150
2FA	Two Freeway Lanes + Auxiliary Lane (One Dir.)	-	2,610	3,630	4,520	5,230
3F	Three Freeway Lanes (One Dir.)	-	3,100	4,320	5,380	6,230
3FA	Three Freeway Lanes + Auxiliary Lane (One Dir.)	-	3,640	5,070	6,320	7,310
4F	Four Freeway Lanes (One Dir.)	-	4,140	5,760	7,180	8,310

1 Freeway LOS based on HCM 2010, Exhibit 10-8, Urban Area, Rolling Terrain, K-factor of 0.09, and D-factor of 0.60
2-lane highway (and arterial 2-lane) LOS based on HCM 2010, Exhibit 15-30, Class II Rolling, .09 K-factor, and D-factor of 0.6
Arterial LOS based on HCM 2010, Exhibit 16-14, K-factor of 0.09, posted speed 45 mi/h
Volumes are for both directions unless noted

MAP 6-2: Regional Road Network



EL DORADO COUNTY GENERAL PLAN MOTOR VEHICLE LOS POLICIES

In 1998, El Dorado County voters adopted an initiative known as Measure Y, the "Control Traffic Congestion Initiative." The initiative was implemented as Policy TC-Xa in the 2004 El Dorado County General Plan which provided that it would remain in effect for ten years. In November 2008, voters passed an amendment to Measure Y. The initiative added five policies to the 1996 General Plan intended to prevent traffic congestion from worsening in the County. The Measure Y policies were later incorporated into the adopted 2004 General Plan along with alternative policies that would take effect if the Measure Y policies were not readopted by the voters at its ten-year expiration in 2008. The 2004 General Plan also included a number of other policies designed to further the goals of the General Plan and the Measure Y policies.

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

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

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

Policy TC-Xa: The following policies shall remain in effect until December 31, 2018:

1. Traffic from single-family residential subdivision development projects of five or more parcels of land shall not result in, or worsen, Level of Service F (gridlock, stop-and-go) traffic congestion during weekday, peak-hour periods on any highway, road, interchange or intersection in the unincorporated areas of the county.
2. The County shall not add any additional segments of U.S. Highway 50, or any other roads, to the County's list of roads that are allowed to operate at Level of Service F without first getting the voters' approval or by a 4/5ths vote of the Board of Supervisors.
3. Developer-paid traffic impact fees combined with any other available funds shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.

In addition to amending Policy TC-Xa, the subsequent Measure Y policies (General Plan TC-X policies) were amended. The primary effect of those revisions was to clarify the timing of the Capital Improvement Program and the traffic improvement concurrency requirements.

TABLE 6-4: Roads in El Dorado County Allowed to Operate at Level of Service F (Through December 31, 2018)

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

Source: Table TC-2, 2004 El Dorado County General Plan

* Maximum Volume to Capacity (Max. V/C) is the ratio of demand flow rates to capacity for a given transportation facility.

REGIONAL ROAD NETWORK ACTION PLAN

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

The Regional Road Network Action Plan implements the first **GOAL: HIGHWAYS, STREETS, AND REGIONAL/INTER-REGIONAL ROADWAYS** of the Policy Element of this RTP, which pertains to highways, streets, and regional roadways:

- ***Support the maintenance of and improvement to an integrated multi-modal transportation system which is safe, efficient, accessible, and convenient for all users throughout, within, and beyond the region.***

TABLE 6-5: El Dorado County Regional Road Network Short-Term Action Plan (2015-2025)

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 Road at Granite Creek Bridge Replacement	2018	$4,407,480	$4,081,000	El Dorado County	HBP
Blair Road at EID Canal Bridge Replacement	2017	$1,550,780	$1,463,000	El Dorado County	HBP, RSTP
Bucks Bar Road at the North Fork Cosumnes River Bridge Replacement	2019	$7,009,200	$6,372,000	El Dorado County, Caltrans,, EDCTC	HBP, RSTP
Clear Creek Road at Clear Creek (PM 0.25) Bridge Replacement	2024	$5,639,858	$4,585,250	El Dorado County	HBP
Clear Creek Road at Clear Creek (PM 1.82) Bridge Replacement	2024	$5,639,833	$4,585,230	El Dorado County	HBP
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

TABLE 6-5: El Dorado County Regional Road Network Short-Term Action Plan (2015-2025)

Project Description	Completion Year	Cost Estimate Year of Expenditure Dollars	Cost Estimate 2015 Dollars	Lead/Support Agencies	Funding Programs
Country Club Drive Extension - Silver Dove Road to Bass Lake Road	2025	$1,423,670	$1,121,000	El Dorado County	TIM
Diamond Springs Parkway - Phase 1A - State Route-49 Realignment	2016	$10,223,200	$9,830,000	El Dorado County	TIM, Local, MC&FP, Utility Agencies
Diamond Springs Parkway - Phase 1B	2024	$39,866,760	$32,412,000	El Dorado County	TIM, CMAQ, Local, MC&FP, Utility Agencies
El Dorado County Road Rehabilitation to elevate the Entire County Maintained Road Network to PCI of 70 or Above	2015-2025	$285,000,000	$285,000,000	El Dorado County, EDCTC	RSTP, Local Funds
El Dorado Hills Boulevard Widening - Lassen Lane to Park Drive	2025	$1,391,920	$1,096,000	El Dorado County	TIM
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 Indian Creek Bridge Replacement	2024	$5,535,000	$4,500,000	El Dorado County, Caltrans, EDCTC	HBP, RSTP
Green Valley Road at Mound Springs Creek Bridge Replacement	2024	$5,539,920	$4,504,000	El Dorado County, Caltrans	HBP, RSTP
Green Valley Road at Tennessee Creek—Bridge Replacement	2019	$45,100	$41,000	El Dorado County, Caltrans, EDCTC, EID	TIM, HBP, HSIP, RSTP, TCSP, EID
Green Valley Road at Weber Creek Bridge Replacement	2020	$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 Widening from Salmon Falls Road to Deer Valley Road	2025	$15,974,060	$12,578,000	El Dorado County	TIM
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
Greenstone Road at Slate Creek Bridge Replacement	2018	$3,788,640	$3,508,000	El Dorado County	HBP
Hanks Exchange at Squaw Hollow Creek Bridge Replacement	2018	$4,230,630	$3,917,250	El Dorado County	HBP

TABLE 6-5: El Dorado County Regional Road Network Short-Term Action Plan (2015-2025)

Project Description	Completion Year	Cost Estimate Year of Expenditure Dollars	Cost Estimate 2015 Dollars	Lead/Support Agencies	Funding Programs
Happy Valley Cutoff Road at Camp Creek Bridge Maintenance Project	2015	$200,000	$200,000	El Dorado County	HBP, Road Discretionary Fund
Hazel Valley Road at EID Canal Bridge Replacement	2018	$2,495,880	$2,311,000	El Dorado County	HBP
Hollow Oak Road Drainage	2015	$977,000	$977,000	El Dorado County	Bass Lake Hills Specific Plan, RSTP
Ice House Road at Jones Fork Silver Creek Bridge Maintenance Project	2016	$791,440	$761,000	El Dorado County	HBP, SMUD (UARP)
Ice House Road Rehabilitation	2016	$5,011,760	$4,819,000	El Dorado County	FLAP, SMUD (UARP)
Latrobe Road Widening - White Rock Road to Carson Creek (Suncast Lane)	2025	$11,413,490	$8,987,000	El Dorado County	TIM
Metal Beam Guardrail Installation - Various Locations	2025	$853,440	$672,000	El Dorado County	RSTP, FHWA HSIP
Mosquito Road Bridge at South Fork American River Replacement	2024	$37,618,320	$30,584,000	El Dorado County	HBP, Road Fund/ Discretionary
Mount Murphy Road at South Fork American River Bridge Replacement	2018	$22,182,120	$20,539,000	El Dorado County	HBP, Road Fund Discretionary
Mt. Aukum Road at North Fork Cosumnes River – Bridge Maintenance	2015	$498,000	$498,000	EDCTC, El Dorado County	HBP, RSTP
Newtown Road at South Fork of Weber Creek Bridge Replacement	2024	$5,565,750	$4,525,000	El Dorado County, Caltrans	HBP, RSTP
Oak Hill Road at Squaw Hollow Creek Bridge Replacement	2018	$4,277,070	$3,960,250	El Dorado County	HBP
Pleasant Valley Road at Oak Hill Road Improvements	2015	$1,238,000	$1,238,000	El Dorado County, Caltrans, EDCTC	HSIP, RSTP, TIM
Ray Lawyer Drive Extension to new El Dorado County Courthouse	2017	$3,710,000	$3,500,000	El Dorado County	Local Funds
Salmon Falls Road South of Glenesk Lane Realignment	2015	$1,472,000	$1,472,000	El Dorado County, Caltrans	HSIP, RSTP
Saratoga Way Extension – Phase 1	2025	$14,657,070	$11,541,000	El Dorado County	TIM

TABLE 6-5: El Dorado County Regional Road Network Short-Term Action Plan (2015-2025)

Project Description	Completion Year	Cost Estimate Year of Expenditure Dollars	Cost Estimate 2015 Dollars	Lead/Support Agencies	Funding Programs
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	2017	$2,487,820	$2,347,000	El Dorado County	HBP, Utility Agencies
Silver Springs Parkway to Bass Lake Road (South Segment)	2018	$9,258,840	$8,573,000	El Dorado County	TIM, Develop-er Funded, Road Fund/ Discretionary
Sly Park Road at Clear Creek Crossing Bridge Replacement	2016	$5,978,960	$5,749,000	El Dorado County	TIM, HBP, RSTP
State Route 49 and US 50 Various Locations - Apply high friction surface treatment	2016	$1,097,200	$1,055,000	Caltrans	Toll Credits
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
Traffic Signal and Intersection Operational Improvements	2015-2025	$26,307,500	$26,307,500	El Dorado County	TIM
U.S. 50 /Missouri Flat Road Interchange Improvements Phase 1B2: Bike and Pedestri-an Improvements	2016	$1,505,000	$1,505,000	El Dorado County	MC&FP, CMAQ, LOCAL
U.S. 50/El Dorado Hills Boulevard Interchange Improvements - Phase 2B	2025	$8,768,080	$6,904,000	El Dorado County, Caltrans	TIM
U.S. 50/El Dorado Road Interchange Improvements Phase 1	2025	$3,672,840	$2,892,000	El Dorado County, Caltrans, EDCTC	TIM, RSTP
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 Camino Corridor Safety Improvements	2021	$38,337,060	$33,629,000	El Dorado County, Caltrans, EDCTC	SHOPP, Local Fund

TABLE 6-5: El Dorado County Regional Road Network Short-Term Action Plan (2015-2025)

Project Description	Completion Year	Cost Estimate Year of Expenditure Dollars	Cost Estimate 2015 Dollars	Lead/ Support Agencies	Funding Programs
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	2018	$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	2016	$1,527,760	$1,469,000	El Dorado County	HBP, OHV Grant, Road Fund/ Discretionary, RSTP, SMUD (UARP)
White Rock Road Widening Monte Verde Drive to US 50/Silva Valley Parkway Interchange	2025	$24,216,197	$19,067,872	El Dorado County, Caltrans	TIM
Total		**$743,964,128**	**$687,964,352**		

*The Pavement Condition Index (PCI) is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement.
Source: El Dorado County CIP 2014

TABLE 6-5: City of Placerville Road Network Short-Term Action Plan (2015-2025)

Project Description	Cost Estimate	Responsible Agency	Funding Programs
Blairs Lane over Hangtown Creek Replace 1 lane bridge with two lane bridge	$3,175,202	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Broadway Crosswalk Improvements Carson Road to Schnell School	$251,000	Caltrans, City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ
City of Placerville ADA Transition Plan	$50,000	City of Placerville, EDCTC	Local Funds
City of Placerville Road Rehabilitation to elevate the Entire City Maintained Road Network to PCI of 70 or Above	$33,600,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Lower Main Street Road Closure Gates	$31,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Main Street/Cedar Ravine/Clay Street Intersection Project	$3,372,877	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
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	$1,440,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Placerville ADA Curb Ramps In Placer-ville, at the intersection of Spring Street and US 50, and at the intersection of Spring Street and Coloma	$1,938,000	Caltrans	Toll Credits
Placerville Drive Widening - Cold Springs Road to US 50	$6,515,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Placerville Drive Widening - Ray Lawyer Drive to Cold Springs Road	$10,352,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	$3,169,000	City of Placerville, EDCTC	TIM
Schnell School Road Traffic Signal	$550,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Speed Bump Replacement – Estey Way, Canal Street, Clay Street, and County Courthouse Alley	$13,000	Caltrans, City of Placerville, EDCTC	City of Placerville TIM Fee Program
US 50 Broadway Eastbound Exit (#47) Signalization and Ramp Extension	$2,000,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program

TABLE 6-5: City of Placerville Road Network Short-Term Action Plan (2015-2025)

Project Description	Cost Estimate	Responsible Agency	Funding Programs
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	$8,940,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
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	$8,940,000	Caltrans, City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ
On US 50 near Placerville, from 0.8 mile east of Bridal Veil Falls Road to Strawberry Lodge Drive - Construct traction sand traps	$6,205,000	Caltrans, City of Placerville, EDCTC	Toll Credits
In El Dorado County, in and near Placerville, on US 50 and SR 193 at various locations	$3,772,000	Caltrans	Toll Credits
In El Dorado County, near Placerville, from the Amador County line to Pleasant Valley Road - Bonded wearing course overlay	$3,198,000	Caltrans	Toll Credits
Total	**$97,512,079**		

*The Pavement Condition Index (PCI) is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement.
Source: City of Placerville TIM fee program 2008

**Delivery years for City of Placerville projects are not determined and therefore 2015 cost estimates are used.

TABLE 6-6: El Dorado County/City of Placerville Regional Road Network Long-Term Action Plan (2026 to 2035)

Project Description	Cost Estimate**	Lead/Support Agencies	Funding Programs
Bass Lake Road Frontage Improvements - Silver Springs	$1,501,000	El Dorado, Caltrans, EDCTC	TIM, Developer Funded
Bass Lake Road Full Improvements - Phase 1A	$7,445,000	El Dorado County, EDCTC	Bass Lake Hills PFFP, Developer Advance-EDH TIM, RSTP
Bass Lake Road Widening - U.S. 50 to Silver Springs Parkway, Phase 1B	$15,385,000	El Dorado County	TIM
Bush Court/Roddan Court	$705,482	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Broadway Traffic Signals/ Mosquito Road and Blairs Lane	$1,032,650	Caltrans, City of Placerville, EDCTC	TIM
Cameron Park Drive Widening Durock Road to Coach Lane	$7,338,000	El Dorado County	TIM
Cameron Park Drive Widening Palmer Drive to Meder Road	$12,520,000	El Dorado County	TIM
Cameron Park Drive/Green Valley Road Intersection Improvements	$6,980,000	El Dorado County, EDCTC	TIM, RSTP
City of Placerville Road Rehabilitation to elevate the Entire City Maintained Road Network to PCI* of 70 or Above	$34,608,000	City of Placerville, EDCTC	RSTP, Local Funds
Coleman Street Extension Bedford Avenue to Spring Street	$1,762,000	City of Placerville, EDCTC	TIM
Combellack Road Extension	$3,466,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Country Club Drive Ext. - West Bass Lake Hills SP Boundary to Silver Dove Rd	$5,413,000	El Dorado County	TIM
Country Club Drive Realignment - Bass Lake Road to east Bass Lake Hills Specific Plan Boundary	$5,043,000	El Dorado County	TIM
Durock Road Widening - Robin Lane to S. Shingle Road	$7,210,000	El Dorado County	RSTP, Local Funds
El Dorado County Road Rehabilitation to maintain the Entire County Maintained Road Network to PCI* of 70 or Above	$293,550,000	El Dorado County, EDCTC	TIM
El Dorado Hills Boulevard / Francisco Drive Intersection Alignment	$9,452,000	El Dorado County	TIM
El Dorado Hills Boulevard Widening - Lassen Lane to Park Drive	$1,096,000	El Dorado County	TIM
Gateway Drive/Broadway Roundabout	$1,286,000	Caltrans, EDCTC	TIM
Green Valley Road Widening Deer Valley Road East to Lotus Road	$4,784,000	El Dorado County	TIM
Green Valley Road Widening Francisco to Salmon Falls Road	$1,898,000	El Dorado County	TIM

TABLE 6-6: El Dorado County/City of Placerville Regional Road Network Long-Term Action Plan (2026 to 2035)

Project Description	Cost Estimate**	Lead/Support Agencies	Funding Programs
Headington Road Extension Missouri Flat Road to El Dorado Road	$10,417,000	El Dorado County	Anticipated Grant, EDCTC, Road Fund/Discretionary
Intelligent Transportation System Improvements	$5,833,000	EDCTC, El Dorado County	TIM, Road Fund/Discretionary, Miscellaneous Reimbursement
Latrobe Connection	$19,445,000	El Dorado County	TIM, EDH Business Park Assessment District
Latrobe Road Widening - Golden Foothill Parkway South to Investment Blvd	$3,308,000	El Dorado County	TIM
Missouri Flat Rd Two-Way Left Turn Lane El Dorado Rd to Headington Rd	$1,202,000	El Dorado County	Developer Funded
Missouri Flat Road Widening, Headington Road to Prospector's Plaza	$1,299,000	El Dorado County	TIM
Mother Lode Drive/Pleasant Valley Road Intersection Improvements	$7,782,420	El Dorado County	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Pleasant Valley Road Widening - Pearl Place to Big Cut Road in Diamond Springs	$2,710,000	El Dorado County	TIM
Pleasant Valley Road Widening from Big Cut Road to Cedar Ravine Road	$2,291,000	El Dorado County	TIM
Pleasant Valley Road Widening from El Dorado Road to State Route 49	$1,099,000	El Dorado County	TIM
Ponderosa Road Widening from North Shingle Road to Meder Road	$2,798,000	El Dorado County	TIM
Runnymeade Drive Realignment at El Dorado Road	$1,902,000	El Dorado County	TIM
Saratoga Way Extension - Phase 2	$4,638,000	El Dorado County	TIM
Silva Valley Parkway/Golden Eagle Lane Intersection Signalization	$768,000	El Dorado County	TIM
State Route 49 Passing Lanes from SR193 (in Cool) to the northern County Line	$3,482,000	El Dorado County	TIM
State Route 49 Widening from Pleasant Valley Road to Missouri Flat Road	$7,879,000	El Dorado County	TIM
Traffic Signal and Intersection Operational Improvements	$26,307,500	El Dorado County	TIM

TABLE 6-6: El Dorado County/City of Placerville Regional Road Network Long-Term Action Plan (2026 to 2035)

Project Description	Cost Estimate**	Lead/Support Agencies	Funding Programs
Transit Service Improvements	$10,500,000	El Dorado County	TIM
U.S. 50 Auxiliary Lane Eastbound - Cambridge to Ponderosa	$10,350,000	El Dorado County, Caltrans	TIM
U.S. 50 Auxiliary Lane Westbound - El Dorado Hills Boulevard to Empire Ranch Road	$2,809,337	El Dorado County, Caltrans	Local
U.S. 50 HOV Lanes (Phase 3) - Ponderosa Road to Greenstone Road	$615,000	El Dorado County, Caltrans, EDCTC	TIM
U.S. 50 Mainline Widening at El Dorado Hills	$2,161,000	El Dorado County, Caltrans, EDCTC	TIM, Developer Advance
U.S. 50/Bass Lake Road Interchange Improvements - Phase 1	$16,532,000	El Dorado County, Caltrans	TIM
U.S. 50/Bass Lake Road Interchange Improvements - Phase 2	$19,063,000	El Dorado County, Caltrans	TIM, RSTP
U.S. 50/Camino Area Parallel Capacity/Safety Study	$2,000,000	El Dorado County, Caltrans, EDCTC	TIM
U.S. 50/El Dorado Road Interchange Phase 2	$5,870,000	El Dorado County, Caltrans	Silva Valley Interchange Set Aside
U.S. 50/Silva Valley Parkway Interchange - Phase 2 – On Ramps and Auxiliary Lanes on U.S. 50	$12,070,000	El Dorado County, Caltrans, EDCTC	TIM
US 50/Ponderosa Road - North Shingle Road Realignment	$5,020,000	El Dorado County, Caltrans	TIM
US 50/Ponderosa Road – South Shingle Road Interchange Improvements	$16,359,000	El Dorado County, Caltrans	TIM
US 50/Ponderosa Road Interchange - Durock Road Realignment	$7,152,000	El Dorado County, Caltrans	TIM
White Rock Road Widening - Latrobe Road to US50/Silva Valley Parkway Interchange	$6,058,000	El Dorado County, Caltrans	TIM
White Rock Road Widening – Manchester Drive to Sacramento County Line	$3,317,000	El Dorado County	TIM
Wiltse Road Improvements	$380,000	City of Placerville, EDCTC	RSTP, TIM, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Total	**$649,785,389**		

*The Pavement Condition Index (PCI) is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement.
**Delivery years for long-term projects (2026-2035) are not determined and therefore 2015 cost estimates are used.
Source: El Dorado County CIP 2014
Source: City of Placerville TIM fee program 2008

Specific El Dorado County project descriptions are developed through County's Capital Improvement (CIP) process and are available here: http://www.edcgov.us/Government/DOT/CIP.aspx. These projects are updated in the CIP annually to reflect changes in the scope, schedule and budget. Projects under the jurisdiction of the City of Placerville's Capital Improvement Program are located here: http://www.cityofplacerville.org/services/publications.asp. EDCTC monitors projects underway or which have EDCTC programmed funding associated with them. These projects are included in the EDCTC Project Monitoring Report located here: http://edctc.org/Projects.html.

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Chapter 7

Transit

EL DORADO COUNTY TRANSIT AUTHORITY

Transit services in western El Dorado County are provided through a joint powers agreement between the El Dorado County Transit Authority (El Dorado Transit), County of El Dorado, and City of Placerville. The 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, Diamond Springs 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

The 50 Express provides hourly service between Placerville and the City of Folsom. This limited weekday stop route serves park and ride locations in El Dorado County; Folsom Lake College (El Dorado and Folsom); Cameron Park and the Tribal Health Clinic in El Dorado County Mondays through Fridays from 5:53 AM to 6:52 PM.

Placerville Fixed Routes

El Dorado Transit operates an East Route and a West Route along the US 50 Corridor in the City of Placerville. These routes provide fixed-route service mainly along the US 50 Corridor between the Missouri Flat Transfer Center and Point View Drive on the eastern side of Placerville. The East and West Routes are essentially directional trips of the same loop, although the routes do serve different stops between Spring Street and Point View Drive. Service is provided Monday through Friday on one hour headways from 7:00 AM to 6:43 PM. Some notable stops along the Placerville routes are: Human Services, El Dorado County Fairgrounds Park-and-Ride, Mother Lode Rehabilitation Enterprises, Inc. workshop, Marshall Hospital, Rite Aid, and Home Depot. Both east and west Placerville Routes have two (2) Transfer options for the 50 Express.

Pollock Pines Fixed Route
The Pollock Pines route operates an East and a West route along the US 50 Corridor between the Missouri Flat Transfer Center in Diamond Springs, the Camino area, and the Safeway Plaza on Pony Express Trail in Pollock Pines. Service is provided Monday through Friday between 6:30 AM and 6:25 PM. Both east and west routes have Transfer Points: Placerville Station Transfer Center and Missouri Flat Road Transit Center. Some notable stops on the Pollock Pines route are: Regal Theaters, the Upper Room, Pollock Pines Post Office, and Safeway Plaza (Pony Express Trail).

Diamond Springs Fixed Route
The Diamond Springs Route begins at the Missouri Flat Transfer Center and follows a clockwise loop around Diamond Springs on Pleasant Valley Road, back to the Missouri Flat Transfer Center, then across highway 50 serving Folsom College, Safeway, and Prospector Plaza. The Diamond Springs Route takes about one hour to operate. Service for this route is provided hourly from 7:00 AM to 6:46 PM on Monday through Friday. The Diamond Springs Route includes three Transfer Point options at the Missouri Flat Road Transit Center.

Cameron Park Fixed Route
Cameron Park operates with Cameron Park Monday through Friday from 6:30 AM to 6:30 PM. Service is provided hourly within Cameron Park with four Transfer point options connecting with the 50 Express.

Saturday Express Fixed Route
This route operates between the Missouri Flat Transfer Center in Diamond Springs and the Safeway Plaza on Pony Express Trail in Pollock Pines. An eastbound bus leaves from the Missouri Flat Transit Center at 9:00 AM, and a westbound bus leaves from Safeway Plaza on Pony Express Trail at 9:00 AM, and both buses operate on hourly headways from 9:00 AM to 5:00 PM.

ADA Complementary Paratransit for Local Routes
"Complementary Paratransit" refers to door-to-door, on-demand service ("paratransit") which "complements" a fixed route by ensuring that persons with disabilities in the vicinity of the route have access to 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. El Dorado Transit complementary paratransit provides curb-to-curb transit service during the same hours and days as the Local Fixed Routes. Passengers may reserve a ride up to three days in an advance. As is typical for paratransit services, this service has a normal productivity, an average of 2.0 passengers per hour.

Grizzly Flat Demand Response Route
The Grizzly Flat Route provides two round-trips on Thursdays between Prospector Plaza on Missouri Flat Road and the Grizzly Flat area southeast of Placerville. The bus is only operated when there are a minimum of five passenger requests for service. Eastbound runs depart at 7:50 AM and 3:00 PM, and westbound runs depart at 8:26 AM and 3:36 PM. The afternoon westbound run from Grizzly Flat to Placerville is by request only. Route deviations are provided for ADA passengers up to three-quarters of one mile from the designated route. ADA route deviation requests can be scheduled the previous service day, though same day requests are accommodated when possible.

El Dorado Transit service route maps and services are available in an online interactive map located on the EDCTA website located here: http://eldoradotransit.com/map/. A summary the El Dorado Transit Fare Structure is provide in the Table Below:

TABLE 7-1: El Dorado Transit Authority Fare Structure

LOCAL ROUTES - Pollock Pines East/West, Placerville East/West, Diamond Springs, Cameron Park, 50 Express and Saturday Express		
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-13	$3.00

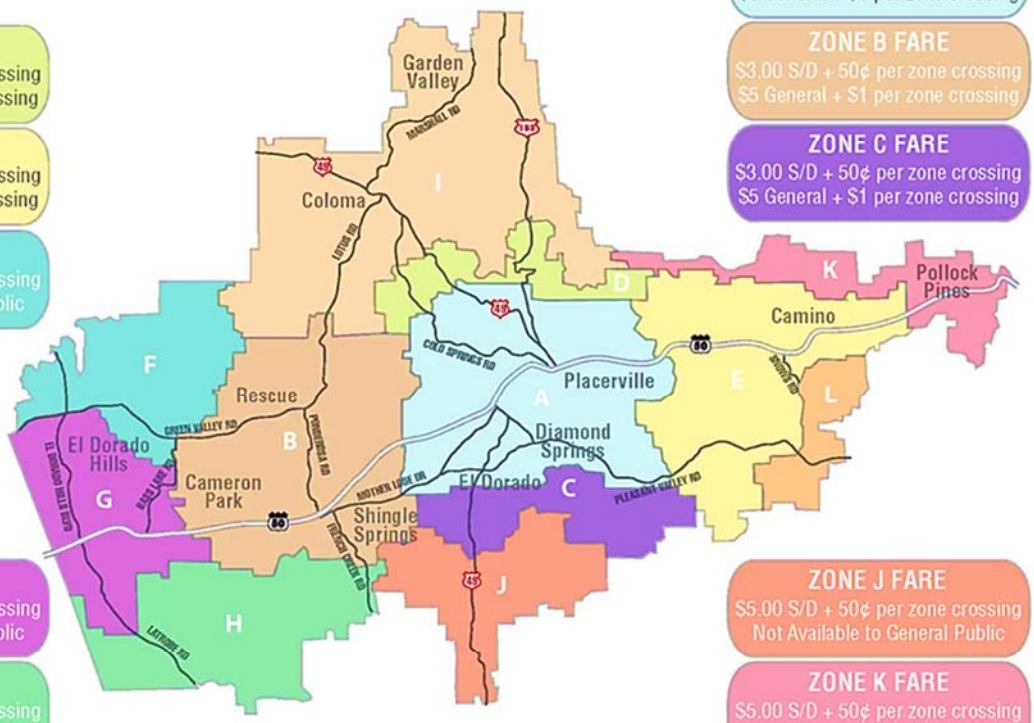
GRIZZLY FLAT ROUTE		
Fare Type	**Passenger**	**Cost**
One Way Fare	General	$10.00
	Senior/Disabled/Medicare Cardholder	$5.00
	Student K-12	$5.00

SACRAMENTO COMMUTER ROUTES	
Fare Type	**Cost**
One Way Fare	$5.00*
Monthly El Dorado Transit Sacramento Commuter Pass	$180.00
Monthly El Dorado Transit Sacramento Commuter and SacRT Combo Pass	$5.00
Daily CSUS Students w/ Sac State ID Card. (Fall and Spring Only)	$4.00
Lifetime Pass: Persons aged 80+ receive unlimited free fares on local fixed routes and 50 Express	$0.00

No discounted rate

DIAL-A-RIDE SYSTEM MAP and ZONE FARES

Effective April 6, 2009



ZONE A FARE
$1.50 S/D + 50¢ per zone crossing
$3 General + $1 per zone crossing

ZONE B FARE
$3.00 S/D + 50¢ per zone crossing
$5 General + $1 per zone crossing

ZONE C FARE
$3.00 S/D + 50¢ per zone crossing
$5 General + $1 per zone crossing

ZONE D FARE
$3.00 S/D + 50¢ per zone crossing
$5 General + $1 per zone crossing

ZONE E FARE
$3.00 S/D + 50¢ per zone crossing
$5 General + $1 per zone crossing

ZONE F FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

ZONE G FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

ZONE H FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

ZONE I FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

ZONE J FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

ZONE K FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

ZONE L FARE
$5.00 S/D + 50¢ per zone crossing
Not Available to General Public

TABLE 7-2: Transit Short-Term Action Plan (2015-2025)

Goal	Description	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. Reconfigure the Cameron Park Route to an hourly community shuttle.	$1,204,460
Implement Community Express Route Plan with 2 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 two hours between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	$223,553
El Dorado Hills Wednesday Activity Bus	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.	$367,420
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
Expand Saturday Express Service in Peak Direction	Expand the Saturday Express service by adding eastbound runs from the Missouri Flat Transit Center at 12:00 Noon and 4:00 PM, and adding westbound runs from Pollock Pines at 8:00 AM and 12:00 Noon. This will provide a consistent operating plan throughout the day, and expand the hours of service available to transit passengers throughout the corridor between Missouri Flat and Pollock Pines.	$191,800
Provide Diamond Springs Service on Saturdays	Operate Diamond Springs Service on Saturday 9 AM to	$360,920
Advanced Public Transit System Technologies	As needed to address capacity constraints, up to six additional vehicle-hours of service should be added per weekday (a 10% increase over existing levels).	$55,790
	Innovations in fare, data collection, and communications technologies that should be implemented consist of the following:	
	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	$70,912,580
Transit Capital Plan	Vehicle Replacement needs	$24,461,200
TOTAL (Over 10 Years)		**$100,124,153**

Source: 2014 Western El Dorado County Short- and Long-Range Transit Plan

*Includes 2% annual rate of inflation

TABLE 7-3: Transit Long-Term Action Plan (2026-2035)

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
Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	$20,310,000
Transit Annual Operations	Projected annual operating costs to maintain transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service.	$7,477,900*
TOTAL (Over Ten Years)		**$95,089,000**

Source: 2014 Western El Dorado County Short- and Long-Range Transit Plan

*Includes 2% annual rate of inflation

Chapter 8
Aviation

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.

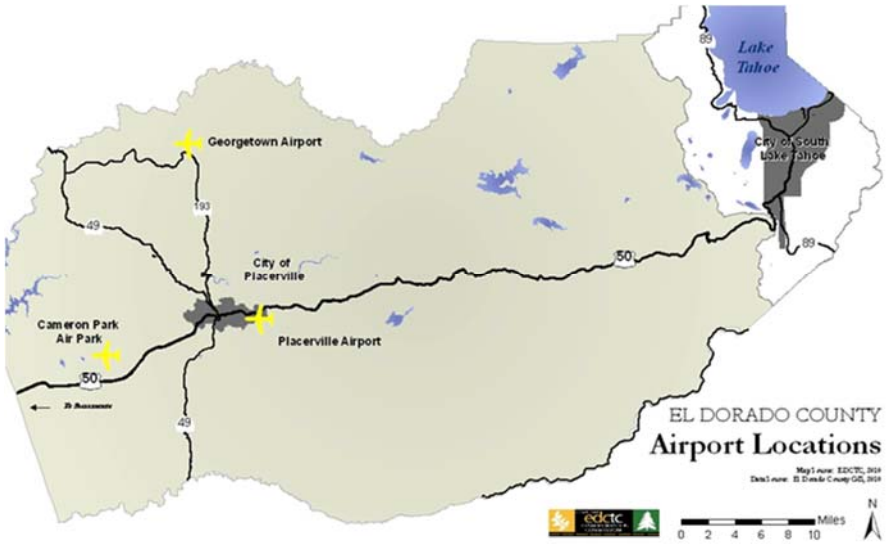
Aviation facilities in El Dorado County include both public and private airports and helipads serving commercial, recreational, medical, military, fire, and search and rescue needs. There are three public use airports on the west slope in El Dorado County: the Cameron Park Airpark, Georgetown Airport, 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 8-1 displays the location of the public use airports in on the west slope of El Dorado County.

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

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

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

MAP 8-1: Location of Public Use Airports in El Dorado County (Excluding Tahoe Basin)



AVIATION EXISTING CONDITIONS

CAMERON PARK AIRPARK

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

The Cameron Park Airpark encompasses 50 acres within the County and is responsible for paying the costs of maintenance and operation of the airport and the taxi lane/streets within the adjacent subdivision, Air Park Estates. The District is made up of 136 parcels: 125 residential (plane port lots) and 11 commercial. There are 105 existing plane port lots and 20 undeveloped residential parcels in the District. The plane port lots in the District have their own hangars plus 100-foot wide taxi lanes combined with streets for taxiing between the residences and the runway. The Airport Reference Code (ARC) is a coding system developed by the FAA to tie airport design criteria to the operational and physical characteristics of the types of aircraft likely to operate at a particular airport. The Cameron Park Airport ARC is A-1.

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

The airport runway is 4,051 feet long, 50 feet wide. The airport provides facilities for recreational flying, local emergencies including medical evacuation, law enforcement, and training. There are 97 based aircraft at the airport, and there were 36,036 operations for the 12 month period ending 4/30/15.

Airport facilities include four transient spaces, fuel availability, and public restrooms. As of 2010, there were eight District and privately owned (commercial) hangars on the public use/commercial portion of the airpark. The total number of tiedowns on the public use/commercial portion is 21. Each of the 105 existing plane port lots have a hanger and some residences have more than one aircraft. The Cameron Park Airpark officials estimate that 250 aircraft could eventually be based in Air Park Estates.

The airport has an approved airport layout plan date April 6, 2000 and an Airport Master Plan is currently being developed. Of particular concern in the development process of the Master Plan is whether the plan will be recognized and funded by FAA due to regulations regarding access issues with the private properties surrounding the airport. The Master Plan will include proposals for expansion and maintenance of the airport through acquisition of land within the airpark boundaries that is currently not owned by the airpark. This will be implemented through a process guided by an Airport Capital Improvement Program (ACIP). The projects from the ACIP are included in Table 8-3 in the Action Plan of this Chapter.

GEORGETOWN AIRPORT

The Georgetown Airport is located approximately two miles northwest of the community of Georgetown in the Sierra Nevada foothills of El Dorado County. It is situated on a ridge top above the town at an elevation of 2,623 feet. The airport is a public use Community General Aviation airport owned by El Dorado County and operated by El Dorado County. 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. Airport facilities include fuel availability, 30 open tie-down spaces, six transient spaces, fourteen t-hangars and nine box hangers, public restrooms, and a telephone. There are 34 based aircraft at the airport, and there were 22,500 operations for the 12 month period ending 4/28/14. The ARC for Georgetown Airport is B-1.

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 Airport Layout Plan was adopted January 22, 1992. The Master Plan includes recommendations for expansion and maintenance of the airport in a process guided by an Airport Capital Improvement Program. The projects from the ACIP are included in Table 8-4 in the Action Plan of this Chapter.

PLACERVILLE AIRPORT

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

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

The airport property is 215.5 acres at an elevation of 2,585 feet above sea level. The airport terminal area consists of the airport administration building, aircraft parking aprons, aircraft storage hangars, a fuel island, and facilities for aviation related service businesses. The airport also has 113 open tie-down spaces, 22 transient spaces, 94 hangars, and public restrooms. According to the CASP Forecast Element, in 2009 there were 208 based aircraft and 72,348 annual operations. The existing airfield includes a northeast-southwest runway that is 4,200 feet long and 75 feet wide. The ARC for Placerville Airport is B-1

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. The projects from the ACIP are included in Table 8-5 in the Action Plan of this Chapter.

AIRPORT LAND USE COMMISSION

On July 3, 2008 the El Dorado County Transportation Commission (EDCTC) was designated as the Airport Land Use Commission (ALUC) for El Dorado County. As the designated ALUC, EDCTC provides technical and advisory support to the Georgetown and Placerville Airports, and the Cameron Park Airpark. The Comprehensive Land Use Plans (CLUP) for each of the three airports under EDCTC jurisdiction, Georgetown, Placerville, and Cameron Park Airpark Airports, were developed in 1987. Therefore it is imperative that they be updated to reflect the changes in land use patterns that have occurred since their adoption. Based on new guidelines these land use plans are now referred to as Airport Land Use Compatibility Plans (ALUCPs). The ALUCPs may be updated during FY 2010/2011 dependent upon grant funding. These plans will define and assess compatible land uses for safety, height, and noise on and near airports. The California Department of Transportation, Division of Aeronautics, updated the California Airport Land Use Planning Handbook in 2002. The updated Handbook is to be used by Airport Land Use Commissions to address airport/land use safety issues and determine compatible land uses surrounding airports in California.

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

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

AIRPORT FORECASTS

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

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

TABLE 8-1: Annual Aircraft Operation Forecasts Public Use Airports in El Dorado County

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

Source: CASP 2003

AVIATION ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identifies the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element and must be consistent with the financial constraints identified in the Financial Element and must conform to the air quality State Implementation Plan (SIP). Tables 8-2, 8-3, and 8-4 list the projects contained within the short-term action plans for each airport. Projects contained within the Aviation Action Element are derived from the El Dorado County CIP and Cameron Airpark Airport Layout Plan. Detailed projects descriptions are not available for the Cameron Airpark Airport. However, for the Placerville and Georgetown Airport projects the detailed project descriptions are found here: http://www.edcgov.us/Government/DOT/CIP.aspx.

The Aviation Action Plan implements **GOAL: AVIATION** 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.***

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

TABLE 8-2: Cameron Park Airpark Short-Term Action Plan (2015-2025)

Project Description	Total Cost Year of Expenditure Dollar	Responsible Agency	Completion Year
Extend Culvert	$360,000	Cameron Park Airpark	2016
Construct North Parallel Taxiway	$340,000	Cameron Park Airport District	2016
Cameron Park Airpark Master Plan	$75,000	Cameron Park Airpark	2016
Acquire Parcels A and B and Construct Apron	$592,800	Cameron Park Airpark	2012
Construct South Parallel TW	$313,200	Cameron Park Airpark	2016
Drainage Improvements, East, North, and South	$426,600	Cameron Park Airpark	2016
Widen RW to 60'	$288,600	Cameron Park Airpark	2015
Construct Stopway	$166,500	Cameron Park Airpark	2015
Acquire Parcels C and D	$400,000	Cameron Park Airpark	2020
TOTAL	**$2,962,700**		

TABLE 8-3: Georgetown Airport Short-Term Action Plan (2015-2025)

Project Description	Total Cost Year of Expenditure	Responsible Agency	Completion Year
Airport Layout Plan Update	$7,500	El Dorado County	2018
Ramp Security Lighting	$253,000	El Dorado County	2017
Construction of AWOS	$251,000	El Dorado County	2024
Crack Seal and Remark Runway, Taxiways, Aprons and Tee Hanger Taxi lanes	$320,000	El Dorado County	2024
Crack Seal, Joint Seal and Mark Runway, Taxiways, Aprons and Tee Hanger Taxi lanes; Change Runway End ID	$490,000	El Dorado County	2017
Update Airport 2013 Layout Plan with Program Narrative Report	$71,000	El Dorado County	2015
West Side Development Phase 1	$1,853,000	El Dorado County	2024
West Side Development Phase 2	$1,484,000	El Dorado County	2024
Update Pavement Maintenance/Management Program	$40,000	El Dorado County	2015
TOTAL	**$4,769,500**		

TABLE 8-4: Placerville Airport Short-Term Action Plan (2015-2025)

Project Description	Total Cost Year of Expenditure	Responsible Agency	Construction Year
Water Line and Fire Hydrant to New Apron Area	$174,000	El Dorado County	2015
Airport Layout Plan Update	$75,000	El Dorado County	2018
13 Unit Nested Tee Hangar	$1,279,000	El Dorado County	2024
Tee Hangar Site Development Phase 2	$2,795,000	El Dorado County	2024
Taxiway Edge Lights	$416,000	El Dorado County	2016
Crack Seal and Remark Runway 5-23, Taxiways, Aprons and Tee Hanger Taxi lanes 2015	$344,000	El Dorado County	2016
Crack Seal and Remark Runway 5-23, Taxiways, Aprons and Tee Hanger Taxi lanes 2019	$380,000	El Dorado County	2024
Update Pavement Maintenance/Management Program	$40,000	El Dorado County	2015
Runway Exit Taxiway East End	$261,960	El Dorado County	2015
Water Line and Fire Hydrant to New Apron Area	$174,000	El Dorado County	2015
Airport Layout Plan Update	$75,000	El Dorado County	2018
13 Unit Nested Tee Hangar	$1,279,000	El Dorado County	2024
Tee Hangar Site Development Phase 2	$2,795,000	El Dorado County	2024
Taxiway Edge Lights	$416,000	El Dorado County	2016
Crack Seal and Remark Runway 5-23, Taxiways, Aprons and Tee Hanger Taxi lanes 2015	$344,000	El Dorado County	2016
Crack Seal and Remark Runway 5-23, Taxiways, Aprons and Tee Hanger Taxi lanes 2019	$380,000	El Dorado County	2024
Update Pavement Maintenance/Management Program	$40,000	El Dorado County	2015
Runway Exit Taxiway East End	$261,960	El Dorado County	2015
TOTAL	**$5,764,960**		

TABLE 8-5: Aviation Long-Term Action Plan (2026-2035)

Project Description	Total Cost*	Responsible
Continue efforts to avoid conflicts over noise issues at each airport	N/A	Ongoing
Continue to protect airspace and runway approaches at each airport	N/A	Ongoing
Continue to maintain and improve existing airport facilities in accordance with the Airport Master Plans and Airport Layout Plans at each airport	N/A	Ongoing
Assist operators of public use airports in pursuing funding sources for all airports	N/A	Ongoing
Develop a jet fuel storage facility at each airport	N/A	Ongoing
Maintain compact land uses surrounding each airport	N/A	Ongoing
Provide opportunities for commercial aviation related tourism activities such as tours at each airport	N/A	Ongoing
Airport tourism marketing plan for each airport	N/A	Ongoing
Coordinate with medical service providers at each airport	N/A	Ongoing
Acquire Parcel E at the Cameron Park Airpark	$400,000	2034
Nested Hangars – Eleven Units at the Georgetown Airport	$1,097,000	2034
West Access Road Georgetown Airport	$1,349,000	2034
West Taxiway Phase 1 Georgetown Airport	$131,000	2034
West Taxiway Phase 2 Georgetown Airport	$1,341,000	2034
Total	**$4,318,000**	

*Delivery years are not determined and therefore 2015 cost estimates are used.

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Chapter 9

Freight Movement

California serves as an important hub in the global freight movement network. The State's large population and market size create huge demands on the freight movement-related infrastructure within its own borders. In addition to serving the domestic needs of Californians, the State's freight movement system must also accommodate the needs of the large agricultural, natural resources, and manufacturing sectors. In 2013, California industries exported more than $168 billion worth of freight; 10.6 percent of all U.S. exports. Caltrans is largely responsible for planning for and supporting a transportation system which supports this level of freight movement. The current plan which reflects this commitment is the Caltrans California Freight mobility plan as well as partner efforts within the Air Resources Board Sustainable Freight Transport Initiative and Executive Order B-32-15. More information for these statewide efforts can be found at http://www.dot.ca.gov/hq/tpp/offices/ogm/cfmp.html and http://gov.ca.gov/news.php?id=19046 respectively.

Freight 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.

Freight 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.

FREIGHT MOVEMENT EXISTING CONDITIONS

RAIL TRANSPORT

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

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

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

AIR TRANSPORT

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

Mather Airport is the closest cargo airport to El Dorado County, with a location approximately 15 miles west of El Dorado County along the US 50 Corridor, and comprises 2,875 acres which formerly served as a United States Air Force base. Its available facilities include two parallel runways, one of which is 11,300 feet long and capable of handling the largest fully-loaded aircraft, 40 acres of cargo ramp space, 321,000 square feet of warehouse space, and 198,000 square feet of office space.

DHL and the United Parcel Service have their Sacramento operations stationed at Mather Airport. Airport access is critical to the region's air cargo business, and this is especially evident at Mather Airport. Mather airport serves as a primary cargo hub for the region shipping over 100 thousand tons of freight and mail each year. Many of these shipments are time-sensitive and demand just-in-time delivery. These include high tech goods, perishables, and medical shipments that can be life-saving deliveries. For these reasons, although Mather Airport is located in Sacramento County, El Dorado County has a vested interest in maintaining adequate access to/from the airfield. El Dorado County's financial contribution for the High Occupancy Vehicle lanes from 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 freight and people not only to locations outside of the County but also between locations within the County. There are three public airports in the county: Placerville, Cameron Park, and Georgetown. The County's role in air transportation is limited to land use regulation of the land surrounding the airports through the Zoning Ordinance and the actual operations of the two airports owned by the County: the Placerville Airport and the Georgetown Airport. State and federal agencies have primary jurisdiction over all airport facilities and operations in the County. For more information on airports within El Dorado County, see Chapter 8, Aviation.

TRUCK TRANSPORT

Truck transport remains the primary method of moving freight in California, and El Dorado County is no exception. Truck transport uses much of the state's 172,000 highway miles; however, trucking is mostly concentrated to a 7,513 mile portion of the National Highway System which includes portions of US 50 and SR 49.

Trucks are defined as heavy freight vehicles which meet the Surface Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code. US 50 is part of the STAA system and is a terminal access route up to the Sly Park Road exit in Pollock Pines. From Sly Park Road to SR 89 near South Lake Tahoe, US 50 is considered part of the California Legal Truck Network. SR 49, along the entire width of El Dorado County, is classified as a California Legal Advisory Route.

According to Caltrans' Traffic Data Branch, 2012 Annual Average Daily Truck Traffic (AADT) volumes are approximately 6% of total vehicle traffic on the US 50 Corridor from east of Shingle Springs to Sly Park Road. On State Route 49 within El Dorado County, AADT is approximately 9% of total vehicle traffic between the Amador County line and US 50, and approximately 6.8% between Placerville and Placer County.

FREIGHT MOVEMENT NEEDS ASSESSMENT

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

These issues led to the construction of the Bass Lake Grade Truck Climbing Lane project on US 50 in 2002. The project created an additional lane to allow slower moving trucks to climb the steep grade between the

Silva Valley Road undercrossing and Bass Lake Road Interchange. Construction of the HOV lane extension between El Dorado Hills Boulevard and Cameron Park Drive between 2010 and 2013 further alleviates congestion and mixing of auto and truck traffic in this area.

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

FREIGHT MOVEMENT ACTION PLAN

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element, must be consistent with the financial constraints identified in the Financial Element and must conform with the air quality State Implementation Plan. Table 9-1 includes both the short-term and long-term action plans for Freight Movement.

The projects listed in Table 9-1 implement **GOAL: FREIGHT MOVEMENT** of the Policy Element of this RTP, which pertains to Freight Movement:

- ***Provide for the safe and efficient movement of freight through and within El Dorado County.***

TABLE 9-1: Freight Movement Short– and Long-Term Action Plan (2015-2035)

Project Description	Responsible/Supporting Agencies
Support projects that facilitate inter-regional, multi-modal, freight transport to commercial and industrial areas	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry
Support projects that facilitate inter-regional freight movement utilizing the regional system of airports	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry
Support projects that address the timely movement of freight and services throughout the region	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry
Improve US 50 in order to facilitate freight movement and access to jobs	Caltrans, SACOG, EDCTC, Local jurisdictions
Support projects which provide for appropriate loading and unloading as reflected in the adopted El Dorado County Zoning Ordinance	Local jurisdictions, EDCTC, SACOG, Caltrans, Industry

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Chapter 10

Non-Motorized Transportation

Bicycle and pedestrian travel are the two primary modes of non-motorized travel in El Dorado County. Many of the facilities designed for these two modes are readily usable by other non-motorized transportation forms such as equestrians, wheelchair users, in-line skaters, and skateboarders. Bicycling and walking make up a relatively small portion of commuting activity in the United States, but these non-motorized travel modes play important roles within many of the nation'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.

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 Cool, Georgetown, and Coloma are also frequent destinations for recreational road. 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 heat of the day. The Census American Community Survey found that between 2009 and 2013 0.6% of adult workers over age 16 rode a bicycle as a primary means of transportation to work in El Dorado County.

PEDESTRIANS

Virtually all travel trips at one point or another include a pedestrian element. The trip could be 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. According to the 1990 National Personal Transportation Study, the average walking trip is 0.6 mile. The 2010 Census found that walking was the primary means of transportation to work for 2% of workers age 16 and over in El Dorado County.

In developing plans or programs to meet the needs of pedestrians, EDCTC considers all users including the unique needs of the elderly, young, poor, parents pushing strollers, and people with disabilities. This effort parallels policy called out within the State of California 2015 Vehicle Code Div. 11-433 §21960 Chapter 5. Pedestrians' Rights and Duties Legislative Declaration: Pedestrians 21949.

(a) The Legislature hereby finds and declares that it is the policy of the State of California that safe and convenient pedestrian travel and access, whether by foot, wheelchair, walker, or stroller, be provided to the residents of the state.

(b) In accordance with the policy declared under subdivision (a), it is the intent of the Legislature that all levels of government in the state, particularly the Department of Transportation, work to provide convenient and safe passage for pedestrians on and across all streets and highways, increase levels of walking and pedestrian travel, and reduce pedestrian fatalities and injuries.

NON-MOTORIZED EXISTING CONDITIONS

One of the El Dorado County Transportation Commission's goals is to develop programs and projects that encourage the use of active transportation modes and the integration of active modes with other modes of transportation. 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 non-motorized trips to and from transit and to and from automobiles are often overlooked. However, they are often times 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 non-motorized trips directly to public health and wellbeing. The projected growth for this region necessitates the development of safe and efficient non-motorized transportation facilities to support and encourage current and future increases in the use of non-motorized facilities. The development of safe and efficient non-motorized facilities should specifically consider the needs of the most vulnerable pedestrians and bicyclists: children, seniors, and people with disabilities. Additionally, by providing non-motorized 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, and quality of life, and increase the independence of elderly, youth, and the disabled.

It is expected over the life of this RTP that standards and accepted practice with regard to non-motorized transportation may change. Therefore, the most current non-motorized standards approved by FHWA, Caltrans, and AASHTO will be implemented for all non-motorized design and construction. While these standards must be followed, each project should be carefully planned, located and designed to meet the needs of the non-motorized facility users. This is ever more important when considering the aging population of the region and opportunities to improve their health, wellness, and independence. Effectively planned and designed non-motorized facilities will also attract new generations to the region who continue to seek out active, walkable, bikeable, and livable communities. By designing and providing these facilities to meet the needs of all users, including the aging population and younger generations, multiple benefits are realized from economic development and growth to improved health and quality of life.

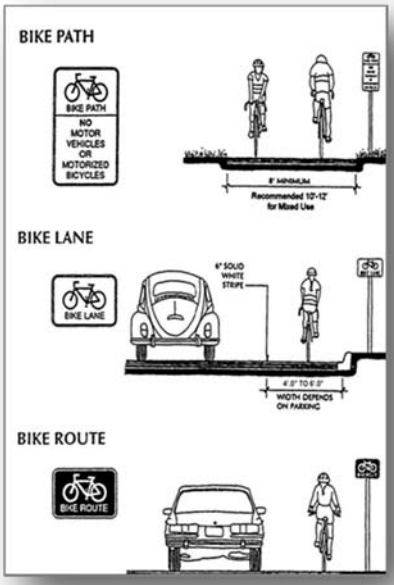
PEDESTRIAN FACILITIES EXISTING CONDITIONS

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

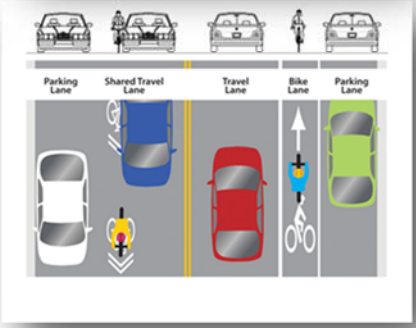
The City of Placerville adopted its Non-Motorized Transportation Plan in October 2010 with an overall goal of providing a safe, efficient, and convenient network of non-motorized facilities that establish active transportation as a viable option in the City of Placerville. The Plan includes an inventory of the sidewalk conditions. The Non-Motorized Transportation Plan includes proposals for new bikeway facilities but does not include specific proposals for additional sidewalks. In 2007 the City of Placerville also adopted the Pedestrian Circulation Plan (PCP). The PCP provides prioritized project proposals and options for funding a subsequent "Pedestrian Circulation Improvement Program" for the ultimate construction and maintenance of an extensive sidewalk network throughout the City. Similarly, in 2003 El Dorado County adopted the Sacramento Placerville Transportation Corridor (SPTC) Master Plan to address pedestrian transportation and circulation along the 28 mile corridor in El Dorado County. Currently, no pedestrian circulation plan has been developed for the unincorporated areas of the Western Slope of El Dorado County. As such, when new and/or existing transportation facilities are developed and when maintenance of existing facilities is performed, consideration should be given for pedestrian facilities. Until such time that a pedestrian circula-

tion plan identifies and prioritizes specific pedestrian improvements shall be considered on a project by project basis. Furthermore, pedestrian improvements shall be consistent with the most currently accepted engineering standards and consider connections to public transit, activity, employment, education, and residential centers.

BICYCLE FACILITIES EXISTING CONDITIONS



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 as a requirement of new residential and commercial development. Where appropriate, bicycle facilities have been developed throughout El Dorado County as means to more alternatives to the typical automobile trip. While these 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 such as from Placerville to Apple Hill and on Green Valley Road from the County line to Francisco Drive. Tables 10-1 and 10-2 show the existing Bicycle transportation facilities in the City of Placerville and El Dorado County respectively.



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, dated July 1, 2015 Chapter 1000 has been adopted and is followed by El Dorado County. Caltrans standards are based largely on standards developed by the American Association of State Highway and Transportation Officials (AASHTO). The California Manual of Uniform Traffic Control Devices (CAMUTCD 2014) edition which includes the Federal Highway Administration (FHWA) MUTCD 2009 edition dated December 19, 2009 contains standards for bikeway signage. The most current bikeway standards approved by FHWA, Caltrans, and AASHTO will be implemented for all bikeway design and construction. The HDM, Chapter 1000 emphasizes that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways; that one is better than the other. Each class of bikeway has its appropriate application. Brief descriptions of the four most common bikeway facilities, summarized from descriptions provided in the HDM, Chapter 1000, and their typical cross sections are as follows:

Shared Roadway (No Bikeway Designation) – Most bicycle travel in the State now occurs on streets and highways without bikeway designations and this may continue to be true in the future as well. In some instances, entire street systems may be fully adequate for safe and efficient bicycle travel, where signing and pavement marking for bicycle use may be unnecessary. In other cases, prior to designation as a bikeway, routes may need improvements for bicycle travel. Many rural highways are used by touring bicyclists for intercity and recreational travel. 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 Bikeway (Bike Path) – Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized.

Bike Paths are facilities with exclusive right of way, with cross flows by vehicles minimized. Motor vehicles are prohibited from bike paths, which can be reinforced by signing. Bike paths, unless adjacent to an adequate pedestrian facility, are for the exclusive use of bicycles and pedestrians, therefore any facility serving pedestrians must meet accessibility requirements. However, experience has shown that if regular pedestrian use is anticipated, separate facilities for pedestrians maybe beneficial to minimize conflicts. Sidewalks are not Bike paths because they are primarily intended to serve pedestrians, generally cannot meet the design standards for Bike paths, and do not minimize vehicle cross flows. Sidewalks are not to be designated for bicycle travel. Wide sidewalks that do not meet design standards for bicycle paths or bicycle routes also may not meet the safety and mobility needs of bicyclists. Wide sidewalks can encourage higher speed bicycle use and can increase the potential for conflicts with turning traffic at intersections as well as with pedestrians and fixed objects.

Class II Bikeway (Bike Lane) – Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose is to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. A more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking on given streets in order to delineate bike lanes. In addition, other things can be done on bike lane streets to improve the situation for bicyclists that might not be possible on all streets.

Class III Bikeway (Bike Route) – Bike routes are shared facilities which serve either to:
(a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
(b) Designate preferred routes through high demand corridors.

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. The use of sidewalks as Class III bikeways is strongly discouraged.

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). Bike route facilities are facilities shared with motor vehicles on the street, which are established by placing bike route signs along roadways. Additional enhancement of bike route facilities can be provided by adding shared roadway markings along the route.

TABLE 10-1: Existing Bikeways in the City of Placerville

Location	Type of Bikeway Facility
Main Street	Class II Bike Lanes – Main Street to Canal Street
Ray Lawyer Drive	Class II Bike Lanes – Placerville Drive to Forni Road
Placerville Drive	Class II Bike Lanes – US 50 to Ray Lawyer Drive
Point View Drive	Class II Bike Lanes – Broadway to Smith Flat Road
Combellack Road	Class II Bike Lanes – State Route 49 to Canal Street
El Dorado Trail	Class I Bikeway – Dimity Road to Jacquier Road
El Dorado Trail	Class I Bikeway – Dimity Road to Mosquito Road
El Dorado Trail	Class I Bikeway – Clay Street to Mosquito Road
El Dorado Trail	Class I Bikeway – Clay Street to Bedford Avenue
El Dorado Trail	Class I Bikeway – Ray Lawyer Drive to Forni Road / Lower Main Street

TABLE 10-2: Existing Bikeways in El Dorado County

Location	Type of Bikeway Facility
El Dorado County near Diamond Springs	Bicycle Warning Sign near Koki Lane on SR 49
El Dorado County near Latrobe	Bicycle Warning Sign on Latrobe Road
El Dorado County near Folsom	Bicycle Warning Sign on Salmon Falls Road
El Dorado Hills	Class I Bike Path – Along Bass Lake Road from Bass Lake Fire Station to Serrano Parkway
El Dorado Hills	Class I Bike Path – Within the Sacramento Municipal Utility District power line easement between Silva Valley Parkway and the natural trail near New York Creek
El Dorado Hills Boulevard	Class I Bike Path- Near Serrano Parkway to Woedee Drive
El Dorado County near Cool	Class I Bikeway – Along State Route 193 between State Route 49 and American River Trail in Auburn Lake Trails
El Dorado County near Cool	Class I Bikeway – Along State Route 49 between State Route 193 and Northside School
El Dorado Trail near Placerville	Class I Bikeway – Jacquier Road to Los Trampas Drive, includes US 50 overcrossing and Forni Road to Missouri Flat Road and Weber Creek Bridge Bike/Pedestrian facility
El Dorado County near	Class I Bikeway-Harvard Way to Clermont Way to the El Dorado Hills Community Services District
El Dorado County near Cameron Park	Class II Bike Lanes on Cameron Park Drive – Winterhaven Drive to Alhambra Drive
El Dorado Hills	Class II Bike Lanes on Francisco Drive from El Dorado Hills Boulevard to Cambria Way
El Dorado Hills	Class II Bike Lanes on Green Valley Road – 400 feet west of El Dorado Hills Boulevard to County Line
El Dorado County near Cameron Park	Class II Bike Lanes on Green Valley Road – Cameron Park Drive to Pleasant Grove Middle School
El Dorado Hills	Class II Bike Lanes on Latrobe Road – Golden Foothill Parkway to Town Center Drive
El Dorado County near Diamond Springs	Class II Bike Lanes on Missouri Flat Road from US 50 to Golden Center Drive
El Dorado Hills	Class II Bike Lanes on Sophia Parkway
El Dorado Hills	Class II Bike Lanes on White Rock Road – Latrobe Road to Carson Street
El Dorado Hills	Class II Bike Lanes on White Rock Road–Joerger Cut-Off Road to Latrobe Road
El Dorado County near Camino	One Bicycle Warning Sign/Share the Road Sign on North Canyon Road and one on Larson Road
El Dorado Hills	Three Class III Bike Route Signs; one at Harvard Way, two at Governor's Drive Intersection
El Dorado County near Coloma	Two Bicycle Warning Signs/Share the road Signs, Bike Lanes in Coloma from the American River Bridge to Marshall Road

NON-MOTORIZED TRANSPORTATION NEEDS ASSESSMENT

For the purposes of the needs assessment discussion non-motorized 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 fossil fuel costs, and a desire to live within livable walkable communities, the demand for these facilities is growing. While still not a primary mode of transportation, many studies document the potential of walking or riding a bicycle 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. The 2009-2013 ACS provides sample data about means of transportation to

work. Table 10-3 shows commuting mode share for El Dorado County and the Census Designated Places within the west slope of El Dorado County according to the 2010-2013 ACS. Data within Table 10-3 is for work trips only and does not include trips made for recreational or other utilitarian purposes.

The ACS also looked at non-motorized transportation across varying community types, these being City, Suburb, or Outside Metro Areas. This data states,

> *"Within regions and metropolitan areas, the likelihood of walking or bicycling to work varies across community types such as cities or "suburbs. Downtown areas within cities accommodate high population and worker densities, particularly during typical business hours. Cities respond to the challenge of accommodating a large number of people traveling to, from, and within their boundaries with varied strategies, but walkability is a common concern. Rates of walking to work are highest for workers living in a principal city within a metropolitan area at 4.3 percent, compared with 2.4 percent for workers in suburbs, and 1.9 percent outside of metropolitan areas."*

TABLE 10-3: American Community Survey Mode Share %, 2009-2013

Jurisdiction	Automobile	Transit	Pedestrian	Worked at Home	Other*
El Dorado County	87	1.2	**2.2**	7.6	**1.9**
City of Placerville	87.9	0.6	**2.4**	7.0	**2.1**

*Includes Bicycle Trips
Source: American Community Survey, 2009-2013

Many factors influence the decision to ride a bicycle or walk, and studies show that the primary factor is lack of safe, appropriate, and effective facilities which serve the needs of the potential users of each respective community. In order for non-motorized 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 connection from the home, transit stop, or other mode 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 non-motorized 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 non-motorized 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. These facilities need to follow the most currently accepted standards while supporting the needs of all users.

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

NON-MOTORIZED TRANSPORTATION ACTION PLAN

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

The Action Plan for non-motorized transportation includes projects derived from the El Dorado County Bicycle Transportation Plan, the City of Placerville Non-Motorized Transportation Plan, and the City of Placerville Pedestrian circulation Plan. Table 10-4 is the RTP short-term action plan which takes into account the historical and projected funding levels in El Dorado County for non-motorized projects. The long-term action plan in in Table 10-5 includes projects from Tiers 2 and 3 from the El Dorado County Bicycle Transportation Plan. Table 10-5 also includes long-term projects from the City of Placerville Non-Motorized Transportation Plan. Estimated year of completion dates are not available for non-motorized projects; therefore, the cost estimates are shown in 2015 dollars.

The Non-Motorized Action Plan implements **GOAL: NON-MOTORIZED TRANSPORTATION** of the Policy Element of this RTP, which pertains to non-motorized transportation:

- **Promote a safe, convenient, and efficient non-motorized transportation system which is part of a balanced overall transportation system for all users.**

TABLE 10-4: Non-Motorized Transportation Short-Term Action Plan (2015-2025)

PROJECT	SEGMENT/ DESCRIPTION	PLANNING LEVEL COST ESTIMATE*	RESPONSIBLE/ SUPPORT AGENCY
Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	$1,500,000	El Dorado County TD, El Dorado Hills CSD
Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	$300,000	El Dorado County TD, El Dorado Hills CSD
Broadway Bike Lanes	Main Street to Blairs Lane	$300,000	City of Placerville
Broadway Bike Lanes	Blairs Lane to Schnell School Road	$50,000	City of Placerville
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 TD
Cambridge Drive	Merrychase Drive to Crazy Horse Road	$75,000	El Dorado County
Carson Road Bike Lanes	Jacquier Road to Larsen Drive (on climbing shoulder)	$787,500	El Dorado County TD
Coach Lane Bike Lanes	Entire Length	$131,250	El Dorado County TD
Commerce Way Bike Route	Entire Length	$1,000	El Dorado County TD
Construct Class II Bike Lane	State Route 49 in Placerville to Gold Hill Rd	$2,880,000	Caltrans
Country Club Drive Bike Lanes	Phase 1: Cameron Park Drive to Cambridge Road	$350,000	El Dorado County TD
Durock Road Bike Lanes	Entire Length	$350,000	El Dorado County TD
El Dorado County ADA Transition Plan	N/A	$202,086	El Dorado County TD
El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	$297,500	El Dorado County TD, El Dorado Hills CSD
El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley's Center	$200,000	El Dorado County TD, El Dorado Hills CSD
El Dorado Hills Boulevard Bike Path Phase 1	Sign and stripe existing Class I Paths in two locations: 1) from Harvard Way to St. Andrews 2) from Governors Drive to Brittney Way	$10,000	El Dorado County TD, El Dorado Hills CSD
El Dorado Hills New York Creek Trail Phase 2	Class I Bike Path from El Dorado Hills Boulevard to natural trail at New York Creek	$1,000,000	El Dorado County TD, El Dorado Hills CSD
El Dorado Hills to Bass Lake Connection Phase 1	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road, use existing roadway as Class I Bike Path between gates from Tong to Old Bass Lake Road	$25,000	El Dorado County TD, El Dorado Hills CSD

TABLE 10-4: Non Motorized Transportation Short-Term Action Plan (2015-2025)

PROJECT	SEGMENT/ DESCRIPTION	PLANNING LEVEL COST ESTIMATE*	RESPONSIBLE/ SUPPORT AGENCY
El Dorado Trail	Class I Bike Path from Los Trampas Drive to Halcon Road	$1,050,000	El Dorado County TD
El Dorado Trail – Missouri Flat Road Bike/Pedestrian Overcrossing	Bicycle and pedestrian overcrossing of Missouri Flat Road at the El Dorado Trail	$2,705,000	El Dorado County TD
El Dorado Trail in Placerville	Clay Street to Bedford Avenue, Ray Lawyer Drive to Main Street	$205,000	City of Placerville, Caltrans
El Dorado Hills	New York Creek Trail Phase 2	$1,000,000	El Dorado County
Enterprise Drive Bike Route	Entire Length	$1,000	El Dorado County TD
Gold Hill Road Bike Route	SR 49 to Lotus Road	$4,000	El Dorado County TD
Green Valley Road Bike Lanes	Class II Bike Lanes from Loch Way to Pleasant Grove Middle School	$320,000	El Dorado County TD, El Dorado Hills CSD
Harvard Way Bike Path	From Clermont Road to El Dorado Hills Boulevard	$200,000	El Dorado County TD, El Dorado Hills CSD
Jacquier Road Bike Lanes	Placerville City limit to Carson Road	$175,000	El Dorado County TD
Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/ SPTC	$525,000	El Dorado County TD
Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	$525,000	El Dorado County TD
Main Street Shared Roadway Marking and Bike Route Signage	Spring Street to Clay Street	$7,500	City of Placerville
Mallard Lane/Green Valley Road Bike Lanes	City Limit to Green Valley Road / Mallard Lane to Placerville Drive	$150,000	City of Placerville
Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	$525,000	El Dorado County TD
Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	$20,000	El Dorado County TD
Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	$175,000	El Dorado County TD
Middletown Road Bike Lanes	Canal Street to Cold Springs Road	$300,000	City of Placerville
Missouri Flat Road Bike Lanes	Phase 1: Campus Drive to existing Class II on the south side of US 50	$350,000	El Dorado County TD
Missouri Flat Road Bike Lanes	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	$175,000	El Dorado County TD
Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	$175,000	El Dorado County TD
Old Bass Lake Rd – EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path	$200,000	El Dorado County TD

TABLE 10-4: Non-Motorized Transportation Short-Term Action Plan (2015-2025)

PROJECT	SEGMENT/DESCRIPTION	PLANNING LEVEL COST ESTIMATE*	RESPONSIBLE/ SUPPORT AGENCY
Palmer Drive Bike Lanes	Entire Length	$87,500	El Dorado County TD
Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	$200,000	El Dorado County TD
Placerville Drive Bike Lanes	Green Valley Road to Forni Road / US 50	$150,000	City of Placerville
Pleasant Valley Road Bike Lanes	Phase 1: Big Cut Road to Missouri Flat Road	$350,000	El Dorado County TD
Pleasant Valley Road Bike Lanes	Phase 2: Missouri Flat Road to Mother Lode Drive	$525,000	El Dorado County TD
Pleasant Valley Road Bike Lanes	Big Cut Road to Sly Park Road	$1,575,000	El Dorado County TD
Ponderosa Road Bike Lanes	US 50 to Meder Road	$131,250	El Dorado County TD
Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	$12,500	El Dorado County TD
Saratoga Way Extension Class II Bike Lanes	Class II Bike Lanes included in extension of Saratoga Way from Finders Way to County Line	$75,000	El Dorado County TD
Silva Valley Bike Lanes	From the new connection with White Rock Road to Harvard Way	$300,000	El Dorado County TD, 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 TD, El Dorado Hills CSD
SPTC / El Dorado Trail	Class I Bike Path from Latrobe to El Dorado County Line	$2,800,000	El Dorado County TD, El Dorado Hills CSD
SPTC/El Dorado Trail	Class I Bike Path from El Dorado Road to Mother Lode Drive	$1,500,000	El Dorado County TD
SPTC/El Dorado Trail	Class I Bike Path from Missouri Flat Road to El Dorado Road	$4,165,000	El Dorado County TD
Tong Road – EDH to Bass Lake Connection	Phase 1: Silva Valley Parkway to Bass Lake Connection Entire Length Class III	$2,500	El Dorado County TD
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.	$1,504,000	El Dorado County TD
Upper Broadway Bike Lanes	Schnell School Road to Point View Drive	$575,000	City of Placerville
US 50 / El Dorado Hills Pedestrian Overcrossing	Pedestrian Overcrossing from near Raley's Center to El Dorado Hills Town Center	$6,783,000	El Dorado County TD, El Dorado Hills CSD
White Rock Road Bike Lanes	From El Dorado County Line to Carson Crossing Road	$50,000	El Dorado County TD, El Dorado Hills CSD
TOTAL*		**$38,822,586**	

*Delivery year for short-term projects (2015-2025) are not determined and therefore 2015 cost estimates are used.

TABLE 10-5: Non-Motorized Transportation Long-Term Action Plan (2026-2035)

*Delivery year for long-term projects (2026-2035) are not determined and therefore 2015 cost estimates are used.

TIER 2 Proposed Improvements			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**Bikeway Facility**
El Dorado Hills Blvd Bike Lanes	Phase 2: Governors Dr.,/ Street Andrews to Green Valley Road	1.5	Class II Bike Lanes
El Dorado Hills SMUD Trail	Within the SMUD powerline easement between El Dorado Hills Boulevard and Sophia Parkway	1.2	Class I Bike Path
Latrobe Road	US 50 to Deer Creek	2.5	Class II Bike Lanes
Valley View Bike Paths	Along Valley View parkway to schools, parks, and Village Center	1.5	Class II Bike Lanes
Valley View Parkway	Entire Length	1.5	Class II Bike Lanes
Harvard Way	Entire Length	.5	Class II Bike Lanes
Ambiance Drive	Sophia Parkway to Brittany Way	1	Class II Bike Lanes
Brittany Way	Ambiance Drive to El Dorado Hills Boulevard	.5	Class II Bike Lanes
El Dorado Hills Town Center	Through entire commercial center	1	Class II Bike Lanes
Serrano Parkway	Entire Length	3.5	Class II Bike Lanes
Saratoga Drive	Entire Length	1	Class II Bike Lanes
Country Club Drive	Phase 2: Cambridge Road to Bass Lake Road	2	Class II Bike Lanes
Green Valley Road	Cameron Park Drive to Lotus Road	5	Class II Bike Lanes
Meder Road	Phase 2: Paloran Court to Ponderosa Road	1	Class II Bike Lanes
Cambridge Drive	Country Club Drive to Merrychase Drive	.5	Class II Bike Lanes
Cambridge Drive	Green Valley Road to Country Club Drive	3	Class II Bike Lanes
Mother Lode Drive	US 50 to French Creek	.5	Class III Bike Lanes
Castana Drive	Entire Length	.5	Class II Bike Lanes
Covello Circle	Castana Drive to end on eastern side	.25	Class III Bike Lanes
Cameron Park – Bass Lake Bike Path connection	Covello Circle to Magnolia Hills Development at Summer Drive	1	Class III Bike Lanes
Latrobe Road Bike Lanes	South Shingle to SPTC	1	Class II Bike Lanes
South Shingle Road	Latrobe Road to School	1	Class II Bike Lanes
Forni Road	Missouri Flat Road to Enterprise Drive	1	Class II Bike Lanes
Mother Lode Drive Bike Lanes	Phase 2: Lindberg Avenue to Pleasant Valley Road	2	Class II Bike Lanes
Carson Road	Jacquier Road to Larsen Drive	4.5	Class II Bike Lanes on climbing shoulder
Missouri Flat Road Bike Path	Class I Bike Path on north side of Missouri Flat Road	.25	Class I Bike Path
SR 49	Placerville to Gold Hill Road	3	Class II Bike Lanes
Big Cut Road	Pleasant Valley Road to the City of Placerville	3	Class III Bike Lanes
Fort Jim Road	Entire Length	2	Class III Bike Lanes
Lindberg Avenue	Mother Lode Drive to Forni Road	1	Class III Bike Lanes
Snows Road	Carson Road to Fuji Court	.75	Class II Bike Lanes
Pony Express Trail Road	Carson Road to Sly Park Road	6	Class II Bike Lanes
Carson Road	Snows Road to Pony Express Trail Road	.5	Class III Bike Lanes

TABLE 10-5: Non-Motorized Transportation Long-Term Action Plan (2026-2035)

*Delivery year for long-term projects (2026-2035) are not determined and therefore 2015 cost estimates are used.

TIER 2 Proposed Improvements			
Roadway, Route or Project Name	**Segment**	**Segment Distance (miles)**	**Bikeway Facility**
Mt Aukum Road	Fairplay Road to Blackhawk Lane	6.5	Class III Bike Lanes
Mt Aukum Road/E16	Fairplay Road to Mt Creek/Pioneer Schools	1	Class III Bike Lanes
Fairplay Road	Mt Aukum Road to Unser Way/Pioneer Park	.5	Class III Bike Lanes
Mt Aukum Road	Blackhawk Lane to Fairplay Road	6.5	Class III Bike Lanes
SR 49	Cold Springs Road to Cool	11	Class II Bike Lanes
SR 49 (also map 4)	Placerville to Gold Hill Road	3	Class II Bike Lanes
Lotus – Coloma Bike and Pedestrian Bridge	Beach Court in Coloma to Henningsen Lotus Park	.5	
Lotus Road Bike Lanes	Green Valley Road to SR 49	4.5	Class II Bike Lanes
SR 193	Through Georgetown	1	Class II Bike Lanes
SR 193	Auburn Lake Trails to Wentworth Springs Road	11	Class II Bike Lanes
Garden Valley Road	Near schools in Garden Valley	1	Class II Bike Lanes
Marshall Road	SR 49 to Prospector Road	.5	Class II Bike Lanes
Marshall Road	Near Schools in Garden Valley	1	Class II Bike Lanes
Marshall Road	Through Georgetown	1	Class II Bike Lanes
Lotus Road Bike Lanes	Phase 2: Green Valley Road to Gold Hill Road	3	Class II Bike Lanes
Newtown Road Bike Lanes	Parkway Drive to Pleasant Valley Road	5	Class II Bike Lanes
Sly Park Road Bike Route	Mormon Emigrant Trail to US 50	4.5	Class III Bike Route
SPTC – El Dorado Trail	Mother Lode Drive in El Dorado to Mother Lode Drive in Shingle Springs	4.75	Class I Bike Path

TABLE 10-5: Non-Motorized Transportation Long-Term Action Plan (2026-2035)

TIER 3 Proposed Improvements

Roadway, Route or Project Name	Segment	Segment Distance (miles)	Bikeway Facility
Village Center Drive	Entire Length	.5	Class II Bike Lanes
Windplay Road	Entire Length	.25	Class II Bike Lanes
Golden Foothill Parkway	Entire Length	2	Class II Bike Lanes
Sheffield Drive	Entire Length	1	Class III Bike Lanes
Francisco Drive	Sheffield Drive to Green Valley Road	1.5	Class III Bike Lanes
Lakehills Drive	Sheffield Drive to El Dorado Hills Boulevard	1	Class III Bike Lanes
South Shingle Road	SPTC to US 50	.75	Class II Bike Lanes
Wild Chaparral Dr	Ponderosa Road to end	.75	Class II Bike Lanes
North Shingle Road	Ponderosa Road to Sports Field Dr	.5	Class II Bike Lanes
Oxford Road	Entire Length	.5	Class III Bike Lanes
Merrychase Drive	Entire Length	.75	Class III Bike Lanes
Shingle Lime Mine Road	Durock Road to SPTC	.5	Class III Bike Lanes
Latrobe Road Bike Lanes	SPTC to El Dorado County/Amador County Line	3	Class II Bike Lanes
SPTC – El Dorado Trail	Mother Lode Drive in Shingle Springs to Shingle Lime Mine Road	2.5	
SPTC/El Dorado Trail	Shingle Lime Mine Road to Latrobe Road	8	
Mother Lode Drive Bike Lanes	Phase 3: Pleasant Valley Road to South Shingle Road	4	Class II Bike Lanes
SR 49	Pleasant Valley Road to Union Mine Road	.5	Class II Bike Lanes
Lindberg Avenue	Mother Lode Drive to Forni Road	1	Class III Bike Lanes
Patterson Drive	Pleasant Valley Road to Crusader	.75	Class III Bike Lanes
Crusader Road/Cash Boy Road/ Crystal Dr/Tullis Mine Road	Patterson Drive to Pleasant Valley Road	1	Class III Bike Lanes
Zandonnella Road	Entire Length	1	Class III Bike Lanes
Union Mine Road	Entire Length	4	Class III Bike Lanes
SPTC – El Dorado Trail	Halcon Road to Snows Road in Camino	4	
Happy Valley Road/Cutoff	Mt Aukum to Happy Valley Cutoff to Mt Aukum Road	1.5	Class III Bike Lanes
Grizzly Flat Road	Glen Drive to Sciaroni Road	.5	Class II Bike Lanes
Sciaroni Road/Tyler Road	Grizzly Flat Road to Grizzly Pines School	.5	Class II Bike Lanes
Sly Park Road	Mormon Emigrant Trail to Pleasant Valley Road	6	Class III Bike Route
Fairplay Road	Pioneer Park to Omo Ranch Road	4.2	Class III Bike Route

TABLE 10-5: Non-Motorized Transportation Long-Term Action Plan (2026-2035)

City of Placerville Proposed Bikeway Facilities—Class II Bike Lanes

Roadway, Route or Project Name	Segment	Segment Distance (miles)
Green Valley Road	Placerville Drive to Mallard Lane	.24
Forni Road	Ray Lawyer Drive to US 50/Placerville Drive	.5
Cold Springs Road	City Limit to Placerville Drive	.5
Pierroz Road	Cold Springs Road to Placerville Drive	.25
Placerville Drive	Bridge over Hangtown Creek	.10
SR 49	City Limit to Green Street	1
Spring Street	SR 49 to Pleasant Street	.25
Bee Street	Entire Length	.25
Main Street	Spring Street to Canal Street	.25
Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	.20
Marshall Way	Cedar Ravine to Marshall Hospital	.25
Clay Street	Coleman Street to Arizona Way	.5
Mosquito Road	Dimity Lane to Broadway	.25
Schnell School Road	Broadway to Carson Road	.25
Broadway	Main Street to Schnell School Road	.5
Tunnel Street	Spring Street to Robin Court	.25
Cedar Ravine	Washington Street to Lyon Park	1
TOTAL CLASS II BIKE LANES PROPOSED		**6.79**

City of Placerville Proposed Bikeway Facilities — Class III Bike Routes

Roadway, Route or Project Name	Segment	Segment Distance (miles)
Armory Drive	Entire length	.25
Canal Street	Entire length	.75
Bedford Avenue	Pleasant Street to Gold Bug Park	.75
Moulton Dr/Markham Dr	Entire length	.25
Coloma Court	Entire length	.25
Coloma Street /SR 49	Green Street to US 50 Overcrossing	.5
Benham Street	Entire length	.25
Big Cut Road	To City limit	.5
Spring Street	US 50 to Pleasant Street	.25
Main Street	Spring Street to Clay street	.25
Cedar Ravine	Main Street to Marshall Way	.25
Washington Street	Main Street to Cedar Ravine	.25
Sherman Street / Thompson Street / Sheridan Street	Washington Street to Sierra School / Main Street	.35
Spanish Ravine Road	Connection from Main Street to McDonald's parking lot	.25
Clay Street	Arizona Way to Mosquito Road	.5
Carson Road	Broadway to Dimity Lane	.25
Dimity Lane	Mosquito Road to Carson Road	.25
TOTAL CLASS III BIKE ROUTES PROPOSED		**6.1**

TABLE 10-5: Non-Motorized Transportation Long-Term Action Plan (2026-2035)

City of Placerville Proposed Bikeway Facilities—Class I Bike Routes

Roadway, Route or Project Name	Segment	Segment Distance (miles)
Government Center to Fairgrounds Connector	Fair Lane Court to El Dorado County Fairgrounds	.10
Government Center Placerville Drive Connector	Fair Lane to Armory Way	.5
Quartz Mountain Bike Path	Quartz Mountain Road to Robin Court / Tunnel Street	.25
TOTAL CLASS I BIKE PATHS PROPOSED		**2.35**

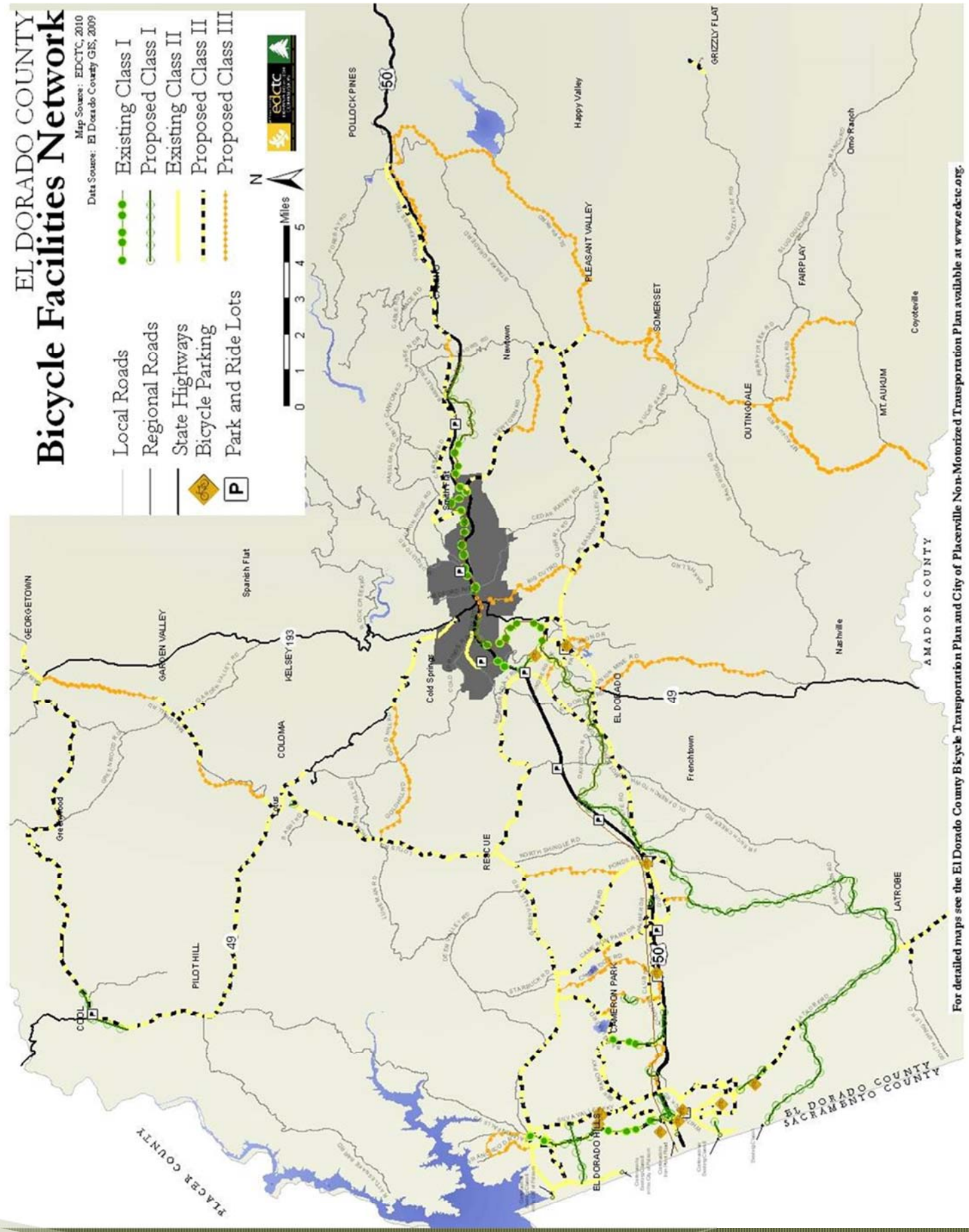
City of Placerville Proposed Bicycle Facilities—Bike Racks and Lockers

Roadway, Route or Project Name	Segment
Bike Racks	Lower Broadway, near Taco Bell, Rite Aid
Bike Racks	Upper Broadway, near Grocery Outlet
Bike Racks	Placerville Station on Mosquito Road
Bike Racks	At Raley's Center on Placerville Drive
Bike Racks	At any new Park and Ride Lot in the City of Placerville

TABLE 10-6: Cost Estimates for Non-Motorized Transportation Long-Term Action Plan (2026-2035)

Facility Type	Miles Proposed	Approximate Cost
Class I Bike Path	49.2	$12,940,000
Class II Bike Lanes	157.7	$16,320,000
Class III Bike Route	72.45	$269,750
Total	**279.35**	**$29,529,750**

MAP 10-1: El Dorado County Bicycle Facilities Network



Chapter 11

Transportation Systems Management

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

The differences between the three concepts are subtle. Each contains alternative transportation measures, such as carpooling, transit, bicycling, walking, vanpooling, compressed work weeks, and telecommuting. TSM's emphasize the reduction of traffic congestion by increasing the person-trip capacity of existing transportation systems. As such, TSM techniques also include restriping roadways for channelization, ramp metering, and establishment of freeway auxiliary lanes. TCM's are geared towards reducing air pollution through techniques such as alternative fuel vehicles. Typical TDM strategies include the provision of public information and incentives for carpooling, vanpooling, bicycling, or using public transit, primarily for work trips. Strategies to encourage telecommuting, or working from home, or alternate work schedules that encourage travel during off-peak hours are also considered TDM. TSM's and TDM elements are monitored by EDCTC to determine usage and opportunities for improvements. Collection and analysis of this TSM and TDM usage and demand data, such as HOV lane usage, park-and-ride usage, and ridesharing volumes, is used to prioritize and position projects and programs for available funding.

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 freight 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 7

provides a comprehensive overview of the public transportation services provided by the El Dorado County Transit Authority (EDCTA). EDCTA provides commuter bus services to downtown Sacramento as well as local fixed routes, deviated fixed routes, Dial-a-Ride, demand response, intercity commuter service, and contracted social service transportation.

RIDESHARING

There are several coordinated ridesharing programs that serve El Dorado County. The Sacramento Area Council of Governments (SACOG) manages the Regional Rideshare Program covering El Dorado, Placer, Sacramento, Yolo, Yuba, and Sutter counties. The Regional Rideshare Program is a Transportation Control Measure, included in the 2009 State Implementation Plan for Air Quality for the Sacramento Region. Under federal law, the Regional Rideshare Program must be provided as long as the Sacramento Region is designated a non-attainment area for the federal eight-hour ozone air quality standard. The purpose of the Regional Rideshare Program is to encourage carpooling and the use of alternative transportation modes for traveling to work, school, personal trips, and recreation. The Regional Rideshare Program includes the toll-free 511 phone number 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 two private commercial vanpool leasing firms, Enterprise Rideshare and Vanpool Service Inc. (VPSI). Currently several employee operated commuter vanpools provide transportation for employees who reside in El Dorado Hills, Diamond Springs, Shingle Springs, Pollock Pines, and Placerville. Through the private providers, as of October 2010 there were 13 commercially leased vans which are utilized for the sole purpose of commuting to and from El

Dorado County. The commute patterns for 6 of the 13 commuter vans operating in El Dorado County are as follows:

VPSI:

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

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

DST OUTPUT

One of the largest employers in El Dorado County, DST Output has seven vanpools traveling to El Dorado Hills from South Sacramento (five vanpools) and Elk Grove (two vanpools). The vanpools carry more than 75 passengers to their jobs each day. The vans are leased by Enterprise exclusively for vanpools.

50 CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

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

BICYCLING AND WALKING

Promotional events that encourage bicycling and walking as a transportation mode in El Dorado County have continually seen annual increases in participation. EDCTC works closely with the 50 Corridor Transportation Management Association and SACOG to promote “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 (See Map 7-1).

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.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

TELECOMMUTING, COMPRESSED WORK WEEKS, AND FLEXIBLE WORK HOURS

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

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

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

Flexible work hours may reduce the number of work trips per week, but seek to reduce traffic congestion by shifting some trips out of the peak period. Employers using flexible hours may allow workers to vary time of arrival and departure daily, 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.

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.

TRANSPORTATION SYSTEMS MANAGEMENT/ TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN

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

The TSM Action Plan implements **GOAL: TRANSPORTATION SYSTEMS MANAGEMENT**, Objective B, of the Policy Element of this RTP, which pertains to TDM and reads as follows:

- ***Support advancement of Transportation Demand Management (TDM) in a thorough, cost-effective manner which reflects the needs of the region.***

TABLE 11-1: TSM/TDM Action Plan (2015-2035)

Project Description	Responsible/Support Agencies
Work cooperatively with neighboring jurisdictions to implement ITS improvements in the region	El Dorado County, SACOG, TRPA, NCTC, PCTPA, ACTC, Caltrans
Continue to work cooperatively with Caltrans, SACOG, SMAQMD, and 50 Corridor.com on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation	Caltrans, SACOG, SMAQMD, EDCTC, 50Corridor.com, local employers, School Districts
Implement traffic flow improvements on regionally significant roadways	EDCTC, Local Jurisdictions, Caltrans
Improve and expand public transportation systems as feasible	EDCTC, EDCTA
Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities and Park-and-Ride lots	EDCTC, EDCTA, Local jurisdictions, Caltrans
Work cooperatively to implement school congestion mitigation programs, such as Safe Routes to School and walking school buses	El Dorado County, City of Placerville, School Districts, EDCTC
Expand broadband internet access to rural areas of El Dorado County to support telecommuting opportunities	EDCTC, SACOG, Local jurisdictions
Expand the use of alternative fuels to reduce impacts on air quality	EDCTC, SACOG, EDC AQMD, SMAQMD, EDCTA, Local jurisdictions
Maintain a Freeway Service Patrol program along US 50	EDCTC, CHP, Caltrans, SACOG

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Chapter 12

Intelligent Transportation Systems

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

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

INTELLIGENT TRANSPORTATION SYSTEMS DEFINED

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

COMMON ITS APPLICATIONS

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

ADVANCED TRAVELER INFORMATION SYSTEMS

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

ADVANCED TRAFFIC MANAGEMENT SYSTEMS

These systems employ a variety of relatively inexpensive detectors, cameras, and communication systems to monitor traffic, optimize signal timing on major arterials, and control the flow of traffic. Caltrans manages

ten Closed Circuit Television (CCTV) cameras in El Dorado County along US Highway 50 beginning at Spring Street and SR 49 and extending east to Echo Summit.

INCIDENT MANAGEMENT SYSTEMS

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

TRANSIT OPERATIONS MANAGEMENT

Transit Operations Management utilizes technology of Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL) technology to provide communications between transit agency vehicles and dispatch centers. AVI and AVL technology is currently being utilized in El Dorado County, and remains as one of the ongoing applications included in the ITS short-term action plan Table 12-1.

INTELLIGENT TRANSPORTATION SYSTEMS EXISTING CONDITIONS

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

NATIONAL ITS ARCHITECTURE

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

STATEWIDE ITS ARCHITECTURE AND SYSTEM PLAN

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

SACRAMENTO REGIONAL ITS PARTNERSHIP

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

CAPITOL VALLEY REGIONAL SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

The Capitol Valley Regional Service Authority for Freeways and Expressways was established in October 1991. The Capitol Valley Regional Service Authority for Freeways and Expressways is a multi-county

Service Authority for Freeways and Expressways (SAFE) containing six counties: El Dorado, Sacramento, San Joaquin, Yolo, Yuba, and Sutter. SACOG provides staffing and management for SAFE.

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

TAHOE GATEWAY INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEPLOYMENT PLAN

The Tahoe Gateway Counties ITS Systems Strategic Deployment Plan, completed in 2002, involved a collaborative effort of the counties of Sierra, Placer, El Dorado, and Nevada. The Plan focuses efforts on an area of approximately 5,500 square miles and nearly 450,000 people. The Strategic Deployment Plan was adopted by the EDCTC on June 6, 2002. The Tahoe Gateway Counties regional ITS architecture was created as a consensus view of what ITS systems the stakeholders in the region have currently implemented and what systems they plan to implement in the future to improve mobility to and from the Tahoe region. SACOG is responsible for maintaining and updating the Tahoe Gateway Regional Architecture as required in coordination with the Tahoe Gateway Maintenance Team. The Tahoe Gateway ITS plan can be viewed here: http://www.pctpa.net/tahoegateway/pdf/report1.pdf

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

RAMP METERS

Ramp meters at the El Dorado Hills Boulevard/US Highway 50 westbound on-ramp became operations in the summer of 2015. On US 50 there are twenty ramp meters planned for installation in El Dorado County.

TRAFFIC MONITORING STATIONS

Currently Caltrans operates 23 traffic monitoring stations along US Highway 50.

CHANGEABLE OR DYNAMIC MESSAGE SIGNS (CMS/DMS)

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

HIGHWAY ADVISORY RADIO

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

ROAD WEATHER INFORMATION SYSTEMS (RWIS)

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

TRAFFIC MANAGEMENT

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

TRAVELER INFORMATION

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

INTELLIGENT TRANSPORTATION SYSTEMS ACTION PLAN

The Action Element of the RTP identifies short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as 2015 to 2025 and the long-term horizon as projects or activities 2025 and beyond. High priority ITS projects planned for El Dorado County fall into the short-term horizon, and projects with a Medium or Low priority are included in the long-term horizon. Estimated years of completion are not available for ITS projects listed in the action plan; therefore, cost estimates are shown in 2015 dollars. There are five overall strategies used to identify appropriate ITS strategies applicable to El Dorado County.

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

The ITS Action Plan implements **GOAL: TRANSPORTATION SYSTEMS MANAGEMENT**, Objective B, of the Policy Element of this RTP, which pertains to ITS and reads as follows:

- ***Work with local jurisdictions and Caltrans to develop Intelligent Transportation System elements which enhance traveler information dissemination and help shape more efficient travel patterns and route alternatives.***

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

TABLE 12-1: ITS Short-Term Action Plan (2015-2025)

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

TABLE 12-2: ITS Long-Term Action Plan (2026-2035)

Regional/ Local	Project Description	Cost
Local	Continued Signal Coordination Improvements	$50,000
Local	Remote Traffic Control Workstation	$8,000
Local	Installation of CCTV	$390,000
Local	Long-Term Priority Corridor Deployment of ITS	$900,000
Local	Install bicycle detection at all major intersections	$6,000
Local	Install Ice Detection and Warning Systems	$200,000
Local	Install Downhill Speed Warning System on U.S. 50 Near Camino	$100,000
Local	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	$150,000
Local	AVI/AVL For Emergency Vehicles	$400,000
Local	Install Rock/Mudslide and Avalanche Detection and Warning System	$200,000
Regional	Install ramp metering at all interchanges along US 50	NA
Regional	Install dynamic messaging signs along US 50	NA
Regional	Regional Incident/Emergency Management Plan	NA
Regional	Portable Traffic Management Devices	$350,000
Regional	Medium-Term Regional ITS Plan Update	$200,000
Regional	Long-Term Regional ITS Plan Update	$200,000
Local	El Dorado County Capital Improvement Program: Future ITS Projects (EDC CIP#31202)	$5,833,211
TOTAL		$8,987,211

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Chapter 13
Financial Element

The Financial Element establishes the funding plan for transportation improvement projects and programs in El Dorado County which are included in the Action Element, Chapters 6 through 12 of the RTP. Project cost estimates used in this Financial Element are consistent with those included in the short-term and long-term action plans. The Financial Element includes a discussion of the following:

- explains the history of revenue sources and expenditures
- summarizes the project cost estimates of the short- and long-term action plans
- discusses the revenue projections from federal, state, and local sources
- compares project cost estimates and projected revenues
- identifies constrained and unconstrained project plans

HISTORY OF REVENUES AND EXPENDITURES

The El Dorado County Transportation Commission (EDCTC) allocates funds for a variety of transportation purposes, from constructing highway improvements and non-motorized facilities to maintaining local streets and roads to supporting transit services. Funding sources are often accompanied by rules and regulations guiding how funds may be allocated to specific projects. Figure 13-1 illustrates the programmed funding through EDCTC and surrounding jurisdictions over the period from 2010-2015. Table 13-1 illustrates the expenditures and project delivery success from the 2010-2030 RTP.

FIGURE 13-1: EDCTC Funding Expenditure History by Mode (2010-2015)

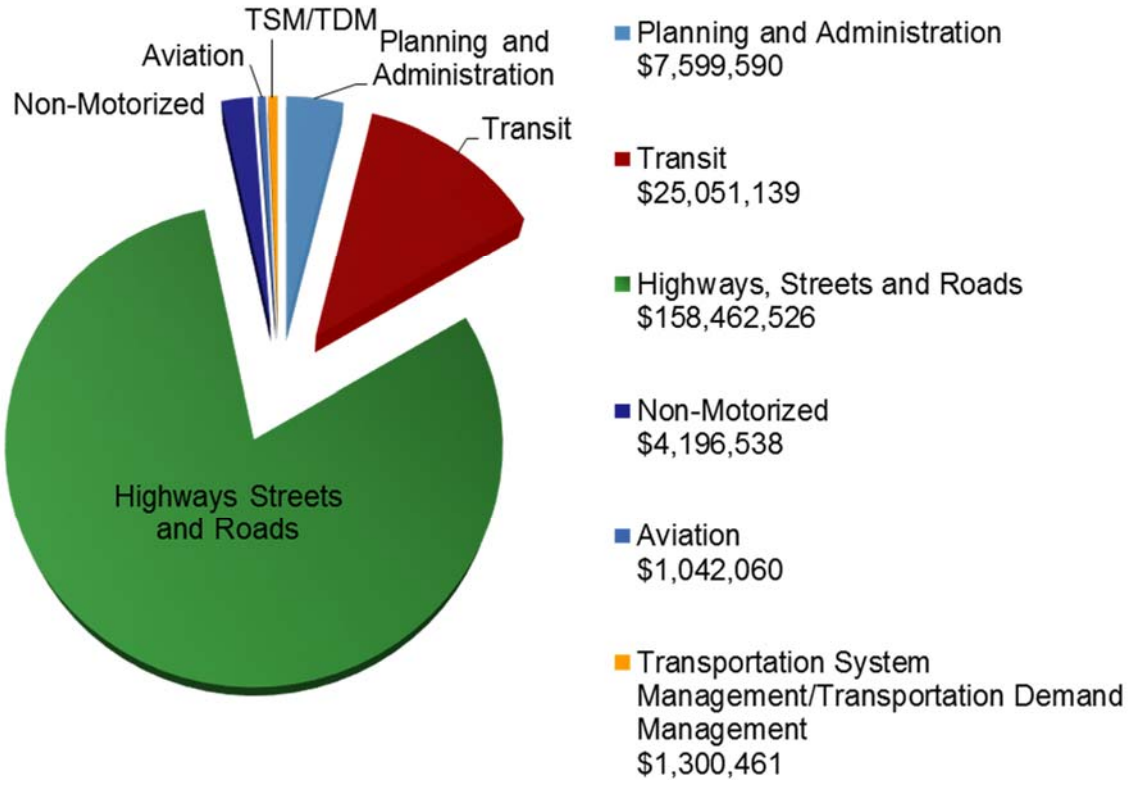

TABLE 13-1: 2010-2030 RTP Delivery Success

	2010-2030 RTP Short-Term Action Plan (2010-2020)		
Mode	**Projects**	**Projects Delivered**	**% of Total**
Regional Roadway Network	73	19	26%
Transit	12	5	42%
Aviation	23	7	30%
Non-Motorized	53	4	8%
Total	161	35	22%

	2010-2030 RTP Long-Term Action Plan (2021 and Beyond)		
Mode	**Projects**	**Projects Delivered**	**% of Total**
Regional Roadway Network	10	0	0%
Transit	10	5	50%
Total	20	5	25%

SUMMARY OF PROJECT COST ESTIMATES

Transportation project cost estimates identified in the Action Element of the 2015-2035 Regional Transportation Plan total over $2.5 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 13-2 shows the estimated cost for both the short-term and long-term action plans for each transportation mode. This table is included to illustrate the magnitude of funding needed to enhance and maintain the entire El Dorado County transportation system.

TABLE 13-2: Cost Estimates 2015-2035 Regional Transportation Plan El Dorado County 2015-2035 Regional Transportation Plan Cost Estimates (millions)

Transportation Mode	**Short -Term Action Plan 2015-2025** (2015 Dollars)	**Short-Term Action Plan 2015-2025** (Nominal* Dollars)	**Long -Term Action Plan 2026-2035** (2015 Dollars)	**Long-Term Action Plan 2026-2035** (Nominal* Dollars)
Regional Road Network	$785,476,431	$918,510,749	$649,785,389	$1,163,115,846
Transit	$100,124,153	$134,558,489	$95,089,000	$170,209,310
Aviation	$13,497,160	$18,139,054	$4,318,000	$7,798,788
Freight Movement	Component of the Regional Roadway Network Project Costs			
Non-Motorized Transportation	$38,822,586	$51,183,830	$29,529,750	$53,334,013
Transportation Systems Management	Component of the Regional Roadway Network, Non-Motorized, ITS Project Costs			
Intelligent Transportation Systems	$20,270,000	$27,241,185	$11,587,211	$18,831,903
Total	$958,190,330	$1,149,633,307	$790,309,350	$1,413,289,860

Source: SACOG Draft MTP 2016-2036

*Nominal dollars include real dollars plus inflation

SUMMARY OF PROJECT COST ESTIMATES

Transportation project cost estimates identified in the Action Element of the 2015-2035 Regional Transportation Plan total over $2.5 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 13-2 shows the estimated cost for both the short-term and long-term action plans for each transportation mode. This table is included to illustrate the magnitude of funding needed to enhance and maintain the entire El Dorado County transportation system.

ESTIMATED FUNDING REVENUES

Preparing forecasts of anticipated transportation revenues is a challenging task due to the ever-changing transportation funding picture in California. A key task in the preparation of a long-range transportation funding

TABLE 13-3: Estimated Funding Revenues 2015-2035 (dollars adjusted for Inflation to 2035
(in millions)

Anticipated Revenues 2015-2035 (Adjusted for Inflation)					
Funding	**Applicable Uses**	**Short Term 2015-2025**	**Long Term 2026-2035**	**Total**	**Annual Aver-age**
Federal Programs					
CMAQ - Urban	Roads, Transit, Non-Motorized, TDM, TCM	$27.50	$41.70	$69.20	$3.46
Regional Surface Transpor-tation Program (RSTP) Combined Urban and Rural	Highways, Roads, Transit, Non-Motorized, TDM, TCM	$22.40	$33.90	$56.30	$2.82
Federal Discretionary Pro-grams (ATP, TIGER, etc…)	Highways, Roads, Transit	$24.20	$40.50	$64.70	$3.24
FTA 5307 Urbanized Area Formula	Transit	$6.10	$9.20	$15.30	$0.77
FTA 5309 c Bus Allocations	Transit	$5.10	$7.70	$12.80	$0.64
FTA 5311 b Rural Assistance Program	Transit	$9.40	$14.20	$23.60	$1.18
State Programs					
SHOPP	Highways, Bridges	$140.00	$153.20	$293.20	$14.66
STIP, RTIP, ITIP Shares	Highways, Roads, Non-Motorized	$51.80	$94.30	$146.10	$7.31
State Highway Maintenance	Highways, Roads	$81.60	$100.20	$181.80	$9.09
California Aid to Airports	Airports	$0.67	$0.56	$1.23	$0.06
Freeway Service Patrol	Highways	$1.10	$1.10	$2.20	$0.11
STA	Transit	$13.30	$20.90	$34.20	$1.71
PTMISEA	Transit	$0.70	$0.00	$0.70	$0.04
Local Programs					
LTF	Transit, Highways, Roads, Non-Motorized	$48.10	$72.80	$120.90	$6.05
Gas Tax Subventions	Roads	$47.60	$42.70	$90.30	$4.52
Gas Tax Swap (Excise Tax Subventions)	Roads	$33.40	$65.40	$98.80	$4.94
Transit Fares	Transit	$34.60	$63.20	$97.80	$4.89

***Local Programs** (continued)*					
Local Streets and Roads	Roads, Transit, Non-Motorized	$614.50	$786.20	$1,400.70	$70.04
City of Placerville Sales Tax Measure (1/2 cent)	Roads	$16.50	$0.00	$16.50	$0.83
Caltrans Discretionary	Highways, Roads	$26.40	$32.70	$59.10	$2.96
Total		**$1,204.97**	**$1,580.46**	**$2,785.43**	**$139.27**

Source: SACOG Draft MTP 2035 Forecast
Source: El Dorado County CIP and City of Placerville CIP

strategy is an assessment of revenue potentially available from existing federal and state programs and local sources. The revenue forecasts prepared for the Regional Transportation Plan were developed by Sacramento Area Council of Governments for the Draft 2035 Metropolitan Transportation Plan for the 20-year planning period extending through to 2035. Additionally, the currently adopted El Dorado County and City of Placerville Capital Improvement Programs and related financial forecasts are included in the local funding assumptions.

There are three overarching funding sources for implementing the projects and programs included in the RTP. These include federal, state, and local funds. Table 13-3 illustrates the projected funding forecasts for years 2015 through 2035.

FINANCIAL ASSUMPTIONS

EDCTC works directly with SACOG and local jurisdictions to develop the financial forecasts used in the RTP. SACOG prepared the regional revenue forecasts as part of the Draft 2036 MTP update. Developing the revenue forecasts involves establishing the regional assumptions for the anticipated Federal, State, and Local transportation revenue that is expected to be realized during the planning horizon of 2015-2035. This effort includes calculating the share of federal and state revenues that come to the Sacramento Region and ultimately the proportionate share of that revenue that is allocated to El Dorado County. Calculations were based upon the Draft 2036 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 and/or nominal. Real dollars indicate revenue before adding the impact of inflation. Nominal dollars include real dollars plus inflation.

FEDERAL TRANSPORTATION REVENUE SOURCES

Federal transportation funding is principally allocated through multi-year transportation funding laws. The Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law by President Obama on July 6, 2012. MAP-21 provided funding for surface transportation programs at over $105 billion for fiscal years 2013 and 2014. MAP-21, currently under a legislative extension until July 31, 2015, is the first long-term highway authorization enacted since SAFETEA-LU which was approved in 2005. SAFETEA-LU expired in 2009 and was extended ten times until the approval of MAP-21. SAFETEA-LU guaranteed $244 billion for Fiscal Years 2007 to 2012 for highways and transit. MAP-21 set funding levels for highway and transit programs above $50 billion annually for Fiscal Years 2013 and 2014. While federal transportation funding is a large and important source of transportation revenues, it only accounts for about 25 percent of all government spending on highway and transit capital, maintenance, and operations. Thus, a larger share comes from state and local governments, for both transit and highways.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, active transportation programs and policies established in previous legislation. MAP-21 revised the framework which Federal transportation funding is allocated and applied to transportation projects. Furthermore, MAP-21 differs from previous legislation in that it aims to place more emphasis on

efficient project delivery and performance measurement while removing Federal earmarks and improving the flexibility in the use of funds. MAP-21's transition to performance and outcome-based requirements will require investments in projects to achieve outcomes which further the national transportation performance goals.

The Federal highway program performance goals outlined in MAP-21 are:

- **Safety –** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition –** To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction –** To achieve a significant reduction in congestion on the NHS.
- **System reliability –** To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality –** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability –** To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays –** To reduce project costs, promote jobs and the economy, and expedite the movement of people and freight by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

TABLE 13-4: MAP-21 Federal-Aid Highway Programs and Mass Transit Funding Levels
(fiscal years 2013-2014)

CORE PROGRAMS	DESCRIPTION	AVERAGE ANNUAL FUNDING (Billions)
National Highway Performance Program	Provides funding to improve condition and performance of National Highway System, construct new facilities, and meet state performance targets.	$21.8
Surface Transportation Program	Flexible program to fund transit, bridges, tunnels, carpooling, maintenance, intelligent transportation systems, etc.	$10.0
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.	$2.4
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.	$2.2
Metropolitan Transportation Planning	Funding for MPOs to carry out the metropolitan transportation planning process.	$0.0
Transportation Alternatives	Funding projects for pedestrians, bicyclists, recreational trails, safe routes to schools, etc.	$0.8
Mass Transit	16 public transit specific programs managed by the Federal Transit Administration	$10.6

Source: http://www.fta.dot.gov/documents/FTA_Funding_Summary_Fact_Sheet.pdf

Until MAP-21, SAFETEA-LU and prior legislation, authorization of transportation funding was constrained within programmatic modal focused "silos". MAP-21 reduced these silos by both eliminating and/or defunding 12 highway programs and by consolidating 90 surface transportation programs into 30 programs housed within 6 core Federal-aid Highway programs plus 16 programs for mass transit. These core programs are highlighted in Table 13-4.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

The CMAQ Program was re-authorized with the passage of MAP-21. 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 public transit improvements; high occupancy vehicle lanes; Intelligent Transportation System Infrastructure; traffic management and traveler information systems (i.e., electric toll collection systems); employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination); fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations; fare/fee subsidy programs; and under certain conditions, Particulate Matter improvement projects.

- **Key Assumptions:** EDCTC will continue to receive CMAQ funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** $69.2 Million

SURFACE TRANSPORTATION PROGRAM (STP)

MAP-21 continues the STP 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 STP funds are to be distributed to areas based on population, known as Regional Surface Transportation Program (RSTP) funds which is what EDCTC and local jurisdictions receive. Also, a portion of its STP funds is to be set aside for bridges not on Federal-aid highways. Furthermore, a special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collectors.

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of MAP-21 in 2012. Of all the funding programs in MAP-21, RSTP is the most flexible. A broad variety of transportation projects and modes, including streets and roads, are eligible.

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

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

- **Key Assumptions:** EDCTC will continue to receive RSTP funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** $56.3 Million

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

MAP-21 established a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State's formula apportionments. Unless a State opts out, it must use a specified portion of its TAP funds for recreational trails projects.

TAP consolidated the following programs:

- Recreational Trails Program
- Safe Routes to Schools
- Transportation Enhancements

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts to achieve greenhouse gas reduction goals
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

- **Key Assumptions:** EDCTC will receive TAP/ATP funds through a competitive process
- **El Dorado County 2015-2035 Program Level:** Competitive

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

MAP-21 dramatically expands the funding for the NHPP program (previously called the National Highway System program) and consolidates the other programs intended for bridge repair and Interstate construction and maintenance. Only projects located on the expanded National Highway System are eligible. States are permitted to transfer up to 50 percent of the NHPP dollars to other programs, including the Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and the Congestion Mitigation and Air Quality Improvement program (CMAQ).

- **Key Assumptions:** EDCTC will receive NHPP funding in a manner consistent with historical federal discretionary program
- **El Dorado County 2015-2035 Program Level:** Included within Federal Discretionary Programs in Table 3-3.

FEDERAL DISCRETIONARY PROGRAMS

MAP-21 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 2015-2035 RTP.

- **Key Assumptions:** EDCTC will continue to receive Federal Discretionary Program funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** $64.7 Million

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.

- **Key Assumptions:** EDCTC will continue to receive FTA funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** $51.5 Million

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP was continued within MAP-21. The HSIP is a core highway safety improvement program that funds transportation safety enhancements on any public owned roadway or bicycle/pedestrian network.

- **Key Assumptions:** EDCTC will continue to receive HSIP funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** Competitive

STATE TRANSPORTATION REVENUE SOURCES

Within California transportation funding is a coordinated effort between the California State Legislature, California Transportation Commission (CTC), and Caltrans. Through the annual state budget cycle the Governor and Legislature appropriate funds for the transportation network. Furthermore, the Legislature may choose to identify and designate funding for transportation projects statutorily. The CTC consists of nine Governor appointed voting members, one appointed member each by the Senate Rules Committee and Speaker of the Assembly, and two non-voting ex-officio members. The CTC is responsible for:

- Recommending policies and funding priorities to the Legislature
- Providing project oversight for the state
- Adopting state transportation programs
- Approving projects nominated for funding by Caltrans and regional agencies.

The State Department of Transportation, or Caltrans, supports the transportation network primarily through planning, design, construction, and maintenance. Caltrans is also responsible for developing the interregional transportation capital improvement projects for consideration by the CTC. Caltrans works closely with Federal and local agencies to advance the transportation network of the state.

In addition to the state agencies which are involved with transportation, there are 110 federally recognized tribes, and many non-recognized tribes residing in the state that have transportation needs. Tribal governments establish plans and policies that are used to prioritize projects through tribal transportation improvement plans, making them eligible for federal funding.

The state transportation network receives funding from federal, state, local governments, and private investments. Regional and local governments provide approximately 49% in transportation funding, whereas, the state provides 27% and the federal government provides 24%. The state collects transportation revenue through a variety of means which include:

- State Fuel Excise Tax: As of July 1, 2014, California collects 36¢/gallon excise tax on gasoline and 11¢/gallon on diesel fuel generating approximately $3.0 billion a year. More recently the State BOE voted unanimously February 24 to set the rate to reflect a 6-cent reduction. The new rate of 30 cents per gallon will take effect July 1, 2015.
- State Sales Tax: As of January 2013, the Board of Equalization (BOE) collects a 6.50% state base sales and use tax and a 1% local uniform tax – totaling to a statewide tax rate of 7.50%.
  - ◊ The Transportation Development Act (TDA) allows each county to impose a 0.25% sales tax for transportation purposes through the Local Transportation Fund (LTF).
  - ◊ The Public Transportation Account (PTA) provides funding for local transit, as outlined in the Transportation Development Act. The sole source of revenue for this Account is from the state sales tax on diesel fuel. The sales and use tax on diesel fuel is an additional 1.75% on top of the base sales tax (7.50%) for FY 2014-15 and thereafter according to Revenue and Taxation Code 6051.8, 6201.8, and 60050. 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 weight fees generating approximately $900 million a year. Fees are collected and deposited into the State Highway Account then transferred to the general fund to pay for transportation debt of previous bond measures.
- Local and Other Funds: Local sales tax measures, the Transportation Development Act, transit fares, and other funding sources provide additional funding for various transportation purposes.
  - ◊ Local Sales Tax Measures: Counties are allowed to adopt a sales tax increase for transportation programs, subject to two-thirds local voter approval.
  - ◊ Transportation Development Act (TDA): Provides local agencies with funding for transportation and transit purposes through the LTF and the STA.
  - ◊ Local General Funds and Other Local Funds: This includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures.
- Motor Vehicle License and Other Fees: The state also collects vehicle license, registration, and driver license fees.

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.

- **Key Assumptions:** ITIP will continue to receive 25% and RTIP will continue to receive 75% of the total STIP allocations from the Highway Trust Fund, State Highway Account, Public Transportation Account, and the new excise tax on gasoline. The recent BOE adjustment to the tax is expected to reduce near-term STIP funding levels.
- **El Dorado County 2015-2035 Program Level:** $146.1 Million

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.

- **Key Assumptions:** Based on transfers from the State Highway Account, Federal Trust Fund, and the excise tax on gasoline. The recent BOE adjustment to the tax is expected to reduce near-term SHOPP funding levels.
- **El Dorado County 2015-2035 Program Level:** $293.1 Million

ACTIVE TRANSPORTATION PROGRAM (ATP)

As discussed under Federal Transportation the ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a goal to make California a national leader in active transportation. The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for non-motorized users
- Advance the active transportation efforts to achieve greenhouse gas reduction goals
- Enhance public health
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

- **Key Assumptions:** EDCTC will continue to receive ATP funds in a manner consistent with historical apportionments which align with the funding programs contained within the ATP
- **El Dorado County 2015-2035 Program Level:** Competitive

STATE TRANSIT ASSISTANCE (STA) FUND

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

- **Key Assumptions:** STA will receive $ $387,798,000 million statewide for FY2015/2016. Beginning in FY 2011-12 and thereafter, 75% of diesel sales tax revenues are transferred from the PTA to STA.
- **El Dorado County 2015-2035 Program Level:** $34.3 Million

STATE HIGHWAY MAINTENANCE

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

- **Key Assumptions:** State Highway Maintenance will continue to receive transfers from the State Highway Account at an escalating rate indexed to inflation.
- **El Dorado County 2015-2035 Program Level:** $181.8 Million

CALIFORNIA AID TO AIRPORTS PROGRAM (CAAP)

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

- **Key Assumptions:** El Dorado County Airports will continue to receive CAAP funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** $300,000 – CAAP
- **El Dorado County 2015-2035 Program Level:** $500,000 – AIP

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.

- **Key Assumptions:** EDCTC will continue to receive FSP funds in a manner consistent with historical apportionments
- **El Dorado County 2015-2035 Program Level:** $2.2 Million

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.

- **Key Assumptions:** one quarter percent general sales tax for transportation will remain in place at existing rate.
- **El Dorado County 2015-2035 Program Level:** $120.9 Million

GAS TAX SUBVENTIONS

Gas tax revenues are generated through a 36 cent per gallon excise tax on motor fuel imposed by the State of California. Gas tax funds are distributed to cities and counties formulaically to be used for street and road maintenance. Subventions are expected to continue for local jurisdictions based on existing formulas.

- **Key Assumptions:** Subventions will continue to flow to cities and counties based on existing formulas.
- **El Dorado County 2015-2035 Program Level:** $90.3 Million

GAS TAX SWAP (Gasoline Excise Tax Subvention)
Forty-four percent of the new gasoline excise tax is directed to local jurisdictions to support street and road maintenance to replace decreased Proposition 42 funding. The state will annually adjust the excise tax to account for the decreased gasoline sales tax.

- **Key Assumptions:** The state will adjust the excise tax annually to compensate for the loss of the gasoline sales tax.
- **El Dorado County 2015-2035 Program Level:** $98.8 Million

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.

- **Key Assumptions:** Transit fare forecasts are based on historical average fare box recovery, projected vehicle service hours, and operating costs per vehicle service hours.
- **El Dorado County 2015-2035 Program Level:** $97.8 Million

CALTRANS DISCRETIONARY PROGRAMS
The Federal Highway Administration administers discretionary programs through its various offices and with the assistance of Caltrans. Discretionary programs, such as the ATP, TIGER, etc, 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.

- **Key Assumptions:** Assume 5% of statewide total goes to the SACOG region.
- **El Dorado County 2015-2035 Program Level:** $59.0 Million

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.

- **Key Assumptions:** Based on ten-year historical average of budget information provided by local jurisdictions to the California State Controller. Contains all revenues from local sources dedicated to local streets and roads.
- **El Dorado County 2015-2035 Program Level:** $1.4 Billion

PROJECT EXPENDITURE AND ESTIMATED REVENUE COMPARISON

Projected expenditures associated with the 2015-2035 Regional Transportation Plan must be constrained within the anticipated revenues. In Table 13-4 the short-term and long-term action plans for each mode are compared with the anticipated revenues for the 2015-2035 timeframe. Table 13-4 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 2010 California RTP Guidelines all project cost estimates are adjusted in this financial comparison for year of expenditure Dollars for those projects which have completion year estimates available. The annual forecast inflation factors provided by SACOG were used to estimate year of expenditure dollars for those

projects which do not have year of completion estimates. All year of expenditure cost estimates are adjusted to be consistent with SACOG financial forecast projections.

TABLE 13-5: Expenditure Estimates and Estimated Revenue Comparison
(Dollars adjusted for inflation to 2035 in millions)

Transportation Mode	Short-Term Action Plan 2015-2025 (Nominal Dollars)	Long-Term Action Plan 2026-2035 (Nominal Dollars)
Regional Road Network	$918,510,749	$1,163,115,846
Transit	$134,558,489	$170,209,310
Aviation	$18,139,054	$7,798,788
Freight Movement	N/A	
Non-Motorized Transportation	$51,183,830	$53,334,013
Transportation Systems Management	N/A	
Intelligent Transportation Systems	$27,241,185	$18,831,903
Total Expenditures	$1,149,633,307	$1,413,289,860
Total Estimated Revenues	$1,204,970,000	$1,580,460,000
Revenue/Expenditure Comparison	$55,336,693	$167,170,140

Source: SACOG Draft MTP 2035 Forecast

REGIONAL ROAD NETWORK

Revenue sources applicable to funding regional road network projects are included in Table 13-3. The estimate of expenditures for the regional road network short-term action plan (Table 6-5 of Chapter 6) is $918.5 Million in nominal dollars. The list of projects reflects identified safety, bridge, maintenance and other projects on US50, SR49, and regionally significant projects within El Dorado County and the City of Placerville. It also includes all projects listed in the City of Placerville and El Dorado County Traffic Impact Mitigation Fee programs. The short-term and long-term regional road network action plans are consistent with the El Dorado County Regional Transportation Improvement Program (Tables 6-1 and 6-2 of Chapter 6 of the RTP), the El Dorado County General Plan, and the City of Placerville General Plan.

TRANSIT

Revenue sources applicable to funding transit projects are included in Table 13-3. The estimate of expenditures to support transit operations and maintenance and to implement the short-term action plan, (Table 7-4) is $134.6. The list of projects reflects the Western El Dorado County Short-Range Transit Plan and maintains current service levels throughout the planning horizon.

The transit long-term action plan (Table 7-5) includes several projects for which estimates have not yet been developed. The list of projects reflects the Western El Dorado County Long-Range Transit Plan.

AVIATION

The three airports included in this RTP are in the FAA's National Plan of Integrated Airport Systems (NPIAS). Being a NPIAS airport qualifies an airport to apply for the FAA's Airport Improvement Program (AIP) grants. Additional information on the NPIAS can be found at: http://www.faa.gov/airports/planning_capacity/npias/

Revenue sources applicable to funding aviation projects are included in Table 13-3. The estimate of expenditures to support the Cameron Park, Georgetown, and Placerville Airport operations (Tables 8-3, 8-4, and 8-5) is $18.1 Million, funded with a combination of California Aid to Airports Program funds, special district funds and user fees. The short-term and long-term action plan is consistent with the Cameron Park, Georgetown, and Placerville Airport Master Plans.

FREIGHT MOVEMENT
Revenue sources applicable to funding freight movement functions, and associated projects, are reflected in the regional road network, transit, aviation, and intelligent transportation systems short- and long-term action plans.

NON-MOTORIZED TRANSPORTATION
Revenue sources applicable to funding non-motorized transportation projects are included in Table 13-3. The estimate of expenditures for non-motorized transportation short-term action plan (Table 10-3 of Chapter 10) is $51.2 Million. Expenditures to implement the short-term, non-motorized transportation action plan are funded with a combination of ATP funds, Regional Surface Transportation Program funds, Congestion Mitigation and Air Quality funds, Transportation Development Act funds, and other sources. The non-motorized transportation long-term action plan does not include expenditure estimates.

TRANSPORTATION SYSTEMS MANAGEMENT
Revenue sources applicable to funding Transportation Systems Management functions, and associated projects, are reflected in the regional road network, transit, non-motorized and intelligent transportation systems short-term and long-term action plans.

INTELLIGENT TRANSPORTATION SYSTEMS
Revenue sources applicable to funding Intelligent Transportation Systems projects are included in Table 13-3. Federal Discretionary Programs, as well as traditional regional road network fund sources, are the most likely sources to fund these systems. The estimate of expenditures for the intelligent transportation systems short-term action plan (Table 12-1 of Chapter 12) is $27.3 Million. The short-term and long-term action plans are consistent with the El Dorado County ITS Master Plan.

PLANNING AND ADMINISTRATION
Revenue sources applicable to funding EDCTC's planning and administration are included in Table 13-3. Planning and administration includes the operations of the EDCTC office and the planning efforts for which EDCTC staff is responsible. It also includes collaborative efforts with adjacent jurisdictions and partner agencies. The estimate of expenditures for the Planning and Administration during the planning period is $30.4 Million.

SUMMARY

The Regional Transportation Plan identifies a new list of projects. Based on the revenue and expenditure analysis derived from the SACOG Draft 2035 MTP and local jurisdiction forecast, the El Dorado County region will have the necessary funds to implement all of the regions identified transportation projects during the 20-year horizon of this plan.

In 2014, a collaborative effort between statewide transportation agencies, local municipalities, and transportation professionals developed the California Statewide Local Streets and Roads Needs Assessment. The Assessment identified a total statewide funding need of $108 billion over the next ten years, and a shortfall of $56.1 billion for pavements, $20.9 billion for essential components and $1.3 billion for bridges. The total shortfall is $78.3 billion over the next ten years. Table 13-5 represents the unconstrained, or unfunded, projects listed in the RTP and includes those projects which have been identified to meet the future demand beyond 2035.

TABLE 13-6: Unfunded Projects (nominal dollars in millions)

Project Description	Cost Estimate	Responsible Agencies
Cold Springs Road Connection to Placerville Drive and Pierroz Road reconfiguration	$3,865,000	City of Placerville, EDCTC
Emigrant Ravine Road Extension – Clay Street to Carson Road	$15,422,000	City of Placerville, EDCTC
Main Street Realignment at Spanish Ravine Road – Washington Street to Broadway	$8,121,768	Caltrans, EDCTC
Mallard Lane Extension to Placerville Drive	$3,756,000	City of Placerville, EDCTC
Mallard Lane/Ray Lawyer Drive Extension connecting to Mallard at Placerville Drive and connecting Mallard to Green Wing and Green Valley Road	$10,785,362	Caltrans, City of Placerville, EDCTC
Mosquito Road Interchange	$60,000,000	Caltrans, EDCTC
Ray Lawyer – Forni Road to SR 49 Parallel Capacity Improvements	$40,000,000	El Dorado County, Caltrans, EDCTC
Ray Lawyer Drive Extension-West	$16,046,000	City of Placerville, EDCTC
U.S. 50/Cambridge Road Interchange Improvements – Phase 1	$7,843,000	El Dorado County, Caltrans
U.S. 50/Cambridge Road Interchange Improvements – Phase 2	$11,935,000	El Dorado County, Caltrans
US 50 WB Auxiliary Lane in Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, (PM 17.111/17.778)	$20,000,000	Caltrans
US 50/Cameron Park Drive Interchange Improvements	$47,626,000	El Dorado County, Caltrans
Washington Street and Turner Street Widening	$9,458,060	City of Placerville, EDCTC
Western Placerville Interchanges Phase 3 US 50 Interchange and operational improvements at Placerville Drive and Forni Road/Fair Lane	$23,524,651	City of Placerville, EDCTC
TOTAL	**$278,382,841**	

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 2015-2035 Regional Transportation Plan.

LOCAL TRANSPORTATION SALES TAX

Since 1984, state law has permitted counties to impose a sales tax dedicated to transportation purposes with the approval of a majority of the county voters. Approximately 17 counties passed transportation sales taxes between 1984 and 1994, generating billions of dollars for transportation purposes in those counties. In 1995, however, it was determined by the State Supreme Court that transportation sales taxes were special taxes and under Proposition 62, would require a two-thirds majority vote. As of the November 2014 election, 19 counties have passed a local transportation sales tax. The estimated annual sales tax is $3.79 billion.

LOCAL OPTION MOTOR VEHICLE FUEL TAX

The State raised the gas tax through the passage of Proposition 111 in 1990. The California gasoline tax is now at 52 cents per gallon, while the Federal gasoline tax remains at 18 cents per gallon. Senate Bill 215 authorizes counties to hold an election to tax local sales of gasoline. An increase in fuel tax requires a two-thirds approval of the general electorate. The statutes do not limit the amount of tax increase that may be voted upon. One advantage to a motor vehicle fuel tax is that it is user-oriented. Fuel consumption is related to roadway use, thus users bear the burden of costs commensurate with their use.

PUBLIC/PRIVATE PARTNERSHIPS

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

PEAK HOUR CONGESTION PRICING

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

BOND MEASURES

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

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. The TAC may also make recommendations on the criteria to be used to evaluate the pilot program. CalSTA is charged with implementing a pilot program by January 1, 2017 and reporting its findings on the pilot program to the TAC, the Commission, and the appropriate policy and fiscal committees of the Legislature by June 30, 2018.

Chapter 14
Air Quality Conformity

REGULATORY STRUCTURE AND RESPONSIBILITIES

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

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

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

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

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

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.

Sustainability is defined as simultaneously meeting current economic, environmental, and community needs, while ensuring that the ability of future generations to meet their needs is not jeopardized. A prosperous economy, a healthy environment, and social equity are described as the “Three E’s” of sustainability. Furthermore, many state, regional, and local governments are beginning to explore how potential climate change impacts could affect their natural and man-made resources. Damage to transportation infrastructure from extreme weather events can be physically and fiscally difficult to repair. As part of the SACOG region El Dorado County’s west slope and this RTP fall within SACOG Sacramento Region Climate Adaptation Plan found here http://www.sacog.org/mtp/pdf/Climate%20Vulnerability%20Assessment.pdf.

Transportation strategies contained in the RTP – investing in public transit system, managing transportation demand, making transportation system improvements, and continuing to expand and improve bike and pedestrian facilities are major components of this strategy.

ENVIRONMENTAL SETTING

El Dorado County includes portions of two California air basins: Mountain Counties (MCAB), and Lake Tahoe (LTAB). (Refer to Figure 14-1) The MCAB, an area of approximately 11,000 square miles, consists of Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, and Mariposa counties, in addition to the west slope of El Dorado County and the central portion of Placer County. The majority of the MCAB is located in the northern Sierra Nevada area with the western boundary of the basin extending into the Sacramento Valley. The portion of El Dorado County within the MCAB is the area in which EDCTC has jurisdiction. The LTAB consists of the eastern portion of El Dorado County, the eastern portion of Placer County, and Lake Tahoe. The LTAB is defined by the area within the 7,000-foot contour, which is continuous around the lake, and Tahoe City. The Tahoe Metropolitan Planning Organization has jurisdiction over the portion of El Dorado County within the LTAB. The MCAB falls within the broader boundary of the Sacramento Federal Nonattainment Area (SFNA) for which SACOG air quality conformity responsibility.

MAP 14-1: Air Basins and Air Quality Monitoring Station Locations

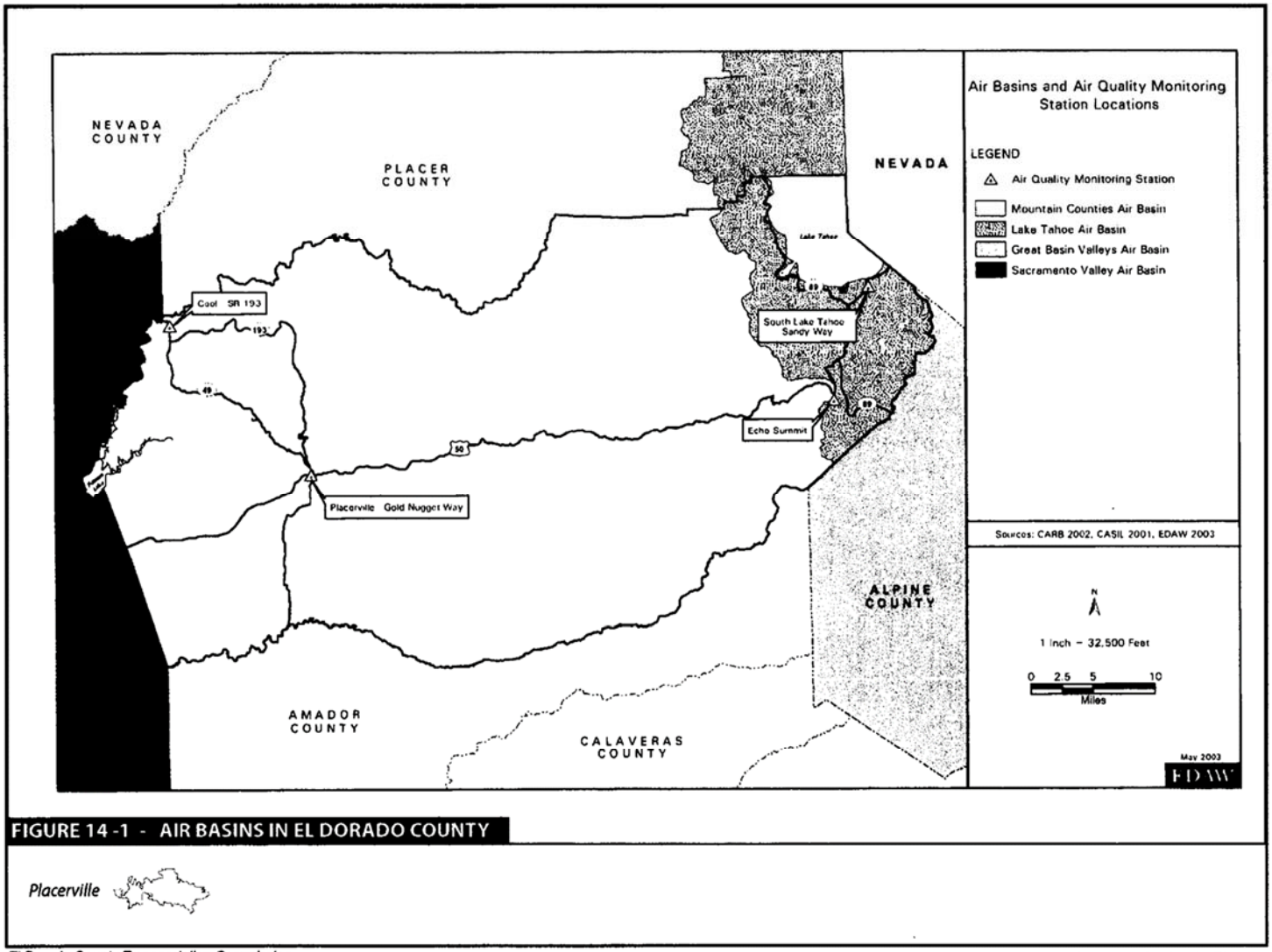

FIGURE 14-1 - AIR BASINS IN EL DORADO COUNTY

Placerville

CRITERIA AIR POLLUTANTS

EPA uses six criteria air pollutants as indicators of air quality: ozone, carbon monoxide (CO), and particulate matter (PM), which is further broken down into two categories according to the size of the PM: PM_{10} and $PM_{2.5}$; nitrogen dioxide (NO_2); sulfur dioxide (SO_2); and lead, and has established for each a maximum concentration above which adverse effects on human health may occur. When an area does not meet the air quality standard for one of the criteria air pollutants, it may be subject to the formal rule-making process, which designates it as nonattainment. Similarly, ARB is responsible for setting standards and adopting regulations to achieve the maximum degree of emissions reduction possible from vehicular and other mobile sources at the state level.

The Clean Air Act (CAA) of 1970 (42 U.S.C. § 7401 et seq.) further classifies ozone, CO, and some particulate matter nonattainment areas based on the magnitude of the problem in a given area. Nonattainment classifications may be used to specify what air pollution reduction measures an area must adopt and when the area must reach attainment. The technical details underlying these classifications are described in the Code of Federal Regulations (Protection of Environment) (40 C.F.R. § 81). The maximum concentrations for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are provided in Table 14-1.

TABLE 14-1: National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards Concentration[1,2]	National / Standards Primary[3]	National Standards Secondary[3]
Ozone	1 Hour	0.09 ppm	-	-
	8 Hour	0.070 ppm	0.075 ppm	0.075 ppm
PM_{10}	24 Hour	50 µg/m^3	150 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	-	-
$PM_{2.5}$	24 Hour	No Separate Standard	35 µg/m^3	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	15 µg/m^3
CO	8 Hour	9.0 ppm	9 ppm	-
	1 Hour	20 ppm	35 ppm	-
NO_2	Annual Arithmetic Mean	0.030 ppm	.053 ppm	0.053 ppb
	1 Hour	0.18 ppm	100 ppb	-
SO_2	24 Hour	0.04 ppm	0.14 ppm	-
	3 Hour	-	-	0.5 ppm (1300 µg/m^3)
	1 Hour	0.25 ppm	75 ppb	-
Lead[4]	30 Day Average	1.5 µg/m^3	-	-
	Calendar Quarter	-	1.5 µg/m^3	1.5 µg/m^3
	Rolling 3-Month Average[5]	-	0.15 µg/m^3	.15 µg/m^3

Notes:
[1] µg/m^3 = micrograms per cubic meter; ppm=parts per million; ppb=parts per billion
[2] CAAQS for ozone, CO, SO_2, NO_2, PM_{10}, $PM_{2.5}$, and visibility reducing particles are values not to be exceeded. All other are not to be equaled or exceeded.
[3] NAAQS, other than ozone, PM, and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
[4] ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
[5] NAAQS for lead, rolling 3-month average: final rule signed October 15, 2008.

Source: ARB, 2014c

Air pollutants come from various sources, both anthropogenic – vehicle exhaust, power generation, natural gas generation, and the operation of certain equipment in construction and industry, and biogenic – vegetation, animals, and even the earth itself. Exhaust emissions from vehicles vary according to driving speed, type of engine (e.g., gasoline or diesel), length of use, and available power. Emissions from stationary sources occur at off-site power plants and emissions are estimated by the amount of natural gas and electric power consumption. Construction and industrial equipment generate pollutant emissions that are highly variable by type and technology of specific equipment. Vegetation emits large quantities of organic compounds which are ozone precursors.

The three major types of air pollution in the area are ozone, PM_{10}, and $PM_{2.5}$. The following discussion provides a description of four criteria air pollutants identified by EPA.

Ozone
Ozone is a nearly colorless, odorless gas that irritates the lungs and damages materials and vegetation. Surface-level ozone pollution is created by chemicals that come from many sources, including mobile sources such as automobiles, buses, heavy duty trucks, light trucks, trains, construction vehicles, farm vehicles, airplanes, motorcycles, boats, and dirt bikes. Ozone is a major component of smog in the region, and results from the photochemical reaction of ozone precursors, reactive organic gases and NO_x in the presence of sunlight and heat. Although ozone is the air contaminant for which standards are set, ROG and NO_x are the pollutants that must be evaluated.

Carbon Monoxide (CO)
CO is a highly toxic, odorless, colorless gas which is primarily produced by the incomplete combustion of carbon-containing fuels (vehicular exhaust from tailpipes). CO is a local pollutant that creates individual hot spots, or small areas where CO concentrations are high.

Nitrogen dioxide (NO_2)
NO_2 is one of a group of highly reactive gasses known as NOx, which are created by a variety of sources that burn fossil fuels, such as motor vehicles. NO_2 is the oxide measured and used as the indicator for the entire NO_x family as it is of the most concern due to its quick formation and contribution to ozone. Other nitrogen oxides include nitrous acid and nitric acid. NOx reacts with ammonia, moisture, and other compounds to form small particles.

Particulate Matter (PM)
PM refers to finely divided solids or liquids such as soot, dust, aerosols, and mists. PM is largely the result of human activities, such as smoke and soot from residential fuel combustion, grading and excavation activities, agriculture (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning, and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. Suspended particulates aggravate chronic heart and lung disease problems, produce respiratory problems, and often transport toxic elements such as lead, cadmium, antimony, arsenic, nickel, vinyl chloride, asbestos, and benzene compounds. Suspended particulates also absorb sunlight, producing haze and reducing visibility.

PM_{10}
Respirable particulate matter (PM_{10}) consists of small particles, less than 10 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. In rural and urban locations within the western United States, sources of PM_{10} include the following major sources:

- motor vehicles;
- wood burning stoves and fireplaces;
- dust from construction, landfills, and agriculture;
- wildfires and brush or waste burning;
- industrial sources; and
- windblown dust from open lands.

CUMULATIVE DEGRADATION OF AIR QUALITY

Emissions associated with development throughout the Sacramento Valley and Mountain Counties Air Basins, combined with emissions associated with development in El Dorado County, cumulatively degrade air quality throughout both air basins. The preparation of State Implementation Plans and Federal Implementation Plans for the region will help reduce the cumulative air quality impacts.

AIR QUALITY CONFORMITY DETERMINATION

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

$PM_{2.5}$

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 and agricultural activities such as burning. $PM_{2.5}$ is also formed through the reaction of other pollutants. Like PM_{10}, $PM_{2.5}$ contributes to the environmental haze creating visibility impairment, and, when combined with water, contributes to acid rain formation (EPA, 2012).

TABLE 14-2: 2013 State and National Area Designations for the El Dorado County Portion of the Mountain Counties Air Basin

Pollutant	State Area Designations	National Area Designations
Ozone (1-hr)	Nonattainment	Revoked June 2005
Ozone (8-hr)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Unclassified
Fine Particulate Matter ($PM_{2.5}$)	Unclassified	Nonattainment western portion up to Placerville
Carbon Monoxide	Unclassified	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Visibility-Reducing Particulate Matter	Unclassified	No Federal Standard
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Lead	Attainment	Unclassified/Attainment

As defined by CARB:
Unclassified: a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment
Attainment: a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the area during a 3-year period.
Nonattainment: a pollutant is designated nonattainment if there was at least one violation of a state standard for that pollutant in the area.
As defined by EPA:
Unclassified: any area that cannot be classified on the basis of available information as meeting or not meeting the national primary of secondary ambient air quality standard for the pollutant.
Attainment; any area that meets the national primary or secondary ambient air quality standard for the pollutant.
Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area does not meet) the national primary or secondary ambient air quality standard for the pollutant.
Unclassified/Attainment: An area that cannot be classified or are better than the national standards.

Source: CARB 2015; El Dorado County AQMD 2015; EPA 2015

EL DORADO COUNTY NON-ATTAINMENT DESIGNATIONS AND CLASSIFICATIONS

For the purposes of the El Dorado County attainment status the MCAB is used, excluding the LTAB, as it is the air basin which applies to the RTP planning area. That portion of El Dorado County within the MCAB is currently designated as a nonattainment area with respect to the state ozone and PM standards, and is either in attainment or unclassified for the remaining state standards. Furthermore, the MCAB is within the Sacramento Federal Nonattainment Area (SFNA). With respect to the national standards, this area of the County is designated as a nonattainment area for the eight-hour ozone standard and nonattainment for $PM_{2.5}$. The County is either in attainment, unclassified, or unclassified/attainment for the remaining national standards. Based on current attainment status, lead, sulfates, hydrogen sulfide, and visibility reducing particulate matter are not a primary concern in El Dorado County in comparison to ozone and particulate matter. Concentrations of sulfates, lead, and hydrogen sulfide are, consequently, not monitored by the ambient air quality monitoring stations in El Dorado County. The entire state is considered "unclassified" for visibility reducing particulate matter (AQMD 2003, CARB 2003). El Dorado County is in unclassified or unclassified/attainment for the state and national CO standards on a regional level. However, localized exceedances or CO "hot spots" can occur. Table 14-2 summarizes the state and national designations for the El Dorado County portions of the MCAB.

Chapter 15 Environmental Document

ENVIRONMENTAL CONSIDERATIONS

The federal Moving Ahead for Progress in the 21st Century (MAP-21) requires the transportation planning process to consider projects and strategies that protect and enhance the environment. The California Environmental Quality Act (CEQA) requires agencies to evaluate the environmental consequences of their proposed actions.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

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

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Appendix A

RTP Checklist

Regional Transportation Plan Checklist

(Revised February 2010)

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

Name of MPO/RTPA: El Dorado County Transportation Commission

Date Draft RTP Completed: August 7, 2015

RTP Adoption Date: September 3, 2015

What is the Certification Date of the Environmental Document (ED)? September 3, 2010

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

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

Regional Transportation Plan Contents

General

		Yes/ No	Chapter # - Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))	Yes	1-1
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))	Yes	6-58 - 6-67 7-78 - 7-80 8-84 - 8-86 9-89 10-96 - 10-103 11-109 12-116
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Policy Element: 1-1 - 5-49 Action Element: 6-50 - 12-116 Financial Element: 13-117 - 13-132
4.	Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? **(MPOs only)**	NA	NA

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

i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)? **(MPOs only)**	NA	NA
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? **(MPOs only)**	NA	NA
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Overall Goals: 5-39
5. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) **(MPOs only)**	NA	NA

Consultation/Cooperation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	Appendix D: Public Involvement Plan
2. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b))	Yes	Appendix C: RTP Advisory Committee PEIR
3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	Appendix C: RTP Advisory Committee PEIR
4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation were consulted? (23 CFR part 450.322(g))	Yes	Appendix C: RTP Advisory Committee PEIR 2-12
5. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g))	Yes	PEIR

6.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c))	Yes	Appendix C: RTP Advisory Committee Appendix E: Tribal Government Consultation PEIR 2-12
7.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	Appendix D: Public Involvement Plan PEIR 1-1 – 1-2
8.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	Appendix C: RTP Advisory Committee 1
9.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**	Yes	14-133 PEIR
10.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?	Yes	2-13 7-72
11.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))	Yes	www.edctc.org
12.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) **(MPOs only)**	N/A	N/A
13.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E) **(MPOs only)**	N/A	N/A

Modal Discussion

1.	Does the RTP discuss intermodal and connectivity issues?	Yes	4-28 5-43 6-51 10-91
2.	Does the RTP include a discussion of highways?	Yes	2-16 6-50 – 6-52
3.	Does the RTP include a discussion of mass transportation?	Yes	4-35 Chapter 7: Transit

4.	Does the RTP include a discussion of the regional airport system?	Yes	Chapter 8: Aviation
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	Chapter 10: Non-Motorized Transportation
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	Chapter 10: Non-Motorized Transportation
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For MPOs and RTPAs located along the coast only)**	N/A	N/A
8.	Does the RTP include a discussion of rail transportation?	Yes	4-35
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	N/A
10.	Does the RTP include a discussion of goods movement?	Yes	Chapter 9: Goods Movement

Programming/Operations

1.	Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) **(MPOs designated as TMAs only)**	N/A	N/A
2.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?	Yes	Chapter 12: Intelligent Transportation Systems
3.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	5-49
4.	Does the RTP contain a list of un-constrained projects?	Yes	13-131

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	Chapter 13: Financial Element
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)	Yes	2-15
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	13-129

4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65808(3)(A))	Yes	6-57 - 6-67 7-78 - 7-79 8-84 - 8-86 9-89 10-96 - 10-103 11-109 12-116
5.	Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	13-118
6.	After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i))	Yes	13-119 13-120
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	1-1
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	1-1
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) (**nonattainment and maintenance MPOs only**)	N/A	N/A

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	PEIR
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	5-47 11-105 11-109
3.	Does the RTP contain a discussion of SIP conformity, if applicable? **(MPOs only)**	N/A	N/A
4.	Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))	Yes	4-28 6-60
5.	Where does the EIR address mitigation activities?	Yes	PEIR
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	PEIR in Accordance with CEQA

7.	Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	Yes	11-105 11-109

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

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

September 3, 2015
Date

Sharon Scherzinger
Print Name

Executive Director
Title

Appendix B

RTP Advisory Committee Agendas

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
Friday, October 24, 2014
3:00-5:00 p.m.

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

AGENDA

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

1. Welcome and Introductions All (*5 min*)

2. Overview of the 2015 – 2035 El Dorado County RTP Update Process (*30 min*)
    a. Review Purpose of the RTP
    b. Review of 2010-2030 RTP Accomplishments
    c. Review RTP Advisory Committee Role
    d. Review Public Involvement Component of the RTP Process

3. Working Discussion Draft RTP Chapters (80 Min)
    a. Chapter 1 – Introduction
    b. Chapter 2 – Organizational Setting
    c. Chapter 3 – Physical Setting
    d. Chapter 4 – Regional Transportation Issues
        i. Transportation Funding Issues
        ii. Regional Road Network Issues
        iii. Transit Issues
        iv. Aviation Issues
        v. Freight Movement Issues
        vi. Non-Motorized Transportation Issues
    e. Chapter 5 - Guiding Principles, Goals, Objectives, Policies, and Performance Measures
        i. Guiding Principles and Overall Goals
        ii. Goal 1: Highways, Streets, and Regional/Interregional Roadways
        iii. Goal 2: Public Transit
        iv. Goal 3: Aviation
        v. Goal 4: Freight Movement
        vi. Goal 5: Non-Motorized Transportation
        vii. Goal 6: Transportation Systems Management
        viii. Goal 7: Integrated Land Use, Air Quality, and Transportation Planning
        ix. Goal 8: Funding
        x. Performance Measures

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
Friday, January 23, 2015
9:00 a.m. -12:00 p.m.

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

AGENDA

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

1. Welcome and Introductions All (*5 min*)

2. Overview of the 2015 – 2035 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

3. Working Discussion Draft RTP Chapters (80 Min)
    a. Chapter 6 – Regional Road Network
    b. Chapter 7 – Transit
    c. Chapter 8 – Aviation
    d. Chapter 9 – Goods Movement
    e. Chapter 10 – Non-Motorized Transportation
    f. Chapter 11 – Transportation Systems Management
    g. Chapter 12 – Intelligent Transportation Systems

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
Monday, July 27 2015
3:00 p.m. - 5:00 p.m.

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

AGENDA

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

1. Welcome and Introductions All (*5 min*)

2. Status Report of the 2015 – 2035 El Dorado County RTP Update (*20 min*)
    a. Overview of Completed Elements
    b. Overview of EDCTC Action

3. Working Discussion Draft RTP and Draft RTP EIR (80 Min)
    a. Chapter 13 – Draft Air Quality Conformity Element
    b. Chapter 14 – Draft RTP Environmental Impact Report
        i. Overview of RTP EIR
        ii. Overview of Public Review
        iii. Next Steps

4. Discussion of Draft RTP and Draft RTP EIR Review Process *(5 Min)*
    a. *Overview of Public Review and Input Process*
    b. *Overview of Adoption Schedule and Next Steps*

5. Adjourn

Appendix C

EDCTC Committees

Regional Transportation Plan Advisory Committee (RTPAC)

Bicycle Advocate
California Trucking Association
Caltrans
Cameron Park Community Services District
El Dorado County Airports
El Dorado County Chamber of Commerce
El Dorado County Community Development Agency
El Dorado Hills Community Services District
El Dorado County Developers
El Dorado County Planning Department
El Dorado County Public Health
El Dorado County Taxpayers Association
El Dorado County Transit Authority
El Dorado Youth Commission
Georgetown Divide Chamber of Commerce
Pedestrian Advocate
Persons with Disabilities Advocate
Placerville Planning Department
Placerville Public Works
Sacramento Area Council of Governments
Shingle Springs Band of Miwok – Rancheria
Social Services Technical Advisory Council

Policy Advisory Team

El Dorado County Transit Authority
El Dorado Air quality Management District
El Dorado county Community Development Agency
Placerville Development and Engineering
El Dorado County Transportation Commission

Technical Advisory Committee (TAC)

Caltrans, District 3
City of Placerville
El Dorado County Air Quality Management District
El Dorado County Community Development Agency, Long-Range Planning Division
El Dorado County Community Development Agency Transportation Division
El Dorado County Transit Authority
El Dorado County Transportation Commission
Sacramento Area Council of Governments

Social Services Transportation Advisory Council (SSTAC)

Consolidated Transportation Service Agency
El Dorado County Transit Authority
El Dorado County Transportation Commission
Potential Transit User – 60 years or Older
Potential Transit User – Commuter
Potential Transit User – Handicapped
Social Service Provider – Limited Means
Social Service Provider – Handicapped
Social Service Provider – Seniors

Appendix D

Public Involvement Plan

PUBLIC INVOLVEMENT PLAN
FOR THE 2035 REGIONAL TRANSPORTATION PLAN

Purpose of the Public Involvement Plan
This plan concerns the adoption of the EDCTC 2035 Regional Transportation Plan and Environmental Impact Report (EIR) in September 2015. The purpose of this plan is to create a public dialog on the content of the RTP and EIR. Public input on these documents is intended to create an open process that reflects the values of the region's residents.

Audience
The audience for the documents is the Commission, EDCTC's planning partners, and the general public. Special efforts will be made to reach minority and underserved populations. Furthermore, individuals without access to the internet or a computer who wish to access the draft and final documents 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 March 2015.

Comment Period
The draft documents will be approved for circulation by the Commission. The Draft RTP EIR will be disseminated to EDCTC committees and the public for a 45-day comment period. The Draft RTP will be disseminated to EDCTC committees and the public for a 45-day comment period The comment period will include a public hearing scheduled for the August 6, 2015 Commission Meeting. The public hearing will be posted on the EDCTC website and social media as well as noticed in the news media. On September 3, 2015 the Commission will consider adopting the documents.

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

- **EDCTC –** The Commission will be provided with electronic and/or printed copies of the draft documents with staff reports, for both the August 6 and September 3, 2015 meetings. The Commission will be provided printed copies of the draft documents with the staff report for the September 3, 2015 meeting.

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

- **Public Hearing –** There will be a public hearing on the draft documents conducted by the Commission at the August 6. 2015 meeting, to be held after 2:00 p.m. at 2850 Fairlane Court, Building C Hearing Room, Placerville, CA 95667.

- **Outreach to Native American Tribes –** Correspondence inviting early consultation with Shingle Springs Rancheria was sent to Tribal representatives during the intitial phases of the RTP process as the Shingle Springs Miwok has representation on the RTP AC. EDCTC met with Shingle Springs Miwok staff in person to discuss the RTP and RTP EIR on April 7, May

12, and July 17, 2015. All RTPAC agendas and draft documents are to the Tribal Administrator and to the Tribal Chairman to be followed up by a phone call and/or email to elicit comments.

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

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

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

- **Presentations at Public Meetings/Workshops –** EDCTC staff will be available upon request to present the draft documents at Community Services District meetings, public workshops, community meetings, Planning Commission meetings, and the Placerville City Council and El Dorado County Board of Supervisors meetings.

Final Documents

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

Appendix E

Tribal Government Consultation

el dorado county edctc TRANSPORTATION COMMISSION
2828 Easy Street Suite 1 | Placerville CA 95667 | tel: 530.642.5260 | fax: 530.642.5266 | www.edctc.org

MEMORANDUM

DATE: **July 1, 2015**

TO: **EL DORADO COUNTY TRANSPORTATION COMMISSION**

FROM: **WOODROW DELORIA, SENIOR TRANSPORTATION PLANNER**

SUBJECT: **TRIBAL CORRESPONDENCE FOR 2015-2035 RTP**

The purpose of this memorandum is to show the correspondence between EDCTC and the Shingle Springs Rancheria. The EDCTC has included the Shingle Springs Rancheria in all notifications regarding the development of the Regional Transportation Plan (RTP) including all RTP Advisory Committee meetings, Draft document reviews, and the Environmental Impact Report process.

Correspondence inviting early consultation with Shingle Springs Rancheria was sent to Tribal representatives during the intitial phases of the RTP process as the Shingle Springs Miwok has representation on the RTP AC. EDCTC met with Shingle Springs Miwok staff in person to discuss the RTP and RTP EIR on April 7, May 12, and July 17, 2015. All RTPAC agendas and draft documents are to the Tribal Administrator and to the Tribal Chairman to be followed up by a phone call and/or email to elicit comments. Attached in this Appendix E is the correspondence letter sent to the Tribe on June 8, 2015 soliciting input on the RTP EIR.

Sincerely,

Woodrow Deloria
Senior Transportation Planner

el dorado county edctc TRANSPORTATION COMMISSION
2828 Easy Street Suite 1, Placerville, CA 95667 | 530.642.5260 | www.edctc.org

June 8, 2015

Hermo Olanio
Shingle Springs Band of Miwok Indians
PO Box 1340
Shingle Springs, CA 95682

Dear Mr. Olanio:

The El Dorado County Transportation Commission (EDCTC) is initiating a process of updating the existing 2010-2030 El Dorado County Regional Transportation Plan (RTP). This process will result in the preparation and adoption of a 2015-2035 El Dorado County RTP. An important part of this effort is consultation with Native American tribes that have knowledge and interest in archaeological and tribal cultural resources that may be affected by transportation projects arising from the RTP. This correspondence seeks to notify you of this planning process, initiate consultation between the Tribe and EDCTC, and solicit any concerns that the Tribe may have at this stage of the planning process. Newly enacted California Assembly Bill (AB) 52 establishes a formal consultation process for California tribes as part of the California Environmental Quality Act (CEQA). Accordingly, the EDCTC would like to take this opportunity to invite the Tribe's participation and input to the RTP.

Project Description: The proposed project is the adoption and implementation of the El Dorado County 2015-2035 Regional Transportation Plan. The 2035 RTP will update the existing 2010-2030 RTP and will fulfill the state requirements of AB 402 (Government Code Title 7, Chapter 2.5, Sections 65080-65082) using specific guidance from the 2010 California Transportation Commission (CTC) Regional Transportation Plan Guidelines.

The RTP is a blueprint for the systematic development of a balanced, comprehensive, multimodal transportation system, including but not limited to: roadways, transit, aviation, goods movement, bikeways, pedestrian facilities, transportation systems management and intelligent transportation systems. The RTP is action-oriented and pragmatic, considering both the short-term (five to ten year) and long-term (ten to twenty year) periods.

The RTP will include four required elements:

- a Policy Element,
- a Action Element,
- a Financial Element, and
- an Air Quality Conformity Element.

Project Location: The 2035 RTP plan area encompasses the western slope of El Dorado County, excluding the Lake Tahoe Basin and the city of Placerville. The plan area is illustrated on the attached map.

RTP Development Process: The proposed RTP update is considered a "project" under CEQA and the EDCTC will serve as the CEQA lead agency for the environmental review process. EDCTC has determined that it will prepare an Environmental Impact Report (EIR) for the 2015-2035 RTP to comply with requirements of CEQA. The EIR will be a "program" EIR which will consider the range of potential environmental effects associated with roadway improvements and other projects that may ultimately occur as a result of adoption of the 2015-2035 RTP. Future specific EDCTC projects that arise from the guidance provided in the RTP will be subject to the CEQA review process. The tribe will be invited to consult and provide input regarding each of these individual projects when they are proposed and specific locations and plans are developed.

EDCTC has retained Environmental Stewardship & Planning, Inc. (ESP) to assist with preparation of the EIR. Pacific Legacy is a member of the ESP team tasked with addressing cultural resource issues in the RTP.

ESP is currently preparing an Initial Study for the project. Upon completion of the Initial Study, EDCTC will prepare and circulate an EIR Notice of Preparation (NOP) which will initiate the formal EIR scoping process to invite agency and public input regarding the range of issues to be addressed in the EIR. Additional project description information is available in the *El Dorado County Regional Transportation Plan 2015-2035 Draft Policy Element and Draft Action Element*. Copies of this information can be requested from the EDCTC Internet website at www.edctc.org.

Invitation to Initiate Consultation: This letter is intended to initiate consultation between tribes and the County for the program EIR by providing a description of the proposed project, a location map, and contact information for further consultation. Should you wish to be consulted, we request the following information in writing:

1. The name and contact information for the person within the Tribe who will be responsible for providing Tribal comment to the County;
2. A list of names and phone numbers of the Tribal members who should be invited to any official consultation sessions with the County;
3. General concerns about the process;
4. Any special requirements that the Tribe may have that would allow a more meaningful consultation process to proceed.

We look forward to your participation.

Sincerely,

Woodrow Deloria
Senior Transportation Planner
El Dorado County Transportation Commission

Appendix F

Regional Roadway Classification

REGIONAL ROADWAYS WITH CORRESPONDING FEDERAL CLASSIFICATION

FHWA Classification	Roadway	Limits
Urban Other Freeway or Expressway	Highway 50	Sacramento County Line to Silva Valley Parkway
		Bass Lake Road to Shingle Springs
		Weber Creek to east Placerville City Limits
Rural Other Principal Arterial	Highway 49	Southerly Placerville City Limits to Ray Lawyer Drive (future)
	Highway 50	East Placerville City Limits to Airport Road
	Ray Lawyer Drive	Shingle Springs Drive to Weber Creek
Urban Other Principal Arterial	Highway 49	Southerly Placerville City Limits to Diana Street
	Highway 50	Airport Road to Nevada State Line
	Ray Lawyer Drive	Northwesterly Placerville City Limits to Southerly Placerville City Limits
Urban Minor Arterial	Cameron Park Road	Durock Road to Green Valley Road
	EL Dorado Hills Blvd.	U.S. 50 to Green Valley Drive
	Green Valley Road	Sacramento County Line to Malcolm Dixon Road
	Green Valley Road	Bass Lake Road to Pineoak Road
	Green Valley Road	Placerville City Limits to Placerville Drive
	Cold Springs Road	Placerville Drive to Kelli Drive (city limits)
	Main Street	Broadway to Forni Road
	Mosquito Road	Broadway to Meadow Lane
	Mother Lode Drive	S. Shingle Road to Buckeye Road (east)
	Newtown Road	Broadway to Placerville City Limits
	N. Shingle Road	Ponderosa Road to Tennessee Drive
	Placerville Drive	Ray Lawyer Drive to U.S. 50
Urban Minor Arterial	Ponderosa Road	U.S. 50 to N. Shingle Road
	Salmon Falls Road	Green Valley Road to Lake Hills Drive
	Silva Valley Parkway	Highway 50 to Green Valley Road
	S. Shingle Road	Highway 50 to Durock Road
Rural Minor Arterial Urban Collector	Highway 49	Amador County Line to Ray Lawyer Drive (future)
	Highway 49	Diana Street to Placer County Line
	SR 193	SR 49 to Placerville City Limits
	Cedar Ravine Road	Placerville city limit to Pleasant Valley Road
	Carson Road	Pony Express Trail to Placerville City Limits
	Cold Springs Road	Kelli Drive to Highway 153
	Green Valley Road	Malcolm Dixon Road to Bass Lake Road
	Green Valley Road	Pineoak Road to Placerville City Limits
	Latrobe Road	Investment Blvd. To U.S. 50
	Lotus Road	Green Valley Road to SR 49
	Missouri Flat Road	Green Valley Road to SR 49
	Mother Lode Drive	Buckeye Road (east) to Pleasant Valley Road
	Newtown Road	Pleasant Valley Road to Broadway
	N. Shingle Road	Tennessee Drive to Green Valley Road
	Pleasant Valley Road	Mother Lode Dr. to Mt. Aukum Road
	Salmon Falls Road	Lake Hills Drive to SR 49

	Sly Park Road	Pleasant Valley Road to Highway 50
	White Rock Road	Sacramento County Line to Silva Valley Parkway
	Bass Lake Road	U.S. 50 to Green Valley Road
	Cambridge Road	Green valley Road to U.S. 50
	Country Club Drive	Cameron Park Drive to Bass Lake Road
Rural Minor Arterial Urban Collector	Durock Road	Cameron Park Drive to S. Shingle Road
	Forni Road	Main St. to Hwy 50
	Meder Road	Cameron Park Drive to Ponderosa Road
	Ponderosa Road	N. Shingle to Meder Road
	Saratoga Way	Extension County Line to EDH Blvd.
	Serrano Parkway	EI Dorado Hills Blvd to Silva Valley Pkwy
	S. Shingle Road	Durock Road to Northern S.P. RR Crossing
Rural Major Collector	Bucks Bar Road	Mt. Aukum Road to Pleasant Valley Road
	EL Dorado Road	Pleasant Valley Road to Green Valley Road
	Francisco Drive	Green Valley Road to Guadalupe Drive
	Latrobe Road	Amador County Line to Investment Blvd.
	Marshall Road	SR 49 To Black Oak Mine Road
	Mormon Emigrant Trail	Sly Park Road to East Dam
	Mother Lode Drive	Pleasant Valley Road to Missouri Flat Road
	Mt. Aukum Road	Amador County Line to Pleasant Valley Road
	Pony Express Trail	Carson Road to Sly Park Road
	Serrano Parkway	Silva Valley Pkwy to Bass Lake Extension Road
	Sly Park Road	Highway 50 to Pony Express Trail
Rural Minor Collector	Fair Play Road	Mt. Aukum Road to Omo Ranch Road
	Garden Valley Road	SR 193 to Marshall Road
	Gold Hill Road	Lotus Road to SR 49
	Greenstone Road	Mother Lode Drive to Green Valley Road
	Mosquito Road	Meadow Lane to Wentworth Springs Road
	Omo Ranch Road	Mt. Aukum Road to Fair Play Road
	Snows Road	Carson Road to Newtown Road
	S. Shingle Road	Northern S.P. RR Crossing to Latrobe Road

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

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

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Appendix G

Local Jurisdictions' Capital Improvement Program

El Dorado County Capital Improvement Program (CIP)

The 2014 El Dorado County CIP is available electronically at the following internet link:

https://www.edcgov.us/Government/DOT/CIP.aspx

CITY OF PLACERVILLE Capital Improvement Program (CIP)

The City of Placerville CIP is available electronically at the following internet link:

http://www.cityofplacerville.org/services/publications.asp

Appendix H

Intelligent Transportation Systems Glossary

Ramp and Mainline Metering
Ramp meters are traffic signals located at freeway on-ramps. They control the rate at which vehicles enter the mainline freeway, so that downstream capacity is not exceeded. In turn, this allows the freeway to carry an increased volume at higher speeds. Another benefit of ramp metering is its ability to break up groups (i.e., platoons) of vehicles entering the freeway. The freeway's main lanes even when operating near capacity, can accommodate merging vehicles one or two at a time. However, when platoons of vehicles attempt to force their way into freeway traffic, turbulence and shockwaves are created, causing the mainline flow to break down.

Mainline metering functions provide a metering of traffic flow through the use of overhead signals. In this case, however, it is the freeway main lane traffic that is stopped in order to slow the inflow of vehicles into a congested area. This can be used to prevent excessive congestion at chain-up areas or to help alleviate incident related traffic complications. Mainline metering is used to control the flow of vehicles leaving the western side of the study area heading to the East. A typical use for mainline metering is to control the arrival rate of vehicles at chain control points at higher elevations.

Traffic Monitoring Stations
Traffic monitoring stations (TMS) are fixed devices that measure speed and count number of passing vehicles. Classification of vehicles can be performed at properly equipped stations. This information can then be accessed from a remote location to allow system managers to provide timely response through traveler information systems, metering or initiation of incident verification and response.

Closed Circuit Television (CCTV)
CCTV systems can provide real-time images of highway conditions to remote locations. This allows monitoring that results in quicker incident detection and analysis of traffic congestion issues. With multiple cameras at various locations, an operator at a TMC can view several locations at once. This technology is another information input for them to rely on when updating traveler information, performing maintenance response, adjusting traffic signal timing, and in incident response and management. CCTV can also serve as a safety and security measure at locations such as res areas, bus stops, and park-and-ride lots.

Changeable Message Signs (CMS)
Also referred to as Dynamic Message Signs (DMS), CMS provide a highly visible written or graphic message to passing motorists via an overhead electronic display. These signs are deployed with communications that allow their control from a remote location. Locations for deployment could include decision points prior to route intersections and in conjunction with road weather information system sites to provide information regarding conditions ahead. This application can also include portable CMS, which can be useful for roadway and traffic impacts that are intermittent at various locations such as construction or incidents.

Highway Advisory Radio (HAR)
These systems provide a low power radio broadcast near the roadway in conjunction with highway signing alerting motorists to tune their car radio to the appropriate station. This technology has been in use for some time; however, often its effectiveness is marginal due to the lack of emphasis on updating messages. Technology providing automation of the updating procedure can help to address this issue. Some advantages of HAR include the ability to provide longer messages and to provide messages to either or both directions of travel depending on the need.

Weigh-in-Motion Sensors (WIM) and Pre-Pass
Weigh-in-Motion sensors are typically used in conjunction with commercial vehicle weigh stations to check truck weights while on the highway. They can be used at mainline speeds along with other CVO applications and variable message signs to allow those trucks meeting weight limits and other requirements to pass ports without slowing. They can also be used as an integral component in a

safety warning system to provide analysis of a combination of factors such as weight, speed, pavement conditions, and roadway geometry. This analysis can then determine whether or not to provide a warning message for truck drivers with excessive speed for the given conditions.

Road Weather Information Systems (RWIS)
This technology allows remote, automated collection of weather information, which can have a significant impact on the safety of travel, especially in more mountainous areas. These systems can collect information about temperature, humidity, wind speed, visibility, precipitation type and rate, and roadway icing. Information regarding weather related highway conditions is in high demand by both motorists and maintenance personnel.

Traffic Management
The Tahoe Gateway Counties region already has some existing ITS infrastructure to manage traffic in both the rural and urbanized areas. These applications help to detect and respond to incidents, dispatch maintenance crews, improve safety, manage work zones and improve traffic flow. A typical piece of infrastructure is a traffic management center, described below.

Traffic Management Center (TMC)
A TMC is a central location for the collection, processing, and dissemination of data in order to facilitate management activities. Incoming data often includes video images from CCTV, weather information from RWIS, traffic data from various monitoring devices, and reports from maintenance personnel, the media, emergency service providers, and the public. In many cases emergency service dispatchers are co-located with the transportation management personnel in such a center.

Traveler Information
Many ITS applications provide information to motorists. This benefits the efficiency of the system and the expediency of travel. When travelers have better information they can make better decisions. Information regarding congestion, weather, and road conditions can help travelers avoid delays by postponing trips or choosing alternate routes. Better information means information that is accurate, timely, and accessible. A variety of methods for providing this information are currently in use. One method is using Changeable Message Signs. The internet and media are also used to disseminate roadway information.

Communications
The existing ITS elements utilize leased telephone service for communications. Both cellular telephone or leased voice-grade communication lines provide this service. Recent modifications to the cellular infrastructure have improved connections and service. Recent advancements in communications have made low-cost options available to gather real time traffic information. These technologies include: wireless Ethernet for carrying high speed data such as video over long distance in rural areas; Cellular distributed Packet Data (CDPD) for low speed data; and Digital Subscriber Line (DSL) for both high and low speed data over ordinary phone lines. These technologies allow for low cost internet access through local providers. These new technologies are now the preferred communication approaches by Caltrans in the region. It should be noted, however, that DSL is not often available in rural areas because of technical limitations.

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Appendix I

Acronym List

RELATED TRANSPORTATION PLANNING ACRONYMS

AADT .....Annual Average Daily Traffic
AC .....Asphalt Concrete
ACO .....Accumulated Capital Outlay (El Dorado County General Fund)
ADT.....Average Daily Trip
ARRA.....American Recovery and Reinvestment Act
ATP.....Active Transportation Program
BTA .....Bicycle Transportation Account
CEQA.....California Environmental Quality Act
CMAQ .....Congestion Mitigation Air Quality
CMIA.....Corridor Mobility Improvement Account
CTC.....California Transportation Commission
EA .....Caltrans Expenditure Authorization Number
CT .....Caltrans
DOT .....El Dorado County Department of Transportation
EIR/EA .....Environmental Impact Report/Environmental Assessment
EIS .....Environmental Impact Study
FHWA .....Federal Highway Administration
FLAP.....Federal Lands Access Program
FTA .....Federal Transit Administration
FTIP .....Federal Transportation Improvement Program
FY .....Fiscal Year
FFY .....Federal Fiscal Year
ITIP .....Interregional Transportation Improvement Plan
ITS .....Intelligent Transportation Systems
HOV .....High Occupancy Vehicle
ICAP Audit .....Indirect Cost Allocation Plan
LOS.....Level of Service
MAP-21 .....Moving Ahead For Progress in the 21st Century
MC&FP .....Missouri Flat Master Circulation and Funding Plan Reimbursement Fee
MTIP .....Metropolitan Transportation Improvement Program
NEPA .....National Environmental Protection Act
OC.....Overcrossing
PA&ED.....Project Approval and Environmental Document
PCI .....Pavement Condition Index
PDT.....Project Development Team
PES.....Preliminary Environmental Study
POC .....Pedestrian Overcrossing
PPM .....Planning, Programming, and Monitoring
PPNO.....Project Planning Number
PS&E .....Plans, Specifications, and Estimates
ROW .....Right of Way
RSTP .....Regional Surface Transportation Program
RTIP.....Regional Transportation Improvement Program
RTPA .....Regional Transportation Planning Agency
SHOPP .....State Highway Operations and Protection Program
SR .....State Route
SRTS .....Safe Routes to School
STIP .....State Transportation Improvement Program
STP.....Surface Transportation Program
TAP .....Transportation Alternatives Program
TBD.....To Be Determined
TCE.....Temporary Construction Easement

TCSP .....Transportation, Community and System Preservation
TE .....Transportation Enhancements
TEA.....Transportation Enhancement Activity
TIGER.....Transportation Investment Generating Economic Recovery
TIM.....Traffic Impact Mitigation Fees
UC.....Undercrossing
USFWS.....United States Fish and Wildlife Service

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Appendix J

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