



COMMISSIONERS

Council Members Representing the City of Placerville

Patty Borelli, Michael Saragosa, Dennis Thomas

Supervisors Representing the County of El Dorado

Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

Contact the EDCTC: 2828 Easy Street, Placerville, CA, 530.642.5260 www.edctc.org

AGENDA

Regular Meeting

Thursday, October 3, 2019, 2:00 PM

(or immediately following the Transit meeting, if after 2:00)

NOTE: Members of the public may address any item on the agenda during consideration of that item. Your comments will be limited to no more than three minutes.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ADOPTION OF AGENDA AND CONSENT CALENDAR

Commissioners or staff may request that an item be removed from the Consent Calendar for discussion. Items requested to be removed from the Consent Calendar shall be removed if approved by the Commission. The Commission will make any necessary additions, deletions, or corrections to the agenda, determine matters to be added to, or removed from, the Consent Calendar.

CONSENT CALENDAR

- 1.** MINUTES FOR THE SEPTEMBER 5, 2019 COMMISSION MEETING (RICE)
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the September 5, 2019 Commission meeting.
- 2.** AUGUST 2019 CHECK REGISTER (THOMPSON)
REQUESTED ACTION: Receive and file the August 2019 Check Register.
- 3.** TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2018/2019 STATE OF GOOD REPAIR FUNDS FINAL ALLOCATION AND CLAIM (THOMPSON)
REQUESTED ACTION: Adopt Resolution 19/20.05 to approve the Transportation Development Act Fiscal Year 2018/2019 State of Good Repair Funds Final Allocation and Claim.

OPEN FORUM

At this time, any person may comment on any item that is not on the agenda that is within the jurisdiction of the Commission. Please voluntarily state your name for the record. Action will not be taken on any item that is not on the agenda. Items requiring action will be referred to staff and/or placed on the next meeting agenda. Your comments will be limited to no more than three minutes.

BUSINESS ITEMS

- 4.** FINAL COLOMA SUSTAINABLE COMMUNITY MOBILITY PLAN (BOLSTER)
REQUESTED ACTION: Accept the final Coloma Sustainable Community Mobility Plan.

- 5.** DRAFT POLICY ELEMENT: 2020-2040 REGIONAL TRANSPORTATION PLAN (BARTON)
REQUESTED ACTION: Approve the El Dorado County Regional Transportation Plan 2020-2040 *DRAFT* Policy Element, which includes: Chapter 1 – Introduction; Chapter 2 – Organizational Setting; Chapter 3 – Physical Setting; Chapter 4 – Regional Transportation Issues; and Chapter 5 – Goals, Objectives, and Strategies.

EXECUTIVE DIRECTOR'S REPORT

CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The next regular meeting is scheduled for 2:00 PM on November 7, 2019 at 330 Fairlane, Placerville, California.

NOTICE

To listen to open session portions of the meeting in real time, dial 530.621.7603. This specialized dial in number is programmed for listening only and is operable when the audio system inside the meeting room is activated.

The El Dorado County Transportation Commission is committed to ensuring that persons with disabilities are provided the resources to participate in its public meetings. Please contact the Secretary to the Commission if you require accommodation at 530.642.5260 or email edctc@edctc.org.

Every effort will be made to provide a translator in Spanish or in another language if requested. Please make your request two full days in advance of the meeting. Un traductor del idioma español estara disponible.

CONSENT CALENDAR

STAFF REPORT

DATE: OCTOBER 3, 2019
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JONI RICE, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: MINUTES FOR THE SEPTEMBER 5, 2019 COMMISSION MEETING

REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the September 5, 2019 Commission meeting.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment: September 5, 2019 Minutes with Addendum



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Michael Saragosa, Dennis Thomas

Supervisors Representing El Dorado County: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

Woodrow Deloria, Executive Director

DRAFT ACTION MINUTES

Regular Meeting, Thursday, September 5, 2019, 2:00 PM

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Borelli called the meeting to order at 2:08 PM and led the Pledge of Allegiance.

COMMISSIONER ATTENDANCE

PRESENT: Chair Borelli and Commissioners Hidahl, Parlin, Saragosa, Veerkamp, Alternate Acuna, and Caltrans Ex Officio Takhar. ABSENT: Vice Chair Frentzen and Commissioner Thomas

ADOPTION OF AGENDA AND CONSENT CALENDAR

Chair Borelli asked if there were any questions or comments on Consent Calendar items, and there were none.

ACTION: Commissioner Hidahl made a motion to adopt the agenda and to approve or adopt all items on the Consent Calendar. The motion was seconded by Commissioner Saragosa which carried as follows:

MOTION/SECOND: Hidahl/Saragosa

AYES: Acuna, Borelli, Hidahl, Parlin, Saragosa, Veerkamp

ABSTAIN: Acuna on Agenda Item 1 as he was not present at that meeting.

NOES: None

ABSENT: Frentzen, Thomas

CONSENT CALENDAR

1. MINUTES FOR THE AUGUST 1, 2019 COMMISSION MEETING
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 1, 2019 Commission meeting.
2. JULY 2019 CHECK REGISTER
REQUESTED ACTION: Receive and file the July 2019 Check Register.
3. OVERALL WORK PROGRAM BUDGET VS ACTUAL COMPARISON FISCAL YEAR 2018/2019 JULY-JUNE REPORT
REQUESTED ACTION: Receive and file the Overall Work Program Budget vs. Actual Comparison Fiscal Year 2018/2019 July-June Report.
4. SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FISCAL YEAR 2018/2019 EXCHANGE APPORTIONMENT AND FUNDING AGREEMENT BETWEEN EDCTC AND EL DORADO COUNTY
REQUESTED ACTION:
 1. Adopt Resolution 19/20.03 approving the Surface Transportation Block Grant Program FY 2018/19 Exchange Apportionment and Allocation.
 2. Authorize the Executive Director to sign the 2018/19 Exchange Recipient Agreement between EDCTC and El Dorado County.

5. TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND BICYCLE AND PEDESTRIAN FUND CLAIM FROM THE EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION
REQUESTED ACTION: Adopt Resolution 19/20.04 approving a Transportation Development Act Local Transportation Fund Bicycle and Pedestrian Fund claim from the El Dorado County Department of Transportation in the amount of \$16,962.00 to complete the extension of the Los Trampas to Halcon Road El Dorado Trail Class I Multi-Use Path.
6. FINAL COUNTY LINE MULTI-MODAL TRANSIT CENTER STUDY
REQUESTED ACTION: Accept the Final County Line Multi-Modal Transit Center Study.

OPEN FORUM

Terry Kayse and Joanne Thornton commented; each distributed handouts.

PRESENTATION

7. DRAFT COLOMA SUSTAINABILITY COMMUNITY MOBILITY PLAN
REQUESTED ACTION: None. This item was for information only.

Comments were received from 18 people on this matter. A transcript of the public comments have been provided as an attached Addendum to these Minutes.

EXECUTIVE DIRECTOR'S REPORT

CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 4:15 PM.

The next regular meeting is scheduled for 2:00 PM on October 3, 2019 at 330 Fairlane, Placerville, California.

ADDENDUM TO MINUTES – AGENDA ITEM 7
Transcription of Public Comments

Note: Names may not be correctly spelled. Transcribed comments were dependent on clarity of recording. An ellipsis was used where the words were inaudible.

Sue Taylor: I've been involved in two of these types of studies; one I actually helped to get funding for, and after it was approved for funding the whole course changed. And I don't think either of those projects were ever approved in the final stage, because I feel like they never ... and this is coming on like a done deal, and I know you get all the studies done, you get shelf ready, you approve it, you know the public is told, well, we're not there yet, don't worry about it, and then the next thing, the next step is its coming before the Board and getting final approval because it's shelf ready. When does the public actually have to have that much input that they missed out on. As far as I know there was one public meeting that Lori was gracious enough to put it out on Facebook. I never knew that this was going on. That park means a lot to me. I'm, since I was 15 years old, there's a memory there that I've been really involved as a docent in the park, I do a lot of events down there and no one I'm surrounded with didn't even know this was going to happen. So I care about a lot of the historic integrity of these places. This is a state historic park and there's a lot of stuff going on in that park and Barry's done a great job being in charge of it and there's a lot of great things happening. And roundabouts are too different and one of them at Cold Springs, and the topography is so crazy there to stick a roundabout in that pit. I don't know how, without destroying a lot of landscape or, you know, scenic there, and right now there's a stop sign, and there's a stop sign on the other end. So how much more can you stop traffic than stop signs, and I understand that roundabouts are going to slow down traffic. So this is not just adjacent residents' park or area. I feel like this belongs to a lot of people. People care, and when I'm in the park there are hundreds of people from all over the world. I appreciate having better paths for walking, bicycle riding. I'd like to see those two things not compete with each other. There's a lot of people walking in that park. You have bike riders that are traversing and ... a transportation corridor and also people that are trying to walk so um I would like to keep the gateways, because that's an issue, because why does it have to be roundabouts. Use gateways and put them where it's more appropriate, ... with cobblestone, if you want to slow traffic coming into the park, put in cobblestone, they've done that in Sacramento. And I would like to see more input and more understanding of what's happening and not see this move forward and shovel ready ... and not all the parts done before you can you know the whole place has changed and really nobody has anything to say about it . So go and rework and go back and get this done and ...

Karen Bartholomew: I'm from Garden Valley, and I frequent Marshall Road and Highway 49 probably every day. I agree with everything that Sue had to say for the record. I was told that a place that really needs to have a calming area is up by Gold Trail School; that they have a problem up there. I don't know how big rigs and people who deliver to our area, coming down Lotus Road are going to make a roundabout, you know they're not supposed to come through the canyon to service our area, so I think that, that could pose a problem. I don't like the idea of taking a foot from each side of the road on Lotus Road because I think it makes it more dangerous for big rigs that are bringing products to our area, trucking companies and gravel trucks, etc. And I was wondering on the study, they were talking about accidents on the 49 and one death. I'm just wondering what time of the day it was that these accidents might have occurred. If it was during the day when children were playing in the park or after hours; for safety reasons, that raises a little concern to me. The other thing is, if you really want to calm something down, just put undulation speed bumps. They work and they're a lot cheaper. I know that's for roundabouts and not for the road but to me that's the best way to calm anything down. It's worked for me for years on my private road. And when all this gets said and done, if it does, who's going to pick up the bill for it? Is it all going to be funded or who's going to pay for this. I mean we're talking about a lot of expense here. I don't like the idea of putting in the roundabout at Marshall Road. I think the stop sign works perfectly well. I mean, I wouldn't mind, I don't know, I'm familiar with the State Park. I do 25 going through there and almost all the time several times a week going to Placerville. I have never seen problems there. I went there in the fourth grade as a kid too. And people are very, it seems like people are very patient with crosswalkers and where the crosswalks are and people seem to be very concerned about the children, and the teachers and the people walking on the road. And as far as bicycles go, it seems to me, if you want to make paths wider for bicycles fine, but I don't see cost-effective putting

money in roundabouts when our roads. I know this doesn't cover roads, thank you. I hope you all think about it.

Matt Sanderson: I'm sure none of you live in Coloma or Lotus. I live on one of the most stressful, and I want to say it's not stressful, roads to live on which is Little Road. It comes right out of, next to the 49 and the Lotus Road stop. So in looking at the proposal, it talks about stress and red lines. There are no red lines in Coloma/Lotus. If you want to talk red lines, just go through Placerville to get here, go through Davis, go to the Bay area, go to Sacramento. Coloma/Lotus has no red lines. With the proposed solutions, it goes to green lines. We are already at green lines. We don't need, that was a very misinformed piece of information as far as I'm concerned. I am 100% opposed to roundabouts. I've lived there since 1994. I've never had any trouble getting out of probably the most stressful road either egress or egress going out to Highway 49 not one time. The longest I might wait would be 30 seconds, okay? A roundabout at Lotus Road and Highway 49 will really confuse me because I don't know how I'm going to get in and out of there. And it's completely unnecessary. The only risk when you look at the proposal, there've been many collisions. There's only been one collision at Lotus Road and Highway 49. There have been many more up in the commercial area by the gas station. There've been many more up toward the park coming toward Placerville. Only one in my stressful intersection, and in my view, it's not stressful, because I live there. The one real place in being a boater, a bicyclist, I'm a boater, I ride bikes, I drive all the time, I run, is Lotus Road to Bassi, it's very narrow and people speed. That speed needs to be reduced, and the speed going north out of the state park to the stop sign since it's a fairly blind run, needs to be reduced. It's at 40 miles an hour, people exit 25, they see this beautiful highway and they gun it. And it's a blind curve. If you reduce that speed and you put in one of those speed sign indicators, you will solve any problem there. Thank you very much.

Ron Murphy: Our property is directly involved at Cold Springs and Highway 49 property; there are four of us there. Talk about being engaged, we just heard about this. I've never heard anything about it until this last week. And all my neighbors, we hadn't heard about it. So as far as that being a congested area, the traffic comes down Highway 49, it's usually through traffic. There's never a bottleneck there. The people go right on through. The only bottleneck we have there is maybe five cars at the stop coming down Cold Springs Road from people coming back from work or Garden Valley or whatever, so you know as far as engaging and the public saying we ought to do this and that none of us have been involved. Anybody I've talked to hasn't been involved in any of this stuff until right now. So, I think, and most of my neighbors think, that these roundabouts just ruin the historic significance of Coloma and is changing Coloma, and we don't want any part of it, thank you.

Patty Boyer: from Lotus. Lori, thank you very much for all of your support. I'm pretty much saying, dittoing what everybody else has said. I am also opposed to roundabouts. I go over to Rocklin, to my dentist, and they have two roundabouts that I go through, very confusing. I've gone through there enough that I kind of know what I'm supposed to do and know where people are coming and going, and you'll have people coming down Lotus during the summer, don't know anything. They're coming for vacations down the river and they're not going to know what to do. They're going to get confused, and it's going to get backed up, and I don't know where you have people to be able to cross at the roundabout and like at Lotus and 49, so, um, the one part I find a little iffy is when you're coming down 49 and you have your first stop sign before you enter the park and say people are coming through the park and then they go through 49 or you may go up Cold Springs when you come down Cold Springs and stop, you don't know what these people coming this way are going to do because most of them don't put on their flashers. So, you sit here and wait. You're not going to go forward but that's the only place that I can find a little confusing, but I'm definitely against roundabouts. We have people coming here that haven't been here all summer, you know they're coming for vacations. I think they're confusing and also to put them over on 49 on Lotus and 49 after you spent all that money on the bridge and on that street and everything and then you're going to tear it all up again to put in a roundabout that takes up so much room. I also didn't know about any of those meetings. I was out of town I didn't know it cost 10,000 just for that and thank you for standing up for us, and I think input for this study is important.

Judy Ryeland: I just wanted to agree with Patty Boyer here about the Rocklin roundabout. After I heard about this thing I went to Rocklin and believe me I don't want roundabouts. Do you know those little fast cars that go really fast around here, they sound really loud. Those things will go around roundabouts really fast, and so can motorcycles. My son is a truck driver, totally opposed to roundabouts. How about the stock trailers in Coloma. Are they going to be able to get around the roundabout? So, I have an issue with roundabouts. I have an issue with changing Coloma too much. We need to have safety with pedestrians like that ... turn in the road. I'm not sure what that's for but it's like you have to go to the state park and then stop. So, I like the strips across the road to slow them down, and I like the idea of a stop sign at 49 and coming down past the cemetery and down in that area, slow 49 down. Stop signs work great, and to have a roundabout on the littlest highway in the world is kind of like, I don't know, more parking for the Coloma Theater. Yea, I'm sorry, I've been here for 40 years, up in Garden Valley, and I've never had a problem with a stop sign at Marshall and 49. My kids just sold a house across the street from the Sutter Center. They lived there for 20 years, they had a half a dozen drunks and two people that lost brakes, that's it. So that's my stats for 20 years, I don't see what we have anything more to do but one more stop sign and slow down strips. ... Thank you Lori for doing your help. Thank you guys too.

Karen Mulveyney: So, I'm going to say something different. First of all I want to say this is just a transformational plan for pedestrian and bicyclists and you're going to create some extraordinarily beautiful, world class grounds for people to walk to the river that you don't have now. And I also have to say that I was not included in the original steering committee but was invited to on Coloma Lotus Community and was invited to attend two informational meetings for this plan. I wrote in and reviewed the materials. My comments were included in the Amoloc Plan and ... road. So, the team was extraordinarily responsive, and this includes my public comment, and I assume everyone else's as well ... their drafts and initials on, so I'm sorry that everyone didn't attend all of those meetings because the opportunity was there. And for us, we kind of feel like we're on an island, living where we live, because we can't safely walk into town at present, so the ability to walk into town would truly be transformational, and I would also say that this economically, would create an opportunity to create in this, not ... Plan already, but also ... Coloma is such a beautiful place for visitors to come and walk around ... And for businesses that normally shut down ... On the shoulders, ... and as far as the roundabouts go, I was also originally against them as well, but I was persuaded by the data and by the historical ... by them and to say this is a way to stop or slow down traffic, it was explained to the community many times, you can't just arbitrarily reduce the speed limit. And if people are speeding, unfortunately, the way California law works, they can raise the speed limit. You have to do so artificially, not artificially, but through other means, roundabouts being one of them, and so I believe that is an opportunity to do that. I remember when I lived in the Bay area and I was driving across the Golden Gate Bridge every day and you go through those toll bridges and every day, utter chaos, and merging chaos. I never in 20 years saw an accident there. I mean when it is confusing, people slow down and pay attention. And I'm not a traffic expert, but that tells me ... Thanks.

Sue Luenga: 47 years. Thank you so much Lori for speaking up for us. At the meetings and at the Grange Hall, most of the people were for, or not for the roundabouts. I don't know where they got the numbers, but there were a lot of us that do not want the roundabouts. In my personal opinion, it's about the dumbest idea in the world. If people don't have enough common sense or brains to stop at a sign or a red light, they're not going to know what to do in a roundabout. Is there a plan that tells them how to use a roundabout, who has the right of way and who doesn't? I think it's going to be a free for all. I'd like to know where the studies were done that says roundabouts are safer; exactly when they were done and how many numbers were included. And one of the men said there were 22 comments on the survey and you said 122. So the numbers, that is not a majority of people in Coloma. That is not the majority of people. In my opinion that is not enough numbers in Coloma and Lotus. The speed bumps I believe are a better way to slow down traffic. I think the Murphy Bridge, I believe have more important problems, on Murphy Bridge because it's been going on for years and still hasn't come to a solution, and I'd like to know what the numbers are. We walk every day, on the far side of the river. We walk across the Murphy Bridge. We get our mail. Every day, we go through the park; every day for 47 years. We've never had a problem with safety or the traffic. Saying that there were 5, 35, collisions in 5 years, those numbers are pretty low, considering in 5 years. The flashing light buttons for pedestrians has been such chaos for traffic trying to come through with every student every person coming through pushing that button you're

going to have traffic stopped all the way up to Placerville and to Cool. So, against the, totally against the roundabouts. I think it's a waste of money and a dumb idea, my opinion. Thank you Lori for speaking up for us.

Jerry Mormon: I've lived in Coloma for 40 years. I'm in the travel business and have travelled all through Europe. This is historic California and most of the modern motor coaches I'm in all over the United States and throughout Europe are 45 footers. The problem with 45 footers going around a roundabout is challenging. The new offramp from Lotus Road onto 49 is, as established, is fantastic. My 45 footer, coaches come down perfect. There is no problem getting into Coloma, and I'm one of those involved in bringing thousands of kids here among other folks. Leave it the country. Leave it historic. We don't need a roundabout at either end of the park.

Dani Pool: I live in Lotus. My dad has been here for 35 years so I've seen it grow. And if you want to see traffic, go down south. I've seen it; or go to L.A. or San Bernardino. It's a joke. I come up here, and my cousin goes, hey, we've got traffic, there's five cars in line you know, and I agree, and I think everybody here agrees. We do want safety, you know. Put the trails in. Make the ... safer. We do not need roundabouts, and I agree because it is an historical place, and I agree that we need speed bumps. They work. Just make 'em bigger, you know. They do stop you, and people will learn, and I think it's the out of towners, they are not agreeing with this. So it's not going to stop it. Safety is important, and I think that would bring people and people would be outdoors more for that reason. But my question is, if they are put in, how long is it going to be before they're torn up. How long is it going to be? Where does the traffic go? You're putting it right in the intersection, so how is traffic going to get around. So, you're going to have to go out that way to get around to where we're going. So, I live off Ponderosa and Bay Street, so it's just on the other side, and I use Lotus all the time and go up through Garden Valley. There's no back up, you know, and we've seen runners, yeah, they have a lot of ... out there running and walking and really, but can't we start the project where we wanted to, where we agreed to. We do need some trails ... So can we start there and then broaden, because I feel like, people will give us, project started, and everyone is saying we'll do this, and then we see how did this come up, and that's how I feel about the roundabouts. That was not in the initial; we need to go back to the basic of what we need here. Thank you.

Brian Bartholemew: Garden Valley. I was on the highway going through Plymouth not long ago and at the roundabout and pulling up to the thing ... and it's out of place and people, you know, don't want to stop, and they might yield, and people quickly turned into the roundabouts. And also we talked about walkers and bicyclists about, I could see that ... also used the roundabouts and tried to share those corners with a vehicle which creates another safety problem. I was also concerned about the, saw the ... and people trying to get through those ... in a hard area. I think it's a hard area and a poor place, I think that speed bumps or those cobblestone type of roads might be a better fit for our needs

Joanne Thornton: I've been listening to everybody and I agree with most. Okay, those big rigs that come down Lotus Road that would hit the proposed roundabout. They have to take that road. They cannot come up Highway 80 and go up Highway 49 to get on ... They absolutely cannot do it by state law. Their only route is to come up 50 to Lotus Road and down and coming up 49 the access ... I know for a fact. I wanted to hire a local, big pieces of equipment, and I said, well I live closer to Auburn, and he said well we can't come up Auburn. We can't come up 80 and go through the canyon. We have to go all the way around and come up 50. That is the issue. You try to put a roundabout in and a big low boy comes in, that's not going to happen very well. Your intersection is going to come through, and they're going to run over it. I've heard some other comments that drive big rigs that have to come that way. They're going to plow right over it because they can't make that turn. That wasn't addressed in the study as far as I can tell. And one fatality in four years; I'm sorry that doesn't create such a catastrophe that we need a roundabout Thank you Lori for getting this out to us in the north county because nobody knew, and as a lot of people in the north county are working. They can't attend these meetings. So since you were such a focused group and only focused on getting comments from a small area, you failed to expand the area when you expanded your scope. One hundred and twenty two comments is nothing. A lot of these people were never even notified so, um, that's a problem. Um, it almost sounds like you guys are using the roundabouts as a guise to get grant money and possibly use the excess to improve the

trails along Lotus Road and safety, and I totally can see why you would do that. It's not right. Lotus Road does need more trails. I fully agree with that, walking trails, biking trails. What you guys have done, the bridge is awesome. I just agree with everybody and please don't give the comments no credit for comments. Lori's comments on Facebook regarding, well everybody wants to use that money for potholes. No, we don't. Yeah, there were a few comments about that but for the majority of those people that are commenting, comes very clear concerns and should be taken seriously. Thank you.

Terry Kayse: ... I'll make this quick, those of you on the City Council don't know me very well at all. I hope you make ... today. I come from a family of top-notch engineers. The head engineer that built the Oroville dam, not the spillway, but the Oroville dam, who said it would fail, as did I in 1967, when I was working on the dam. I have three cousins who served as (request by Chair to move forward on subject matter) Okay, but the point is, this is relevant, because this is science. Engineers, scientists in every profession go through what I call the Bandwagon affect. There are statistics about this. Roundabouts work extraordinarily well where they are built in as part of an integrated plan into a much larger system to retroactively go back in and put a roundabout into a place where roundabouts weren't ever going to be built, tends not to work. I've had cousins in Humboldt County, Oregon, Montana, who put in roundabouts, as heads of counties, then put more roundabouts in certain places where they fit and worked well. But they always built them so they could modify them and change them, but at the same token they often took out roundabouts because they realized that, after the fact, they had fallen into the trap of the bandwagon affect. Any decision by this Board needs to be made carefully. One final point is; this county is already on the major front about funding for highway and road improvements. You should only be funding road improvements, I don't care if the funding comes from grants, only in situations where your best judgement, absolute best judgement, and from talking with the people who have to live and work in that area, what they have to say. If it's not a green line all the way, there are other places to spend the money believe me. Thank you.

Rafael Martinez: Director of Transportation. I just wanted to say that I'm a registered traffic engineer, and I too am uncomfortable going into a roundabout, but statistically, that is, in part, why they do work. I just went to Tahoe this past weekend, and as many of you know Caltrans is building a roundabout at 50 and 89 and with a partially constructed roundabout, thousands of vehicles went through it, and I just finished speaking to the Lieutenant, CHP officer, and he told me there was not one reported accident at the location. And there were several trailer trucks that did go through it without any trouble, and that is with a 50% constructed roundabout. But nevertheless I do understand the concerns of my relevance back here because roundabouts are a nuisance, they are uncomfortable, and they are not typical of the standard design in this county, so it is something that my staff and I have tried to put effort to try to educate as to the benefit and the negatives, because there are negatives, and every roundabout is not beneficial at every location and that's why we create plans like what El Dorado County Transportation Commission is creating. They are creating a plan for the future. Ten years ago, when we started the planning for the Ponderosa Interchange, people were afraid because the traffic wasn't there, but if we hadn't started that process back then, today, we wouldn't be finishing the environmental for that project. that's where we are here today. We are trying to come up with a plan for potential improvement for traffic that will help the traffic alleviate some of the conditions that we anticipate and improve safety eventually. I haven't had an opportunity to find out more about the outreach that was done for this project, but I would love to engage with El Dorado County Transportation Commission as well as some of the residents to see further see the pluses and the minuses for a roundabout as well as talk about some of the other recommendations that some of the public had such as speed bumps. Some municipalities and other organizations including Fire and Caltrans and others, but none the less, I do understand the residents' concerns and getting to the CEQA process, but you do realize you must make a decision whether it's going to be a roundabout or a signal, and having that healthy constructive conversation. Thank you.

Mike Bean: Coloma, I'm one of the crazy people you see out walking or running out on the side of the road. I just hate to see this whole plan get shelved or to not go anywhere. Lotus Road is kind of sketchy on a bike, moving the fog lines in really won't make it safer for me when a gravel truck is going by. Widen it by a foot ... If I lived on Bassi Road, I actually live on Scott Road, but if I lived on Mountain View I

would like to be able to walk over to Henningsen/Lotus Park. I can't do that right now. I can't ride a bike. It would be nice to do those things. Thanks.

Barry Smith: Chief Ranger Gold Hill District. I have been very involved in this plan. I kind of, you know, the Marshall Gold Discovery Park is the heartbeat of the county, heartbeat of the community, heartbeat of the state, heartbeat of the world. The reason why we're sitting here today is because of Marshall Gold State Historic Discovery Park. I've spent the last five, six years there. I've looked at people moving about and seeing the very unsafe ways in which it happens. At times I've walked through the park at night and envision about how we can make this park safe. I look at this plan in a much bigger picture. I have plans throughout the entire park to improve the safety and accessibility. This plan allows us to tell more history. It allows us to tell history that we're not telling now. It doesn't matter where you come from around the world; you can find your relevance in early California history, and I think that is very important. And many times, I've watched the campgrounds throughout the park and the ... In the park and I've watched the children ride through and they really have roads to nowhere. How wonderful would it be to camp at the Coloma Resort or the American River Resort and be able to ride with your family safely through the park to Lotus and have pizza and then to ride with your family back in a safe manner. That to me is what we are really here talking about. It's about accessibility to the thousands of kids and thousands of visitors that come yearly to this park. And I know we are talking about the roundabouts, and that seems to be the focal point. but let's look at the big picture of this plan in bringing the community together. I think that is really important, and I appreciate Dan working with Jim and having a meeting with Caltrans in being able to bring these safety concerns up and finding some sort of plan or some resolution for the future. The general plan dates back to 1978 about the park. That plan actually moved Highway 49 out of the park. I think that would be a topic we would have difficulty in discussing. And so that was the plan, and I don't see that ever coming to fruition. So thank you again for your time and thank you for listening. And if anyone ever wants to come out to the park and see all of the wonderful things we are doing please, but this plan is a much bigger picture. And I hope you all understand that. Thank you everybody and for all the comments today.

Matt Smeltzer: El Dorado County DOT. I have been a participant in this study. I have been a participant in many studies and the ... Bridge that Caltrans did, and these are all safety projects. Mount Murphy Bridge, one my projects, was a very important safety project also. One of the things in common with all of these projects that I've heard in many public meetings, that I've heard, are about pedestrian safety, vehicle speeds, vehicle pedestrian conduit. And I was happy to be involved in some of the catalyst that got this going in two bridge projects and getting together with Parks and Caltrans, the Commission to help bring this next study to help advance and improve ... in this community. And I think the Commission has done a great job, in picking the right consultant, who is definitely an expert in the field, one of the best that I know, in this type of study, and I think has done an excellent job in addressing the concerns of the community and the advisory committee and the public and I'd like to commend them on the great job they've done.

CONSENT CALENDAR

STAFF REPORT

DATE: OCTOBER 3, 2019
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: AUGUST 2019 CHECK REGISTER

REQUESTED ACTION

Receive and file the August 2019 Check Register (Attachment A).

BACKGROUND AND DISCUSSION

The attached check listing includes eight payments that merit further explanation:

- Check # 8637 – Fehr & Peers..... \$2,111.35*
 June professional services for the El Dorado Hills Business Park Community Transportation Plan, Work Element 261. This contract was approved at the April 4, 2019 EDCTC meeting.
- Check # 8639 – GHD, Inc..... \$4,842.01*
 June professional services for the Coloma Community Mobility Study, Work Element 232. This contract was approved at the June 7, 2018 EDCTC meeting.
- Check # 8640 – City of Placerville \$200,000.00*
 Payment of the FY 2018/19 Surface Transportation Block Grant Program (STBGP) Exchange funding to the City of Placerville based on the formulaic distribution. Payment of the FY 2018/19 STBGP Exchange funding was approved at the August 1, 2019 meeting by Resolution 19/20.01.
- Check # 8641 – LSC Transportation Consultants, Inc..... \$10,383.75*
 June professional services for the El Dorado County Short and Long Range Transit Plan, Work Element 226. This contract was approved at the September 6, 2018 EDCTC meeting.
- Check # 8650 – AIM Consulting, Inc..... \$5,181.45*
 July professional services for the US 50 Recreation Travel Hot Spot Transportation Management Study Placerville Public Engagement, Work Element 254. This contract was approved at the November 1, 2018 EDCTC meeting.
- Check # 8651 – Alta Planning & Design \$8,248.72*
 July professional services for the El Dorado County and City of Placerville Active Transportation Plans, Work Element 231. This contract was approved at the June 7, 2018 EDCTC meeting.
- Check # 8655 – Extreme Towing..... \$12,080.54*
 July professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 5, 2016 EDCTC meeting.
- Check # 8656 – Fehr & Peers..... \$5,604.25*
 July professional services for the SB 743 Implementation Plans, Work Element 201. The contract with Fehr & Peers was approved at the March 1, 2018 EDCTC meeting.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachment A: August 2019 Check Register

**El Dorado County Transportation Commission
Check Register
August 2019**

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Payment</u>	<u>Memo</u>
08/01/2019	EFT	Ameritas Life Insurance Corp.	543.00	August 2019 Dental and Vision Premiums
08/01/2019	EFT	Benefit Coordinators Corporation	213.29	August 2019 Life/Disability Premiums
08/01/2019	EFT	CalPERS Health	5,932.69	August 2019 Health Premiums
08/01/2019	8637	Fehr & Peers	2,111.35	* June 2019 El Dorado Hills Business Park Comm Transp Plan
08/01/2019	8638	AT&T	134.18	July 2019 Office Phones
08/01/2019	8639	GHD Inc.	4,842.01	* June 2019 Coloma Sustainable Community Mobility Plan
08/01/2019	8640	City of Placerville 1	200,000.00	* 18/19 STBGP Exchange
08/01/2019	8641	LSC Transportation Consultants, Inc	10,383.75	* June 2019 Short and Long Range Transit Plan
08/01/2019	8642	Buchalter	700.00	December 2018 Legal-Closed Session
08/14/2019	ACH	ICMA 457	1,736.53	Employee Contributions
08/14/2019	EFT	CalPERS Retirement System	3,280.77	August 2019 Contrib #1
08/16/2019	EFT	Cardmember Service - Visa JB	120.00	Poll Everywhere
08/16/2019	EFT	Cardmember Service - Visa JR	352.73	July 2019 Office Exp
08/16/2019	EFT	Cardmember Services-Visa WD	158.00	Parking Caltrans/SACOG/CTC Meetings
08/16/2019	8643	Century Building Maintenance	450.00	July 2019 Building Maintenance
08/16/2019	8644	Georgetown Gazette LLC	44.87	Public Notice 8/1/19 Draft Coloma Plan
08/16/2019	8645	Mountain Democrat	42.50	Public Notice 8/1/19 Draft Coloma Plan
08/16/2019	8646	Rimrock Water Company	31.87	July 2019 Water
08/16/2019	8647	Sierra Office Supply & Printing	183.54	July 2019 Office Supplies
08/16/2019	8648	Terrie Y. Prod'hon, CPA	354.26	July 2019 Accounting Oversight
08/20/2019	EFT	Umpqua Bank	5.00	ACH fee ICMA Payments 7/3 7/17 7/31 STA 7/15
08/28/2019	EFT	CalPERS Retirement System	3,280.77	August 2019 Contrib #2
08/28/2019	EFT	CalPERS Fiscal Services Division	350.00	2018/19 GASB-68 Reports & Schedules
08/28/2019	EFT	National Access LD	32.65	July 2019 Long Distance
08/28/2019	EFT	PG&E	558.77	August 2019 Utilities
08/28/2019	EFT	QuickBooks Payroll Service	8.00	July 2019 Payroll Fee
08/28/2019	8649	ICMA 457	1,736.53	Employee Contributions
08/28/2019	8650	AIM Consulting, Inc.	5,181.45	* July 2019 US50 Hot Spot Study Placerville Public Engagement
08/28/2019	8651	Alta Planning & Design	8,248.72	* July 2019 Active Transportation Plans
08/28/2019	8652	AT&T	133.09	August 2019 Office Phones
08/28/2019	8653	Cal.net	64.92	September 2019 Internet Service Provider
08/28/2019	8654	Carbon Copy	48.77	August 2019 Copy Machine Copies/Supplies
08/28/2019	8655	Extreme Towing	12,080.54	* July 2019 Freeway Service Patrol
08/28/2019	8656	Fehr & Peers	5,604.25	* July 2019 SB 743 Implementation Plan
08/28/2019	8657	RTS IT, Inc.	552.50	September 2019 ITCare Silver Service Plan
08/28/2019	8657	RTS IT, Inc.	1,548.62	Computer configuration/installation and Office 365 Licenses
08/28/2019	8658	Steele Building Offices	4,517.00	September 2019 Office Rent
		Total	<u>275,566.92</u>	

CONSENT CALENDAR**STAFF REPORT**

DATE: OCTOBER 3, 2019
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2018/2019
STATE OF GOOD REPAIR FUNDS FINAL ALLOCATION AND CLAIM

REQUESTED ACTION

Adopt Resolution 19/20.05 to approve the Transportation Development Act Fiscal Year (FY) 2018/2019 State of Good Repair Funds Final Allocation and Claim.

BACKGROUND and DISCUSSION

The Transportation Development Act (TDA) provides three funding sources:

1. Local Transportation Fund (LTF) from a quarter cent of the general sales tax collected statewide
2. State Transit Assistance fund (STA) from the statewide sales tax on diesel fuel
3. State of Good Repair fund (SGR) from a portion of the Transportation Improvement Fee created from Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017

The California Department of Tax and Fee Administration (CDTFA), based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The STA and SGR funds are appropriated to the State Controller's Office (SCO). The SCO allocates the tax revenue, by formula, to planning agencies and other selected agencies.

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency responsible for apportioning and administering the TDA funds for the Western Slope of El Dorado County. The total allocation for LTF and STA were paid to El Dorado County Transit Authority (EDCTA) during FY 2018/2019.

The SGR is a funding source from a portion of the Senate Bill (SB) 1 Transportation Improvement Fee. The final amount for FY 2018/2019 is \$236,881.28 plus \$3,540.67 in interest and EDCTA is the only eligible recipient on the Western Slope of El Dorado County. EDCTA's approved 2018/2019 SGR project is Fleet Preventative Maintenance. EDCTA will consider approval of a claim for this project on October 3, 2019 in the amount of \$240,421.95 to be immediately submitted to EDCTC for payment.

Approved by:

Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 19/20.05
B) FY 2018/2019 Final Allocation – SGR
C) FY 2018/2019 SGR Claim from EDCTA



2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Michael Saragosa, Dennis Thomas

Supervisors Representing El Dorado County: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

RESOLUTION 19/20.05

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING THE TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR 2018/2019 STATE OF GOOD REPAIR FUNDS FINAL ALLOCATION AND CLAIM

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

WHEREAS, the County of El Dorado, the City of Placerville, and the El Dorado County Transit Authority are each required to file annual transportation claims for the funds, if any, from the Local Transportation Fund of the Western Slope of the County, as apportioned to them by the EDCTC, pursuant to the TDA; and

WHEREAS, it is the responsibility of the EDCTC, under the provisions of the TDA, to review the annual transportation claims and to make allocations of monies from the Local Transportation Fund (LTF), State Transit Assistance (STA) Fund and State of Good Repair (SGR) Fund based on the estimated revenue upon approving said claim; and

WHEREAS, the SGR Fund was established due to funding from Senate Bill (SB) 1, The Road Repair and Accountability Act of 2017; and

WHEREAS, the County Auditor issued a report of estimated revenues for LTF for FY 2018/2019 and the State Controller's Office issued a report of the estimated revenues for STA Funds and SGR Funds; and

WHEREAS, on August 2, 2018, the El Dorado County Transportation Commission authorized the El Dorado County Transit Authority's Fleet Preventative Maintenance as the primary project and Vehicle Replacement as a backup project to be funded by the FY 2018/2019 SGR Program; and

WHEREAS, the FY 2018/2019 SGR Fund estimated allocation of \$236,877.00 was approved at the El Dorado County Transportation Commission meeting on April 4, 2019; and

WHEREAS, the State Controller's Office issued the final FY 2018/2019 State of Good Repair Fund actual amount of \$236,881.28; and

WHEREAS, interest earned in the SGR fund for FY 2018/2019 was \$3,540.67; and

WHEREAS, the El Dorado County Transit Authority (EDCTA) is the only eligible applicant; and

WHEREAS, the El Dorado County Transit Authority (EDCTA) will consider approval of a claim for Fleet Preventative Maintenance on October 3, 2019 in the amount of \$240,421.95 to be immediately submitted to EDCTC for payment; and

WHEREAS, the Auditor of said County is instructed to pay monies in the fund to the claimants pursuant to allocation instructions received from the EDCTC.

NOW THEREFORE, BE IT RESOLVED, the SGR Funds are reserved in a designated account by the Auditor's Office until a reimbursement claim from EDCTA has been approved by the Commission.

BE IT FURTHER RESOLVED, that EDCTC shall review the claims as they are received, approve same for the 2018/2019 Fiscal Year funds available in the State of Good Repair Fund, and make the following allocation:

1. **State of Good Repair (SGR)** – To be paid to El Dorado County Transit Authority in the amount of \$240,421.95 for Fleet Preventative Maintenance, per Sections 99313 and 99314.

BE IT FURTHER RESOLVED, that allocation instructions shall be prepared for each claimant in accordance with the above, and pursuant to EDCTC rules and regulations. The Executive Director, appointed by the Commission, is authorized to sign the allocation instructions and to issue the instructions to the County Auditor to pay the claimant in accordance with the above allocations and conditions.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission at their regular meeting on October 3, 2019 by the following vote:

Vote Pending

Attest:

Patty Borelli, Chairperson

Joni G. Rice, Secretary to the Commission

TRANSPORTATION DEVELOPMENT ACT (TDA)
STATE OF GOOD REPAIR (SGR)
FINDINGS OF APPORTIONMENT

FY 2018/19 FINAL APPORTIONMENT AND ALLOCATION

FINAL FY 2018/19 SGR AVAILABLE FOR ALLOCATION

Final 2018/19 SGR Receipts per State Controller's Office	\$	236,881.28	
2018/19 interest earned in SGR Fund	\$	3,540.67	
Total FY 2018/19 balance for apportionment			\$ <u>240,421.95</u>

El Dorado County Transit Authority (PUC 99313 and 99314)

EDCTA for eligible project approved at 8/2/18 EDCTC meeting-Fleet Preventative Maintenance	\$	<u>240,421.95</u>	
Public Transportation subtotal	\$	240,421.95	

	Subtotal FY 2018/19 claimant allocations	\$ 240,421.95	
Total FY 2018/19 claimant allocations			\$ <u>240,421.95</u>

**SGR – 1
TRANSPORTATION DEVELOPMENT ACT
STATE OF GOOD REPAIR PROGRAM CLAIM**

To: El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, California 95667-3907
Attn: Administrative Services Officer

From: Claimant: El Dorado County Transit Authority
Address: 6565 Commerce Way, Diamond Springs, CA 95619
Contact: Julie Petersen
Phone: (530) 642-5383

The above claimant hereby requests, in accordance with authority granted under the Transportation Development Act and applicable rules and regulations adopted by the El Dorado County Transportation Commission, that its request for funding be approved as follows:

State of Good Repair:

SGR	Amount	Fiscal Year
Preventative Maintenance for Fleet	\$240,421.95	FY 2018/2019

EDCTC Date of Approval: _____
EDCTC Resolution #: _____

BUSINESS ITEM**STAFF REPORT**

DATE: OCTOBER 3, 2019
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DAN BOLSTER, SENIOR TRANSPORTATION PLANNER
SUBJECT: FINAL COLOMA SUSTAINABLE COMMUNITY MOBILITY PLAN

REQUESTED ACTION

Accept the final Coloma Sustainable Community Mobility Plan.

BACKGROUND

On October 20, 2017 EDCTC submitted an application to Caltrans for a Fiscal Year 2017/2018 Sustainable Transportation Planning Grant to fund the Coloma Sustainable Community Mobility Plan. On April 21, 2017 Caltrans notified EDCTC that the Coloma Sustainable Community Mobility Plan had been selected for funding in Fiscal Year 2017/2018 with an award of \$130,000. EDCTC committed \$22,938 of Surface Transportation Block Grant Program Exchange Funds as match.

On June 7, 2018 the EDCTC Board authorized the Executive Director to enter into a professional services agreement between EDCTC and Omni-Means, a GHD Company, to develop the Coloma Sustainable Community Mobility Plan for a not-to-exceed amount of \$130,000. On June 7, 2018 the EDCTC Board also ratified 22 groups and entities to be represented on the Coloma Sustainable Community Mobility Plan Stakeholder Advisory Committee (SAC).

DISCUSSION

As the regional planning agency for the western slope of El Dorado County, EDCTC plans for all modes of transportation, including bicycle and pedestrian infrastructure. On July 31, 2018, the project kickoff meeting was held at Marshall Gold Discovery State Historic Park in Coloma with staff from El Dorado County DOT, El Dorado County Parks and Recreation, California State Parks, EDCTC, and the GHD consulting team. The Study built off planning and outreach done during Caltrans' South Fork American River Bridge Replacement Project and El Dorado County's Mount Murphy Bridge Project.

To facilitate public participation in the project, several public meetings were held in Coloma during 2018 and 2019. A community workshop was held on October 3, 2018 at the Gold Trail Grange to provide the community with an overview and update on the Coloma Sustainable Community Mobility Plan and to provide community members with an opportunity to contribute their ideas about key issues and needed improvements in the project area. From October 25, 2018 through November 25, 2018, EDCTC hosted an online questionnaire that contained the same questions that were asked during the live-polling session at the October 3, 2018 community workshop.

A second community workshop was held on February 5, 2019 at the Gold Trail Grange to present the public with an update on the progress made since the first community workshop and to present the draft improvement recommendations and receive feedback on the community's priorities for improvements to enhance safety and connectivity within the Coloma-Lotus area.

SAC meetings were also held in Coloma to work directly with interested stakeholders and partner agencies on development of the plan and to review improvement concepts within the project area. The three SAC meetings were held at the Gold Trail Grange on:

- September 20, 2018
- November 28, 2018
- January 30, 2019

EDCTC and GHD also met twice with State Parks staff to discuss the proposed improvement concepts within the State Park and met once with El Dorado County Parks and Recreation staff to discuss the proposed improvement concepts adjacent to Henningsen Lotus Park.

Technical Advisory Committee (TAC) meetings were also held to ensure ongoing agency coordination during the planning effort. TAC members included El Dorado County DOT, El Dorado County Parks and Recreation, Caltrans, California State Parks, and EDCTC.

Based on comments received during the two community workshops, three SAC meetings, two State Parks meetings, one meeting with El Dorado County Parks and Recreation, and TAC meetings, the Draft Coloma Sustainable Community Mobility Plan was prepared and subsequently released for agency and public comment on August 1, 2019.

The Draft Coloma Sustainable Community Mobility Plan was presented to the Coloma Lotus Advisory Committee on August 22, 2019 and to EDCTC on September 5, 2019. Based on comments received on the Draft Coloma Sustainable Community Mobility Plan, the Final Coloma Sustainable Community Mobility Plan was revised to include language on page vii of the Executive Summary that illustrates the difference between a plan and a project and to show that the Coloma Sustainable Community Mobility Plan proposes alternatives to improve mobility:

If and when an alternative in the plan is funded, it will require environmental review, design, and public input: The conceptual drawings and designs in the Coloma Sustainable Community Mobility Plan present a future vision of potential transportation improvements in the plan area. A project, on the other hand, utilizes specific tasks within a scope, schedule and budget to construct transportation infrastructure such as a Class I bike path, sidewalk, or roadway improvement. Concepts presented in the Coloma Sustainable Community Mobility Plan may become a project when one of the agencies in the plan area that have jurisdictional authority to implement a project - Caltrans, California State Parks, or El Dorado County – decide to implement a project within their jurisdiction. The project would then follow an approximately eight to ten-year process of project development before it was constructed. The process to deliver a transportation project includes the following phases:

- Allocation of funding through all project phases including construction
- Execution of Project Initiation Documents (PID)
- Completion of environmental documentation required for project development under CEQA and NEPA, which includes mandatory public review and comment periods
- Acquisition of any needed right-of-way
- Completion of 100% Plans, Specifications & Estimates
- Construction of the project

The Final Coloma Sustainable Community Mobility Plan was also revised to include:

- Figures 8.5, 8.6, and 8.13 and the narrative on pages v and vi of the Executive Summary and pages 67 and 81 describe the two roundabout concepts presented in the plan. In response to the desire from the public to consider other alternatives at the two intersections, the following statement was added to each figure and the narrative on those pages: *Environmental review of an intersection improvement project will include consideration of all potential alternatives*
- Reference to Caltrans Traffic Operations Policy Directive 13-02 that requires consideration of all control types, including multi-way stop controlled, traffic signals and yield-controlled roundabouts as alternatives when considering making improvements to an intersection on the state highway system was added to Figures 8.5, 8.6, and 8.13.

- Summary of public comment and responses was added to Appendix A.
- Added Community Workshop 1 and Community Workshop 2 Notification Plans to Appendix A
- Added Online Questionnaire Summary to Appendix A
- Added Ratified Stakeholder Advisory Committee to Appendix A
- Added SAC Meeting #3 Summary to Appendix A

Approved for Agenda:

Woodrow Deloria, Executive Director

(The Final Study is available on the EDCTC website: <https://www.edctc.org/coloma> and in the EDCTC office.)

BUSINESS ITEM**STAFF REPORT**

DATE: OCTOBER 3, 2019
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
SUBJECT: DRAFT POLICY ELEMENT: 2020-2040 REGIONAL TRANSPORTATION PLAN

REQUESTED ACTION

Approve the El Dorado County Regional Transportation Plan 2020-2040 *DRAFT* Policy Element, which includes: Chapter 1 – Introduction; Chapter 2 – Organizational Setting; Chapter 3 – Physical Setting; Chapter 4 – Regional Transportation Issues; and Chapter 5 – Goals, Objectives, and Strategies.

BACKGROUND

State law requires each RTPA to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) not less than every five years in non-urban regions. RTPs are developed by RTPAs in cooperation with Caltrans and other stakeholders, including local and regional travelers and users of the transportation system. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments.

EDCTC staff is currently updating the RTP, with the Final RTP scheduled for adoption in September 2020. The RTP Guidelines (GC Section 65080) state the RTP shall include a Policy Element, an Action Element, and a Financial Element.

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

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

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

- Providing an assessment of the current modes of transportation and the potential of new travel options within the region;
- Projecting/estimating the future needs for travel of people, commerce, and goods;
- Identification and documentation of specific actions necessary to address regional mobility and accessibility needs;
- Identification of guidance and documentation of public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;

- Identification of needed transportation improvements, in sufficient detail, to serve as a foundation for the: (a) Development of the Federal State Transportation Improvement Program (FSTIP, which includes the STIP), (b) Facilitation of the National Environmental Policy Act (NEPA)/404 integration process and (c) Identification of project purpose and need;
- Utilizing realistic and appropriate performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals;
- Ensuring consistency between the California Transportation Plan (CTP), the RTP and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;
- Providing a forum for: (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues which transcend regional boundaries; and,
- Involving community-based organizations as part of the public, Federal, State and local agencies, California Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

Under the terms of our Memorandum of Understanding with the Sacramento Area Council of Governments (SACOG), the RTP 2020-2040 will provide the necessary elements to update the El Dorado County component of the SACOG Metropolitan Transportation Plan.

DISCUSSION

EDCTC continues to utilize an RTP Advisory Committee (RTP AC) as a focal point of our public involvement process because of the positive results achieved through the RTP processes conducted in previous updates. The RTP AC was closely involved in the development of the *Draft Policy Element*.

The RTP AC membership was ratified by the EDCTC Board on April 5, 2018. The advisory committee includes diverse representatives from citizen organizations, interest groups and government organizations. Three RTPAC meetings have been held thus far in July 2018, October 2018 and August 2019. Between 20 and 30 committee members attended each of the meetings.

Additionally, EDCTC Staff attended Community Meetings for the District 2 Supervisor in South County and Cameron Park where attendees were presented with a discussion of the RTP and polled regarding key issues related to transportation. Polling and discussion of key transportation issues remains an ongoing component of EDCTC's outreach efforts.

Chapters 1-5 have been made available to RTP AC members for their review and comment. Chapter 5 contains the Goals, Objectives and Strategies for the 2020-2040 RTP. The Goals, Objectives and Strategies were a significant topic of discussion for the RTP AC members and their input guided the development of the *Draft* being presented to you today.

The RTP 2020-2040 *Draft Policy Element* will guide the development of the RTP 2020-2040. The Final RTP will be adopted no later than November 2020. The Policy Element will remain in *Draft* form and open for comments until such time the comprehensive *Draft Regional Transportation Plan* is brought to the EDCTC for approval in Fall of 2020. After the Commission's approval of the Policy Element, Chapters 1-5 will be made available on the RTP 2020-2040 page of the EDCTC website. Additionally, the Environmental Impact Report will provide another opportunity for input and comment on the RTP.

Approved for Agenda:

Woodrow Deloria, Executive Director

Attachments:

1. *Draft RTP 2020-2040 Chapter 1 – Introduction and Completed Projects*
2. *Draft RTP 2020-2040 Chapter 2 – Organizational Setting*
3. *Draft RTP 2020-2040 Chapter 3 – Physical Setting*
4. *Draft RTP 2020-2040 Chapter 4 – Regional Transportation Issues*
5. *Draft RTP 2020-2040 Chapter 5 – Goals, Objectives, Strategies*

CHAPTER 1: INTRODUCTION

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

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

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

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

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

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

PURPOSE

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

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

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

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

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

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

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

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

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

REGIONAL TRANSPORTATION PLAN REQUIREMENTS

REQUIRED ELEMENTS

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

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

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

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

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

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

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

ENVIRONMENTAL DOCUMENTATION

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

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

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

REGIONAL TRANSPORTATION PLAN CONSULTATION AND COORDINATION

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

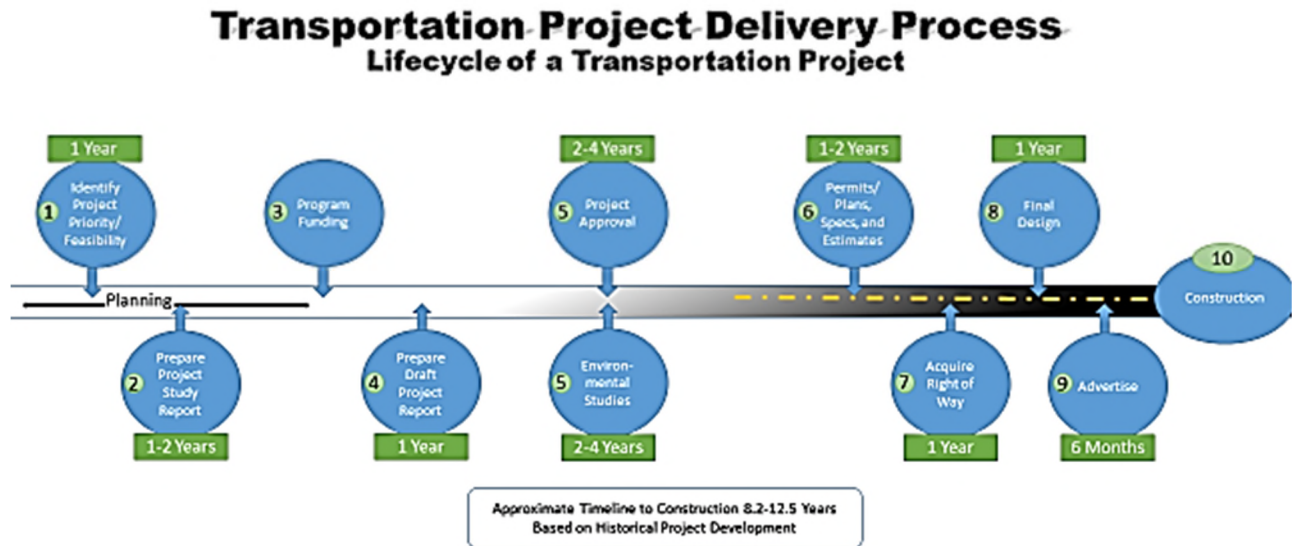
Transportation planning is a collaborative process, led by the RTPA and other key stakeholders in the regional transportation system. Transportation planning activities include visioning, forecasting population/employment, identifying major growth corridors, projecting future land use in conjunction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

Coordination is the cooperative development of plans, programs and schedules among agencies and entities with legal standing in order to achieve general consistency. Consultation means that one or more parties confer with other identified parties in accordance with the established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. Under the terms of a Memorandum of Understanding (MOU) between the EDCTC and the Sacramento Area Council of Governments (SACOG) EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). This process is important to both the SACOG MTP and the EDCTC RTP, as it allows for a locally developed RTP to be included in the regional air quality conformity process. The MOU also stipulates that EDCTC shall utilize data and data analysis methodologies which are consistent with that developed by SACOG. This data includes existing and projected travel data, socio-economic data, and travel demand forecasts and assumptions. However, this data is integrated into this locally developed RTP process focused around local consensus of policies, projects, programs, and funding decisions. The El Dorado County 2020-2040 RTP, pending review by SACOG, will become the El Dorado County portion of the SACOG MTP.

REGIONAL TRANSPORTATION PLAN DELIVERY SUCCESS

Delivery of transportation projects is a lengthy process that includes extensive public outreach, detailed planning, environmental studies, engineering design, right of way, and construction. Add to this the development of funding strategies and the overall life of a project from planning to construction can take a great deal of time, see Figure 1-1: Transportation Project Lifecycle.

Figure 1-1: Transportation Project Lifecycle



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

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

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

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2015 Dollars	Lead/Support Agencies	Funding Programs
Alder Drive at EID Canal Bridge Replacement	2017	\$1,134,200	\$1,070,000	El Dorado County	HBP
Blair Road at EID Canal Bridge Replacement	2017	\$1,550,780	\$1,463,000	El Dorado County	HBP, RSTP
Cold Springs Road Realignment	2016	\$176,800	\$170,000	El Dorado County, Caltrans	HSIP, RSTP
Cosumnes Mine Road at North Fork Cosumnes River Bridge Maintenance	2015	\$143,000	\$143,000	El Dorado County	HBP, Road Fund/Discretionary
Francisco Drive Right-Turn Pocket	2015	\$1,013,000	\$1,013,000	El Dorado County, Caltrans, EDCTC	CMAQ, RSTP, TEA
Gold Hill Overlay	2015	\$750,000	\$750,000	El Dorado County	Local
Green Valley Road at Tennessee Creek – Bridge Replacement	2015	\$45,100	\$41,000	El Dorado County, Caltrans, EDCTC, EID	TIM, HBP, HSIP, RSTP, TCSP, EID
Green Valley Road at Weber Creek Bridge Replacement	2017	\$11,576,320	\$10,336,000	El Dorado County, Caltrans, EDCTC	TIM, HBP, RSTP
Green Valley Road Traffic Signal Interconnect	2015	\$287,000	\$287,000	El Dorado County, Caltrans	HSIP, RSTP
Green Valley Road/Deer Valley Road West Intersection Improvements	2015	\$1,209,000	\$1,209,000	El Dorado County	TIM, Developer Funded, Road Fund/Discretionary
Happy Valley Cutoff Road at Camp Creek Bridge Maintenance Project	2016	\$200,000	\$200,000	El Dorado County	HBP, Road Discretionary Fund
Hazel Valley Road at EID Canal Bridge Replacement	2019	\$2,495,880	\$2,311,000	El Dorado County	HBP
Hollow Oak Road Drainage	2016	\$977,000	\$977,000	El Dorado County	Bass Lake Hills Specific Plan, RSTP

TABLE 1-1: (Continued)

EL DORADO COUNTY REGIONAL ROAD NETWORK DELIVERED PROJECTS (2015-2020)

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2015 Dollars	Lead/Support Agencies	Funding Programs
Ice House Road at Jones Fork Silver Creek Bridge Maintenance Project	2017	\$791,440	\$761,000	El Dorado County	HBP, SMUD (UARP)
Ice House Road Rehabilitation (Phase 1)	2016	\$5,011,760	\$4,819,000	El Dorado County	FLAP, SMUD(UARP)
Latrobe Road Widening - White Rock Road to Carson Creek (Suncast Lane)	2017	\$11,413,490	\$8,987,000	El Dorado County	TIM
Mt. Aukum Road at North Fork Cosumnes River – Bridge Maintenance	2015	\$498,000	\$498,000	EDCTC, El Dorado County	HBP, RSTP
Pleasant Valley Road at Oak Hill Road Improvements	2015	\$1,238,000	\$1,238,000	El Dorado County, Caltrans, EDCTC	HSIP, RSTP, TIM
Salmon Falls Road South of Glenesk Lane Realignment	2016	\$1,472,000	\$1,472,000	El Dorado County, Caltrans	HSIP, RSTP
Saratoga Way Extension – Phase 1	2019/20	\$14,657,070	\$11,541,000	El Dorado County	TIM
Silva Valley Interchange Traffic Mitigation	2015	\$50,000	\$50,000	El Dorado County	Anticipated Urban RSTP, CMAQ (Currently Road Fund)
Silver Fork Road at South Fork American River - Bridge Rehabilitation	2018	\$2,487,820	\$2,347,000	El Dorado County	HBP, Utility Agencies
Silver Springs Parkway to Bass Lake Road (South Segment)	2019	\$9,258,840	\$8,573,000	El Dorado County	TIM, Developer Funded, Road Fund/Discretionary
Sly Park Road at Clear Creek Crossing Bridge Replacement	2019	\$5,978,960	\$5,749,000	El Dorado County	TIM, HBP, RSTP
State Route 49 from Coloma to Cool - Pavement rehabilitation (PM 23.9/35.0)	2016	\$8,249,280	\$7,932,000	Caltrans	Toll Credits

TABLE 1-1: (continued)

EL DORADO COUNTY REGIONAL ROAD NETWORK DELIVERED PROJECTS (2015-2020)

Project Description	Completion Year	Cost Estimate - Year of Expenditure Dollars	Cost Estimate - 2015 Dollars	Lead/Support Agencies	Funding Programs
State Route 49 South Fork American River Bridge Retrofit/Enhancement	2019	\$21,595,200	\$19,632,000	Caltrans, El Dorado County	SHOPP, Local
U.S. 50 /Missouri Flat Road Interchange Improvements Phase 1B2: Bike and Pedestrian Improvements	2017	\$1,505,000	\$1,505,000	El Dorado County	MC&FP, CMAQ, LOCAL
U.S. 50/Missouri Flat Road Interchange Improvements Phase 1C Riparian Restoration	2018	\$1,909,440	\$1,768,000	El Dorado County, Caltrans	MC&FP
US 50 Drainage Improvements in Placerville at 0.5 mile west of junction with State Route 49 - Install slotted drain and drainage inlets in median	2015	\$950,000	\$950,000	Caltrans	SHOPP, Toll Credits
US 50/Silva Valley Parkway Interchange Phase 1	2017	\$61,536,240	\$56,978,000	El Dorado County, Caltrans, EDCTC	Silva Valley Interchange Set Aside, Developer Advance, Road Fund /Discretionary, SLPP, Utility Agencies
Wentworth Springs Road at Gerle Creek Bridge Replacement	2015	\$1,527,760	\$1,469,000	El Dorado County	HBP, OHV Grant, Road Fund /Discretionary, RSTP, SMUD (UARP)

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

Project Description	Completion Year	Cost Estimate	Responsible Agency	Funding Programs
Blairs Lane over Hangtown Creek - Replace 1 lane bridge with 2 lane bridge	2017	\$3,175,202	City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Broadway Crosswalk Improvements – Carson Road to Schnell School	2016	\$251,000	Caltrans, City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ
Lower Main Street Road Closure Gates	2015	\$31,000	City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Main Street/Cedar Ravine/Clay Street Intersection Project	2020	\$3,372,877	City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ, City of Placerville TIM Fee Program
Placerville ADA Curb Ramps in Placerville, at the intersection of Spring Street and US 50, and at the intersection of Spring Street and Coloma	2017	\$1,938,000	Caltrans	Toll Credits
Western Placerville Interchanges Phase 2: US 50 Eastbound Off Ramp to Ray Lawyer Drive, Park-and-Ride Lot, and associated bike/pedestrian and roadway improvements for access to Ray Lawyer Drive Extension	2020	\$8,940,000	Caltrans, City of Placerville, EDCTC	RSTP, Traffic Impact Fees, HSIP, STIP, Local Funds, HBP, CMAQ

TABLE 1-3: TRANSIT 2015-2020 COMPLETED PROJECTS

Goal	Description	Average Annual Cost*
El Dorado Hills Taxi Voucher Subsidy Program	Establish a taxi voucher program for residents of El Dorado Hills. The taxi voucher program will utilize private transportation providers by providing subsidies to eligible citizens to purchase discounted taxi services.	\$1,204,460
Implement Community Express Route Plan with 1 Hour Headway on US 50 Express	Convert the Iron Point Connector into the US 50 Express Route, using a single bus to provide consistent service every hour between Placerville and Folsom. Reconfigure the Cameron Park Route to an hourly community shuttle.	\$223,553
Extend Placerville, Pollock Pines and Diamond Springs Service by one hour	One additional hour of service should be added on weekdays on the Placerville, Pollock Pines and Diamond Springs Routes.	\$1,240,600
Start Diamond Springs and Placerville Routes one hour earlier	Modify the schedules for the Diamond Springs and Placerville Routes to begin service at 6:00 AM, rather than 7:00 AM.	\$729,250
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 9:00	\$191,800
Provide Diamond Springs Service on Saturdays	Operate Diamond Springs Service on Saturday 9 AM to 5 PM	\$360,920
Advanced Public Transit System Technologies	Innovations in fare, data collection, and communications technologies that should be implemented consist of the following:	\$55,790
	Full implementation of the "Connect Card" Universal Fare Card for Sacramento Region	
	Improvements to Mobile Data Terminals and installation in the vehicles.	
	Real-time traveler information system that can provide access to vehicle location information and trip planning software via the internet, including smartphones and video displays in transit centers.	
	Automated next-stop announcements and reader boards on transit vehicles.	
Transit Annual Operations	Maintaining transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service (for 20-year period of RTP)	\$70,912,580
Transit Capital Plan	Vehicle Replacement needs	\$24,461,200

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

PROJECT	SEGMENT/ DESCRIPTION	PLANNING LEVEL COST ESTIMATE*	RESPONSIBLE/ SUPPORT AGENCY
Cameron Park Drive Bike Lanes	Class II Bike Lanes on entire length with the exception of from Palmer Drive to Hacienda Road	\$363,000*	El Dorado County DOT
El Dorado Hills Boulevard Bike Path Phase (2019)	Class I Multi-Use Path between Governor's Drive and Brittany Place	\$1,135,869	El Dorado County DOT
El Dorado Hills New York Creek Trail Phase 1	Class I Bike Path from El Dorado Hills Boulevard to natural trail at New York Creek	\$1,000,000*	El Dorado County DOT, El Dorado Hills CSD
El Dorado Hills New York Creek Trail Phase 2 (2019)	New York Creek Bridge and Trail Extension to Tam O' Shanter Drive	\$1,443,000	El Dorado County DOT, El Dorado Hills CSD
El Dorado Trail Los Trampas to Halcon (2019)	Class I Bike Path from Los Trampas Drive to Halcon Road	\$1,437,998	El Dorado County DOT
El Dorado Trail – Missouri Flat Road Bike/Pedestrian Overcrossing – Design and Environmental Phases	Bicycle and pedestrian overcrossing of Missouri Flat Road at the El Dorado Trail	\$603,000	El Dorado County DOT
Green Valley Road Bike Lanes	Class II Bike Lanes from Loch Way to Pleasant Grove Middle School	\$320,000*	El Dorado County DOT, El Dorado Hills CSD
Harvard Way Bike Path	From Clermont Road to El Dorado Hills Boulevard	\$200,000*	El Dorado County DOT, El Dorado Hills CSD
Latrobe Road Bike Lanes	Investment Boulevard to Wetsel/Oviatt Road	\$525,000*	El Dorado County DOT
Latrobe Road Class I Bike Path	Golden Foothill Parkway to Royal Oaks Drive	Developer Funded	El Dorado County DOT
Saratoga Way Extension – Class II Bike Lanes (2019/20)	Class II Bike Lanes included in extension of Saratoga Way from Finders Way to County Line	Developer Funded	El Dorado County DOT
Silva Valley Bike Facilities Project (2019)	Harvard Way to Green Valley Road	\$2,580,000	El Dorado County DOT, El Dorado Hills CSD
Silva Valley Parkway Bikeway	Class I Bike Path between Harvard Way and Appian Way; Class II Bike Lanes on southbound Silva Valley Parkway between Harvard Way and Appian Way; Class II Bike Lanes between Appian Way and Green Valley Road	\$1,678,000	El Dorado County DOT, El Dorado Hills CSD

TABLE 1-4: EL DORADO COUNTY NON-MOTORIZED TRANSPORTATION*(continued)*

PROJECT	SEGMENT/ DESCRIPTION	PLANNING LEVEL COST ESTIMATE*	RESPONSIBLE/ SUPPORT AGENCY
El Dorado Trail – Missouri Flat to El Dorado (2019)	Class I Bike Path from Missouri Flat Road to El Dorado Road	\$4,483,500	El Dorado County DOT
U.S. 50/Missouri Flat Road Interchange – Phase 1B.2	Second Phase of the Class 1 Bike Path and Pedestrian Facility between Missouri flat Road and Placerville Drive.	\$6,298,579	El Dorado County DOT
White Rock Road Bike Lanes	From El Dorado County Line to Carson Crossing Road	\$50,000*	El Dorado County DOT, El Dorado Hills CSD

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

Roadway, Route or Project Name	Segment	Segment Distance (miles)	MISCELLANEOUS
Upper Broadway Bike Lanes & Sidewalks (2020)	Schnell School Road to Point View Drive	.5	City of Placerville
El Dorado Trail in Placerville	Clay Street to Bedford Avenue, Ray Lawyer Drive to Main Street	1	City of Placerville, Caltrans
Mallard Lane Bike Lanes	Davis Court to near Green Valley Road	.5	City of Placerville
Broadway Bike Lanes	Blairs Lane to Schnell School Road	.25	City of Placerville
Fair Lane Sidewalks	Along Fair Lane, from County Offices to Shopping Center	.25	City of Placerville
Spring Street	SR 49 to Pleasant Street	.25	City completed Fog Line Striping to indicate safe lane for bike travel between Tunnel and Pleasant Streets
Pacific Street	Main Street to Sacramento Street and Cedar Ravine to Clark Street	.20	City Completed Fog Line Striping to indicate a lane for safe bicycle travel from Benham Park to Cedar Ravine
Schnell School Road	Broadway to Carson Road	.25	City Completed Fog Line Striping to indicate a lane for safe bicycle travel.
Broadway	Main Street to Schnell School Road	.5	Class II Bike Lanes completed between Blairs Lane and Schnell School Road
Main Street	Spring Street to Clay street	.25	City installed Shared Lane Marking

TABLE 1-6: AVIATION DELIVERED PROJECTS 2015-2020

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

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

Project Description	Project Status
Support projects that facilitate inter-regional, multi-modal goods transport to commercial and industrial areas	Ongoing
Support projects that facilitate inter-regional goods movement utilizing the regional system of airports	Ongoing
Support projects that address the timely movement of goods and services throughout the region	Ongoing
Improve US 50 in order to facilitate goods movement and access to jobs	Ongoing
Support projects which provide for appropriate loading and unloading as reflected in the adopted El Dorado County Zoning Ordinance	Ongoing

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

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

TABLE 1-9: ITS DELIVERED PROJECTS 2015-2020

Location	Project Description	Project Status
Local	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Ongoing
Local	Continued Signal Coordination Improvements	Ongoing
Local	Critical Intersection Improvements	Ongoing
Regional	Web Page Development	Ongoing
Local	Placerville Signal System Technology Advances	Ongoing
Local	Lower US 50 Freeway Management	Ongoing
Local	US 50 Winter Traffic Management	Ongoing
Local	US 50 Traveler Information	Ongoing
Local	US 50 Surveillance	Ongoing
Local	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Completed US Highway 50 Wildlife Undercrossing
Local	Implement/Expand AVL/CAD Technologies for Public Transit	Complete

CHAPTER 2: ORGANIZATIONAL SETTING

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

REGIONAL TRANSPORTATION PLANNING AGENCY DESIGNATION

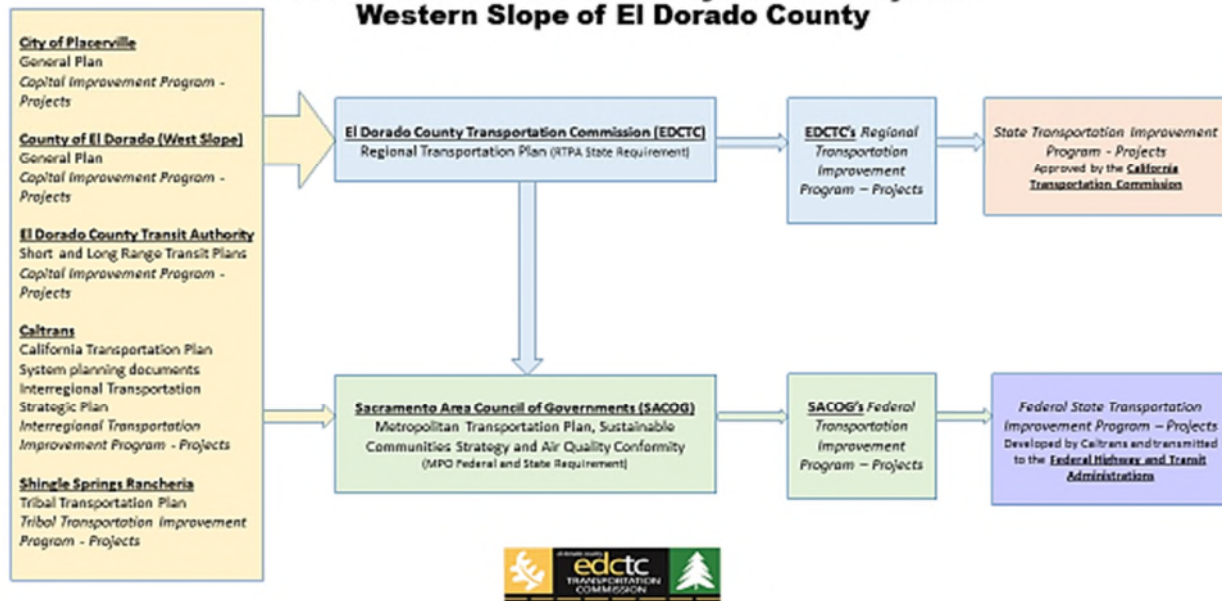
The EDCTC was designated as the Regional Transportation Planning Agency (RTPA) for the western slope of El Dorado County on July 23, 1975, (and as amended April 4, 1979) per Article 11, Chapter 2, Division 3, Title 3 of the Government Code and organized per Chapter 3, Title 21 of the California Administrative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

As the RTPA for El Dorado County, EDCTC has updated the Regional Transportation Plan for the County. EDCTC is responsible for developing and adopting a plan that conforms to the most recent version of the California Transportation Commission's Regional Transportation Plan Guidelines, adopted January 18, 2017, in order to ensure that EDCTC and member jurisdictions continue to receive state and federal transportation planning and construction funds.

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

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

Transportation Planning and Funding Process for State and Federally Funded Projects Western Slope of El Dorado County



PARTNER AGENCIES

MEMBER JURISDICTIONS

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

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

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

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

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

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

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

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

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)

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

EDCTC has the responsibility for the development and adoption of the Regional Transportation Plan and the Regional Transportation Improvement Program for El Dorado County. SACOG has the responsibility for the development and adoption of the Metropolitan Transportation Plan and the Metropolitan Transportation Improvement Program. Senate Bill (SB) 375 adds new requirements: the inclusion of a Sustainable Communities Strategy (SCS) along with the RTP that strives to achieve a passenger vehicle greenhouse gas emissions reduction target; and additional consideration of natural resource and farmland impacts. Therefore, rather than thinking of the MTP and SCS as two separate documents, they are one document that has more detailed requirements in some areas than the past plans, while offering some incentives to achieve the regional greenhouse gas reduction target.

Additionally, SACOG is responsible for making findings of conformity required under Section 176 of the Federal Clean Air Act with the designated Federal Ozone Non-Attainment Area. Under the terms of a Memorandum of Understanding, EDCTC submits the Regional Transportation Plan for inclusion into the SACOG Metropolitan Transportation Plan.

ELDORADO NATIONAL FOREST

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

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

Eldorado National Forest (ENF) owned acres in El Dorado County	421,495
Miles of National Forest Service (NFS) roads managed by ENF in El Dorado County (excluding closed roads)	1,564
Miles of motorized trail managed by ENF in El Dorado County	303
Miles of non-motorized trail managed by ENF in El Dorado County	302
Miles of National Trails (such as Pony Express Trail) managed by ENF in El Dorado County	60
Carson Emigrant National Recreation Trail (Mostly located in Amador/Alpine Counties)	2.5
Pacific Crest Trail	19
Pony Express Trail	38

ADVISORY COMMITTEES

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

POLICY ADVISORY TEAM (PAT)

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

TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC is composed of members representing the Engineering Department of the City of Placerville; selected representation from the EDC Department of Transportation, EDC Long-Range Planning Division, and EDC Air Quality Management District; a representative from El Dorado County Transit Authority; the Caltrans District 3 Liaison; a Caltrans District 3 Project Manager; and a SACOG Liaison. The TAC provides technical guidance in the development of EDCTC’s plans, programs, and agenda items that will come before the Commission. Meetings are held on a monthly basis.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

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

REGIONAL TRANSPORTATION PLAN ADVISORY COMMITTEE (RTP AC)

The RTP Advisory Committee includes invited representatives from jurisdictions, communities, transit operators, tribal governments, bicycle groups, pedestrian advocates, freight/goods movement

interests, environmental groups, taxpayer associations, chambers of commerce, and social service agencies. The RTP AC, appointed by the EDCTC to reflect the diverse interest groups within El Dorado County, provides input during all phases of the RTP update process. Refer to Appendix B for RTP Advisory Committee meeting agendas.

ACTIVE TRANSPORTATION PLAN STAKEHOLDER ADVISORY COMMITTEE (ATP-SAC)

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

Additional advisory committees are established by the Commission on an as-needed basis. Refer to Appendix TBD 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 TBD). 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.

RELATED PLANS AND PROGRAMS

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

LOCAL GENERAL PLANS

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

COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

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

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

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

SHORT- AND LONG-RANGE TRANSIT PLAN

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

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

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

EL DORADO COUNTY TRANSIT AUTHORITY PARK AND RIDE MASTER PLAN

The Park-and-Ride Master Plan, first developed in 2007 and updated in 2017, identifies the policies, actions, and financing needed to ensure a continuous, adequate supply of parking capacity in El Dorado County to support the El Dorado Transit's bus service, as well as carpooling, vanpooling, and other forms of shared rides.

EL DORADO COUNTY TRANSIT AUTHORITY TRANSIT DESIGN MANUAL

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

ACTIVE TRANSPORTATION PLANS

EDCTC has developed a Non-Motorized Transportation Plan (NMTP 2010) and a Pedestrian Circulation Plan (2007) for the City of Placerville. EDCTC also developed the El Dorado County Bicycle Transportation Plan (2010). The plans include detailed lists of existing conditions, proposed projects, and goals, objectives, and policies to guide the development of projects and programs related to bicycle and pedestrian transportation. The adoption of the Active Transportation Program in California in 2013 changed the emphasis of bicycle and pedestrian projects to a health, community, and performance-based program. Not only did the terminology for these types of plans change, but the program initiated a highly competitive and performance-based environment for obtaining funds for these types of projects. As a result, in 2017, EDCTC developed the Active Transportation Connections Study to outline a process for identifying which adopted active transportation projects may be most competitive under various grant application criteria. To further efforts in Active Transportation in El Dorado County, in 2019, EDCTC started work on a comprehensive Active Transportation Plan for the western slope of El Dorado County.

OTHER AGENCIES' REGIONAL TRANSPORTATION PLANS

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

SACRAMENTO REGIONAL CLEAN AIR PLAN

The Sacramento Federal 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 California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Pursuant to AB 32, ARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. The second piece of legislation, Senate Bill 375 (SB 375), is more focused on reducing GHG emissions through the regional transportation planning efforts of the Metropolitan Planning Organizations. Therefore, EDCTC continues to work closely with SACOG and the El Dorado County Air Quality Management District to assess the impact of all transportation projects and planning efforts on air quality in the region. The RTP must conform to the State Implementation Plan

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

RURAL URBAN CONNECTIONS STRATEGY

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

SACOG METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

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

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

SACOG SMART REGIONAL TECHNOLOGY AND MOBILITY MASTER PLAN

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

The Regional Technology Master Plan also includes the Concept of Operations report, the Regional ITS Infrastructure and the STARNET Modernization Strategy.

CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

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

FREIGHT MOBILITY PLAN

The California Freight Mobility Plan Serves the following four purposes: 1) It builds on the successes of previous California freight plans such as the Goods Movement Action Plan (2007) and current programs such as the Trade Corridors Improvement Fund (TCIF) to identify an updated, cohesive freight vision and a project action list that establishes the need for a new, substantial freight funding program. 2) It responds to federal freight planning guidelines under MAP-21 and related State

requirements to prepare a freight plan that is consistent with federal guidelines. 3) It provides a foundation for air quality improvement and energy transition programs to guide and support the freight sector in achieving criteria pollutant and greenhouse gas reduction targets. 4) It serves as a catalyst to normalize freight as a regular aspect of transportation planning at all levels of government in California.

DISTRICT SYSTEM MANAGEMENT AND DEVELOPMENT PLAN

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

TRANSPORTATION CONCEPT REPORTS

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

CORRIDOR SYSTEM MANAGEMENT PLAN

In addition to the DSMDP, Caltrans has initiated the process of developing Corridor System Management Plans (CSMP) for corridors within each district within the state (See Map 2-1). Each CSMP outlines transportation improvements for the State's most congested corridors. CSMPs were created for corridors associated with the Corridor Mobility Improvement Account (CMIA) and the Highway 99 Bond Programs, supported by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Proposition 1B. One CSMP within District 3 includes that which was developed for US Highway 50 and parallel routes within El Dorado County. The US 50 CSMP evaluates existing conditions of the US 50 Corridor providing analysis of projected traffic conditions. Furthermore, the CSMP proposes traffic management strategies to enhance the mobility of the US Highway 50 Corridor. The EDCTC has been involved throughout the process, providing local knowledge and support on specific issues within the county. The RTP is consistent with the strategies, actions, and improvements identified in the adopted CSMP that are needed to restore capacity. These include taking into consideration statewide and regional objectives which can include but are not limited to: multi-modal mobility, accessibility, environmental protection, and greenhouse gas reduction. The most current US Highway 50 CSMP was adopted June 2014.

RTPA RELATED STATE FUNDING PROGRAMS

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

In every even year, the CTC adopts the RTIPs from the regions of California, together with the Caltrans Interregional Transportation Improvement Program, to form the STIP. The STIP is a biennial

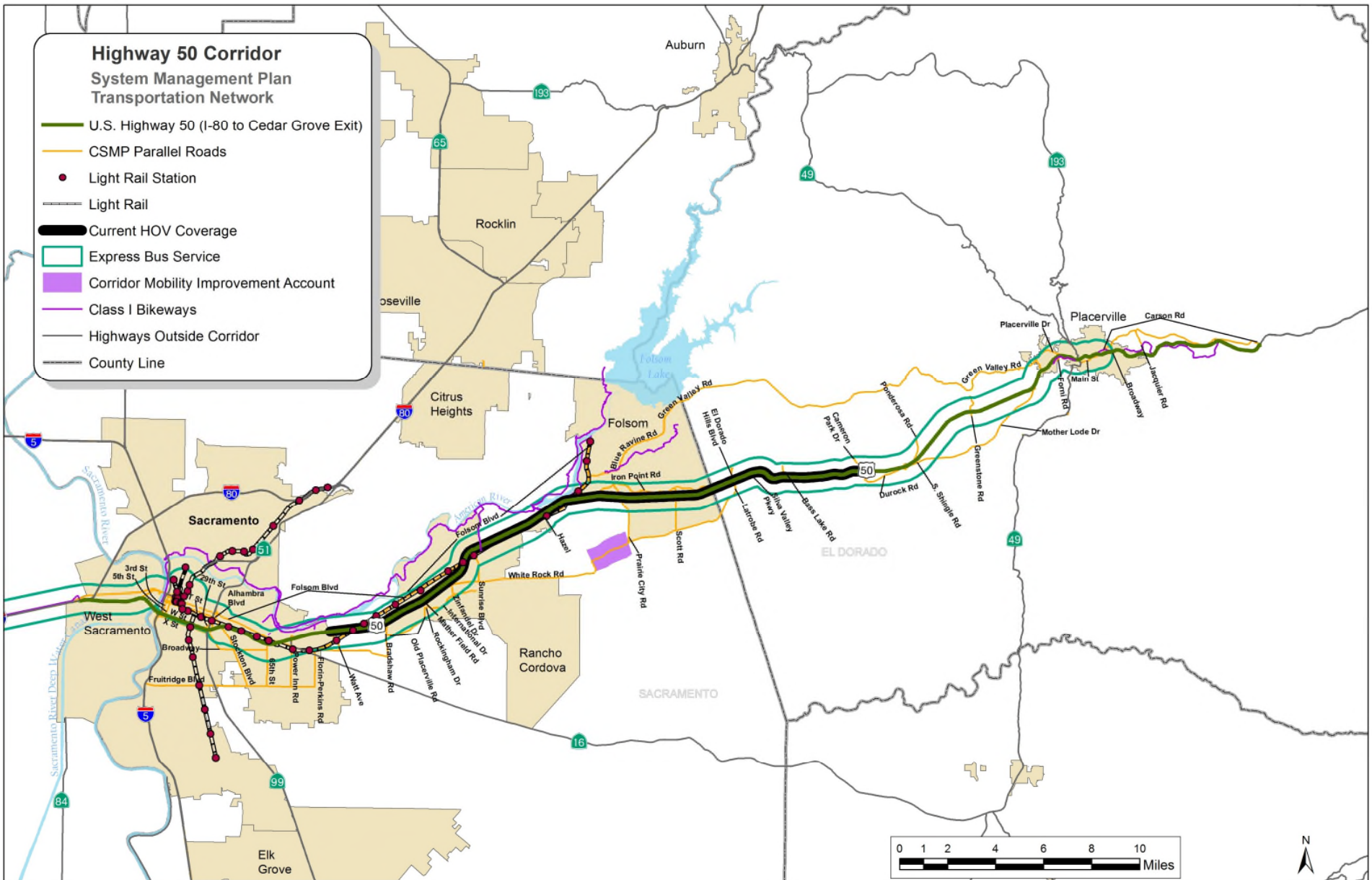
five-year programming document listing all major capital outlay projects to be funded from state transportation funds allocated by the CTC. In accordance with State law, the CTC may accept or reject a region's RTIP in its entirety but may not reject specific projects in the RTIP. The RTP is consistent with the adopted STIP.

INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP)

The 2018 State Interregional Transportation Improvement Program (ITIP) was prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the California Transportation Commission (Commission) State Transportation Improvement Program (STIP) Guidelines. The ITIP is a five-year program of projects for improvement of interregional movement of people, vehicles, and goods.

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



CHAPTER 3: PHYSICAL SETTING

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

LOCATION

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

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

Map 3-1



CLIMATE

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

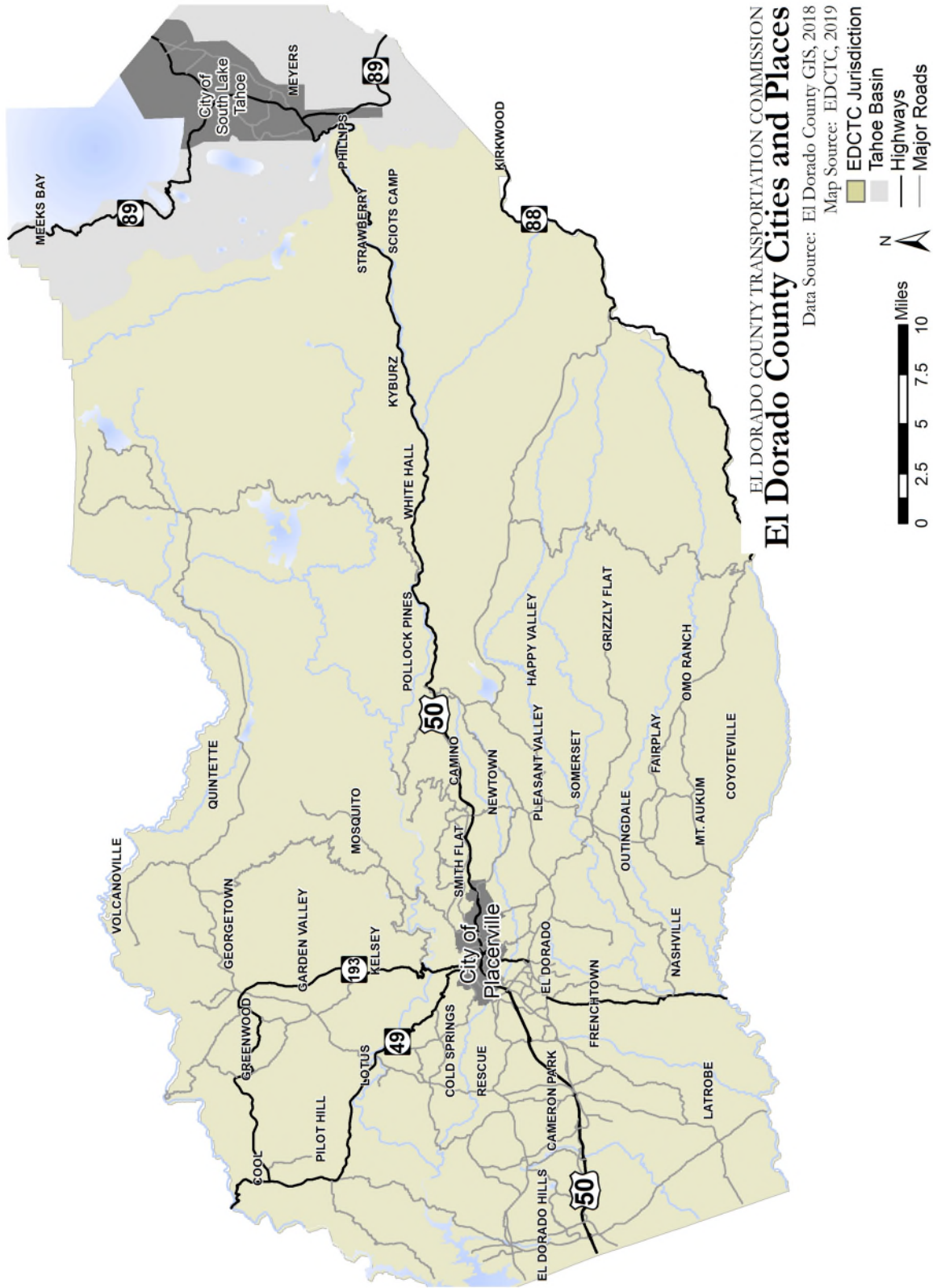
TABLE 3-1: TEMPERATURE AND PRECIPITATION IN EL DORADO COUNTY

Area	Average Temperature	Average Maximum Temperature	Average Minimum Temperature	Average Annual Precipitation
Placerville	57.3	71.2	43.4	38.55
Georgetown	57.25	69.0	45.50	51.55
South Lake Tahoe	43.35	56.1	30.6	31.85

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

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



CHARACTER

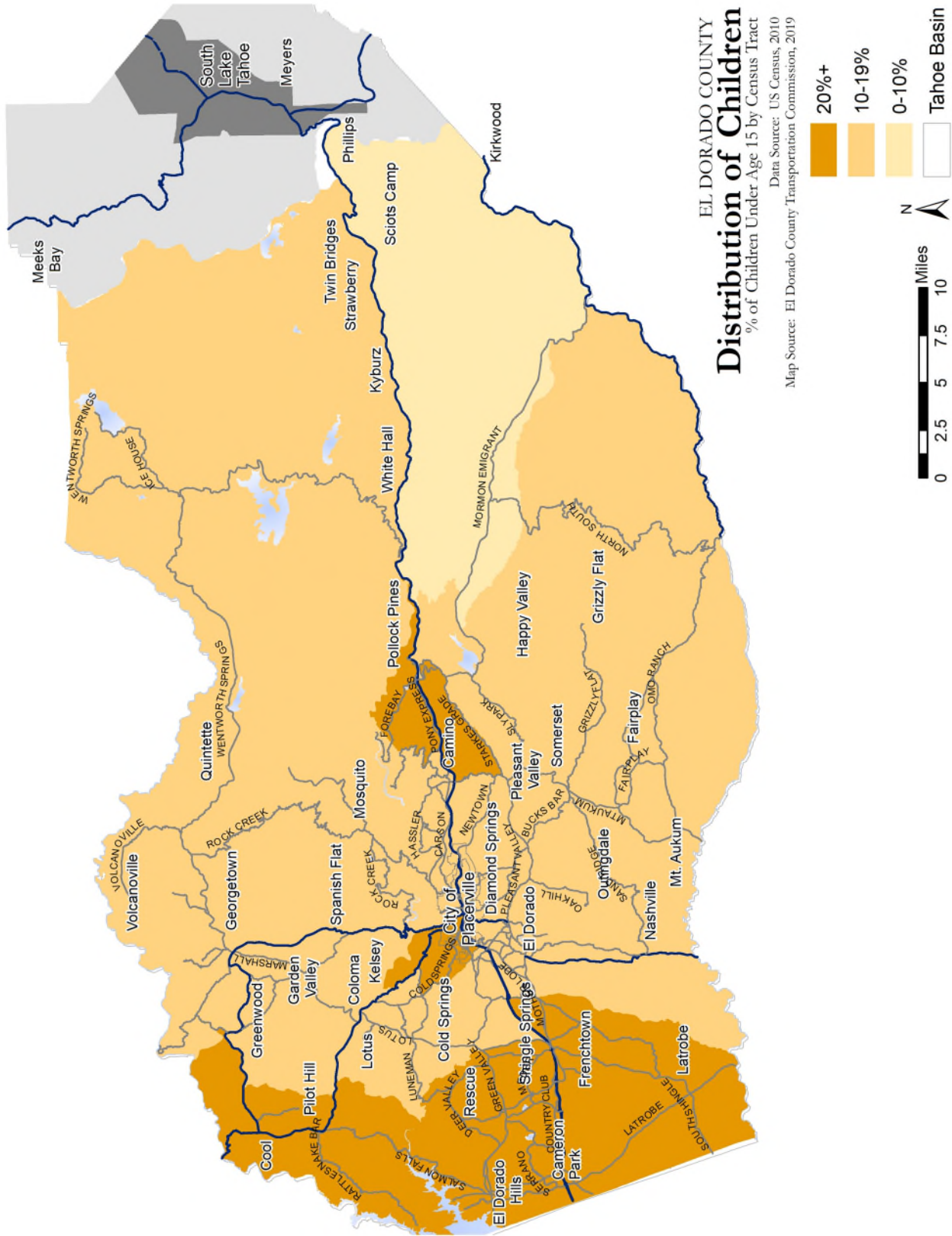
El Dorado County is truly Gold Country, as it is where the California Gold Rush began. From the rolling El Dorado Hills, to the narrow streets of Placerville, all the way up the Pony Express Trail to Lake Tahoe, El Dorado County is rich in history. The Marshall Gold Discovery State Historic Park in Coloma 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. The Red Hawk Casino, owned and operated by the Shingle Springs Band of Miwok Indians, is located in Shingle Springs. The casino has over 1,000 employees and is located off US Highway 50. The average daily visitation, as reported by the Casino in 2018 was 9,025 daily guests. Of the 1,805 square miles in El Dorado County, over half is in public ownership in the form of national forests, parks, and recreational areas. The acres of public land combined with privately owned timberlands, parks, campgrounds, orchards, wineries, and recreational facilities preserve and promote open space for which the County is well known. The climate, geography, agriculture, recreation, and historical richness of El Dorado County make it a highly acclaimed destination and an outstanding place to live.

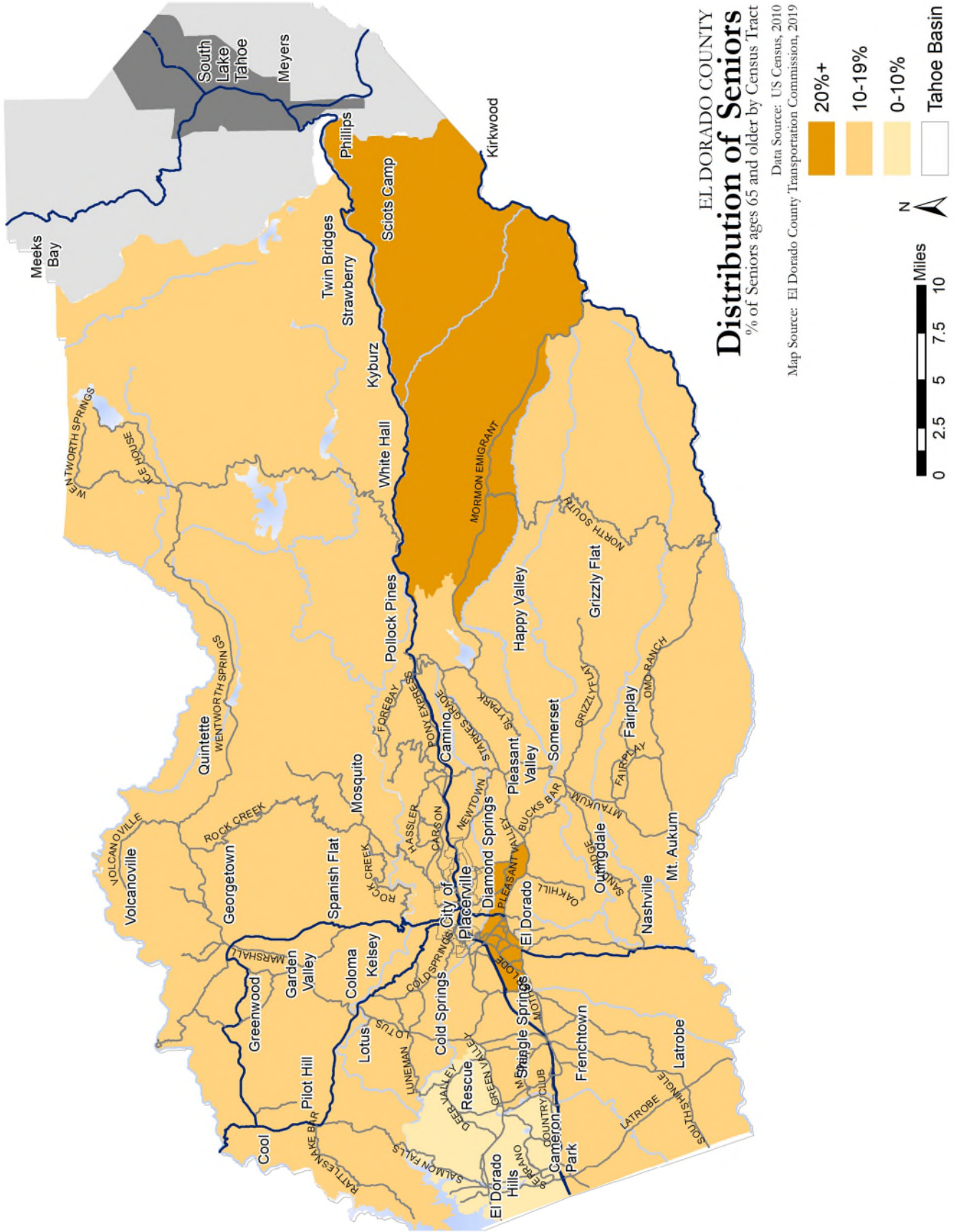
The western portion of El Dorado County, Cameron Park to the Sacramento County Line, is more suburban and urban in nature. The communities of Cameron Park and El Dorado Hills are more typical of communities which are located near the rural-urban interface. Within the 2010 US Census this area is classified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

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

Map 3-3: Distribution of Children Under Age 15



Map 3-4: Distribution of Seniors Over Age 65



GROWTH ASSUMPTIONS

INTRODUCTION

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

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

Source: [2017 EDC Demographic Profile.pdf](#)

As the Regional Information Center for the Sacramento area, the Sacramento Area Council of Governments has prepared and adopted population and employment forecasts for the development of the Regional Transportation Plan. The population and employment forecasts that follow reflect the growth that is anticipated to occur within El Dorado County during the 20-year horizon of this plan. SACOG developed the population and employment forecasts in consultation with local jurisdictions and the 2010 Census.

POPULATION PROJECTIONS

The population forecasts included in the Regional Transportation Plan were developed by SACOG. Population forecasts are identified at varying intervals as shown in Table 3-2. Included for comparison purposes is the historical 2016 data for each jurisdiction.

Table 3.2 POPULATION PROJECTIONS
2020 REGIONAL TRANSPORTATION PLAN & SACOG MTP/SCS

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

*Excludes Tahoe Basin

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

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

Includes adjustments to number of households based on comments from El Dorado County staff.

EMPLOYMENT PROJECTIONS

Employment forecasts included in the Regional Transportation Plan are derived from the expected increase in building square footage or acreage factor consistent with each local general plan. SACOG converted the building square footage or acreage factor into employment using calculated holding capacities consistent with those assumed for the local general plans. Employment forecasts are identified at varying year intervals as shown in Table 3-3. Included for comparison purposes is the historical 2016 data for each jurisdiction.

HOUSING PROJECTIONS

Housing forecasts are developed by SACOG. Housing forecasts are identified at varying year intervals as shown in Table 3-4. Included for comparison purposes is the historical 2016 data for each jurisdiction.

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

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

*Excludes Tahoe Basin

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

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Table 3-4 DWELLING UNIT PROJECTIONS

2020 MTP/SCS

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

*Excludes Tahoe Basin

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

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

SUMMARY

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

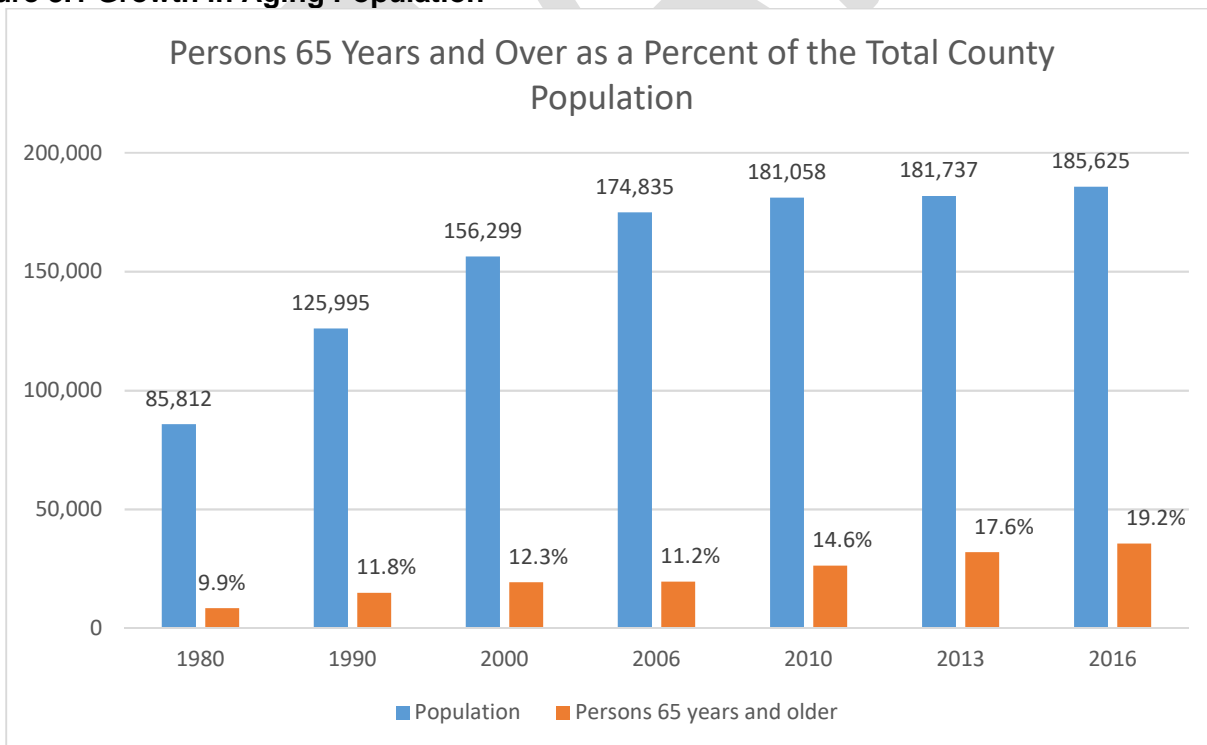
TABLE 3-5 GROWTH TREND FACTORS EL DORADO COUNTY

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

Source: U.S. Census Bureau, American Community Survey. Unless otherwise noted, all data are from 1-year samples.
 *Compiled from 5-year sample data for 2010, 2013, and 2016.

SACOG Info Center info@sacog.org
 October 2018

Figure 3.1 Growth in Aging Population



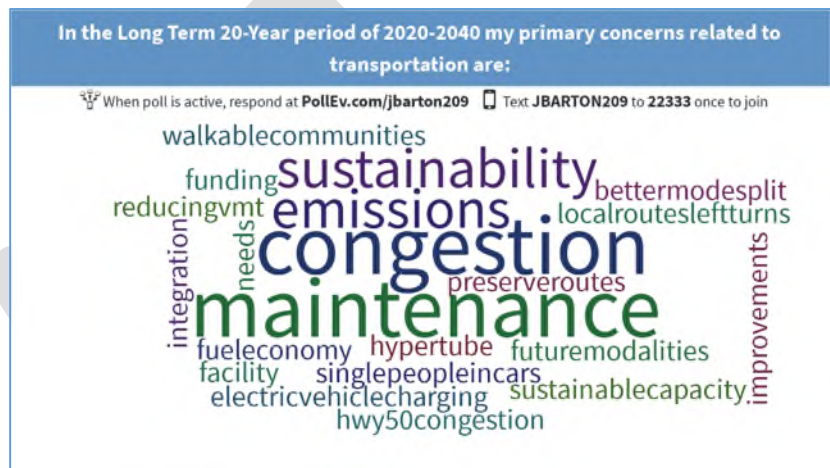
CHAPTER 4: REGIONAL TRANSPORTATION ISSUES

REGIONAL ISSUES

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

CONGESTION

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



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

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

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

COMMUTE PATTERNS

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

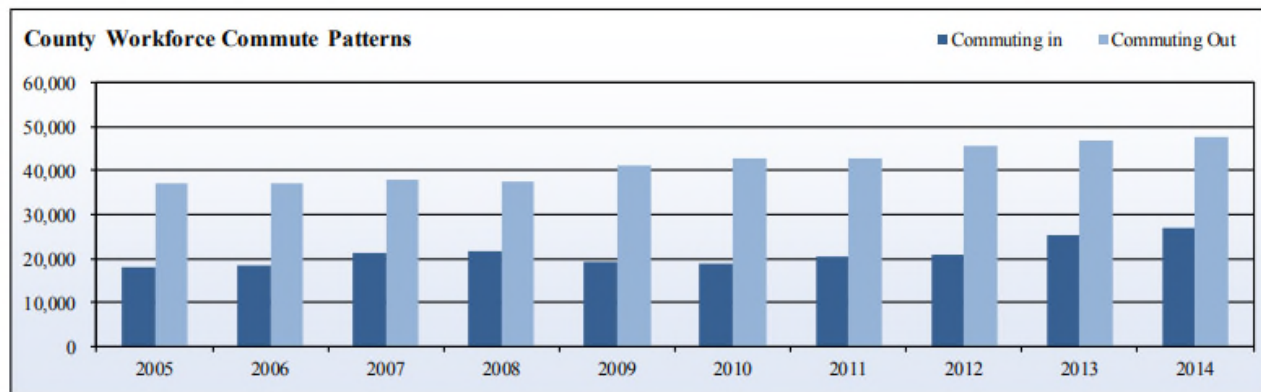
Dorado County's close proximity to the State Capital and high level of government employment in the region, the workforce commuting-out counts can be artificiality high.

TABLE 4-1: COMMUTE PATTERNS, EL DORADO COUNTY

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

Source: US Census Bureau's Longitudinal Employment Data
Includes El Dorado County within the Tahoe Basin

*US Census Employment data differ slightly from SACOG Employment projections include in Chapter 3



Source: 2017 El Dorado County Economic and Demographic Profile

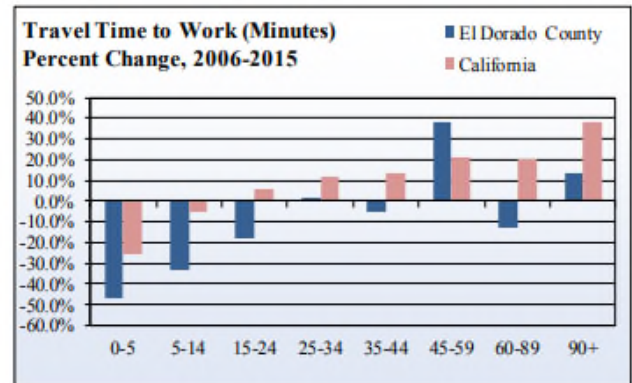
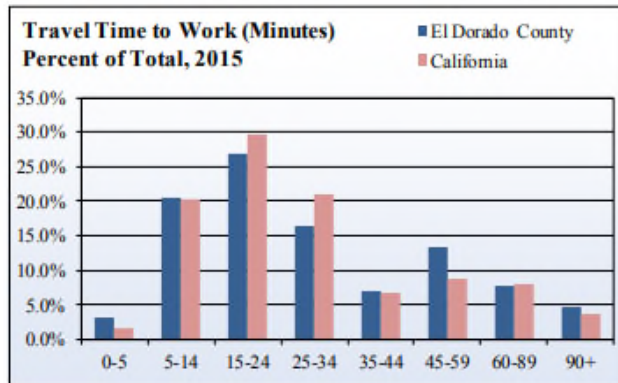
TRAVEL TIME TO WORK

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

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

Travel Time to Work	2006	2015	Percent of Total in 2015		Change from 2006 to 2015	
			County	California	County	California
Less than 5 minutes	4,348	2,329	3.3%	1.8%	-46.4%	-25.7%
5 to 14 minutes	21,789	14,521	20.4%	20.2%	-33.4%	-5.3%
15 to 24 minutes	23,265	19,102	26.8%	29.6%	-17.9%	5.6%
25 to 34 minutes	11,475	11,623	16.3%	21.0%	1.3%	12.0%
35 to 44 minutes	5,263	5,006	7.0%	6.8%	-4.9%	13.6%
45 to 59 minutes	6,907	9,571	13.4%	8.8%	38.6%	20.8%
60 to 89 minutes	6,426	5,615	7.9%	8.0%	-12.6%	20.6%
90 or more minutes	2,991	3,400	4.8%	3.8%	13.7%	38.4%
Total not working at home	82,464	71,167	100.0%	100.0%	-13.7%	7.4%

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



Source: 2017 El Dorado County Economic and Demographic Profile

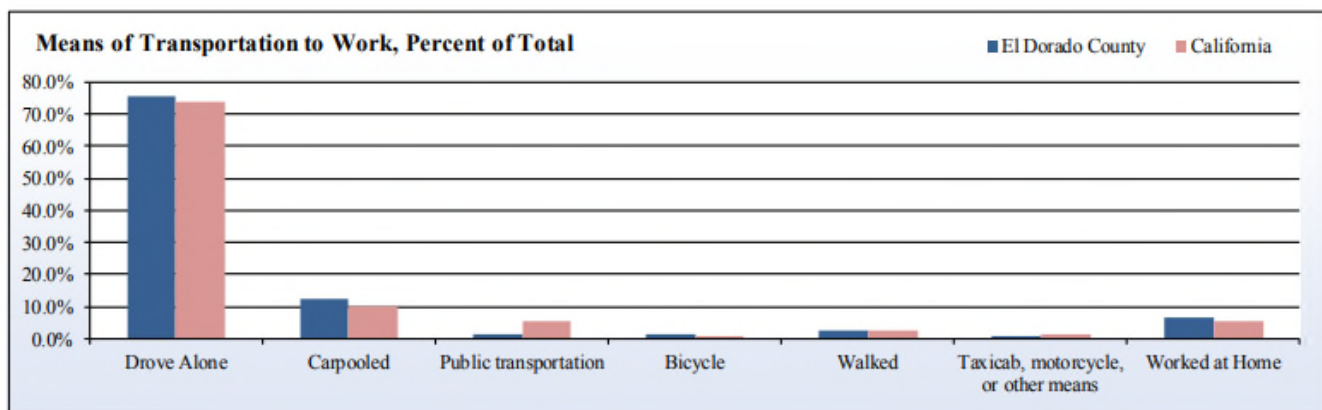
MEANS OF TRANSPORTATION TO WORK

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

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

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

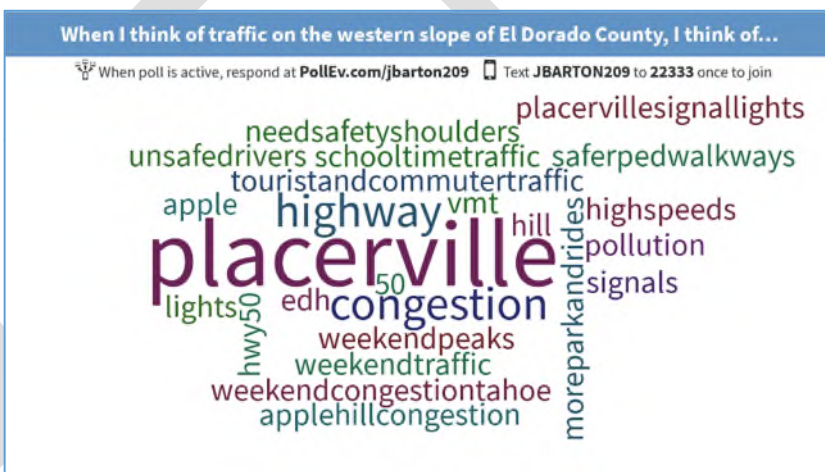
Source: US Census Bureau, 2006 and 2015, ACS 1-year estimates
Includes El Dorado County within the Tahoe Basin



Source: 2017 El Dorado County Economic and Demographic Profile

INTERREGIONAL TOURISM AND RECREATION TRAVEL

Increasingly, the transportation needs of the recreation and tourism industries are impacting transportation infrastructure in El Dorado County. The unique transportation demands of recreation-oriented travel need to be accounted for in all transportation planning. For example, there are peak travel seasons and times of day that differ from peak commute patterns. El Dorado County offers a vast array of tourism and recreational opportunities ranging from



whitewater rafting and historical tours, to wine tasting and other agritourism related activities, to mountain snow sports. As this economic sector continues to grow, more demand will be placed on the rural state and local transportation system, requiring more planning and focus to meet the needs of not only the resident population, but the actual transportation system user population. The following issues have been identified in various reports and studies regarding Interregional Tourism and Recreation Travel along US 50 between the western El Dorado County line and the Tahoe Basin:

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

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



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

INTER-JURISDICTIONAL COORDINATION

One of the motivations for the establishment of the EDCTC in 1975 was to provide a forum for inter-jurisdictional coordination on county-wide issues. Therefore, an ongoing fundamental responsibility of EDCTC is to continue to advance communication and coordination between jurisdictions on the variety of transportation-related issues facing the region. Such coordination is first necessary to ensure 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 agencies and jurisdictions, facilitating joint transportation projects, and anticipating and mitigating the impacts that the decisions by one jurisdiction may have on another.

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

Integrated transportation and land use planning is critical for responsible development. The planning agencies and jurisdictions work together to support and encourage land use patterns that promote alternatives to driving alone. A continuous dialogue, interdisciplinary approach, and proactive strategy is necessary to ensure that land use decision-making and transportation investment are coordinated.

AIR QUALITY

The primary source of air pollution in California is vehicle exhaust. As a result, transportation and air quality are closely linked. In fact, the Sacramento region, including El Dorado County, has been designated as a non-attainment area for air quality standards, which are specified by the California Clean Air Act of 1988 and the Federal Clean Air Act Amendments of 1991. California leads the nation in efforts to mitigate the impacts of automobile generated greenhouse gas emissions (GHG). One of two legislative efforts to achieve this is known as Assembly Bill 32 (AB 32), signed into law as part of the California Global Warming Solutions Act of 2006. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020 – a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Pursuant to AB 32, ARB must adopt regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions. The full implementation of AB 32 will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste. The second piece of legislation, Senate Bill 375 (SB 375), is more focused on reducing GHG emissions through the regional transportation planning efforts of the Metropolitan Planning Organizations. Therefore, EDCTC continues to work closely with SACOG and the El Dorado County Air Quality Management District to assess the impact of all transportation projects and planning efforts on air quality in the region.

GROWTH

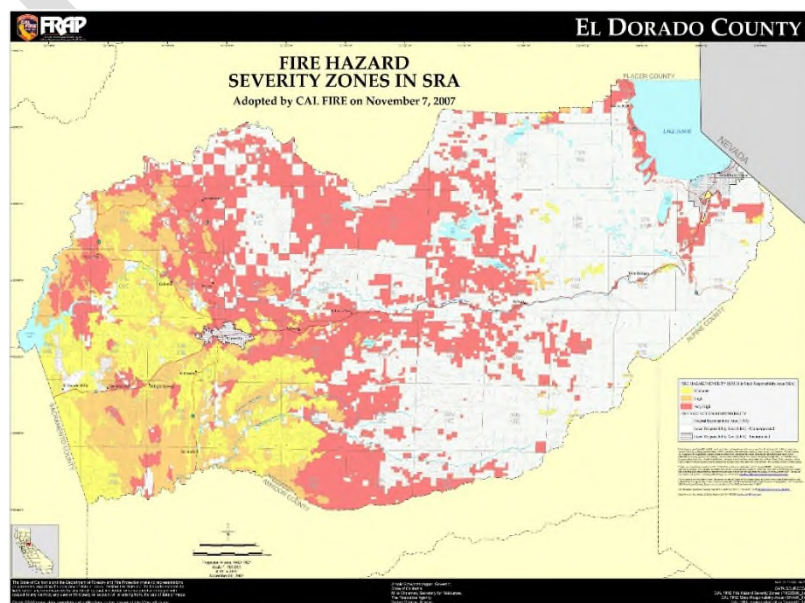
The El Dorado County region continues to experience slow yet consistent urban and sub-urban growth. The total county-wide population, excluding the Tahoe Basin, is expected to grow at an average of approximately .75% annually, for an estimated overall growth of over 18% between 2016 and 2040.

Between 2016 and 2040, the number of housing units on the west slope are projected to increase by approximately 13%. Employment in the west slope of El Dorado County is expected to grow over 18% between 2016 and 2040. Along with continuing commercial and industrial growth, these trends indicate that transportation within, into, and out of El Dorado County will be key issues (Source: SACOG 2020 MTP).

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

EMERGENCY EVACUATION AND PLANNING

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



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

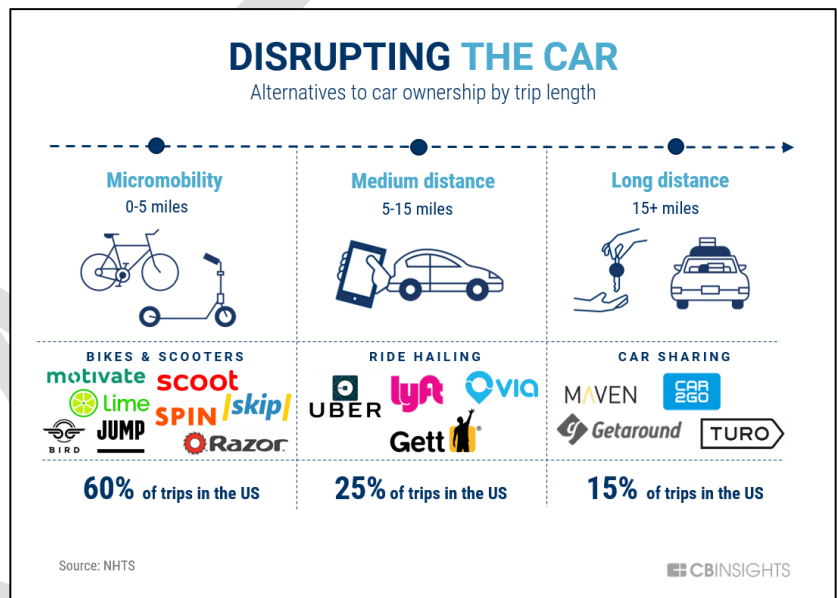
NEW TECHNOLOGIES IN TRANSPORTATION

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

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

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

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



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

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

SUSTAINABILITY

Climate Adaptation and Resiliency

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

Zero Emission Vehicles

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

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

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

Reduction in Vehicle Miles Traveled and SB 743

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

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

Environmental and Social Justice

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

ESJ communities include, but are not limited to:

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

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

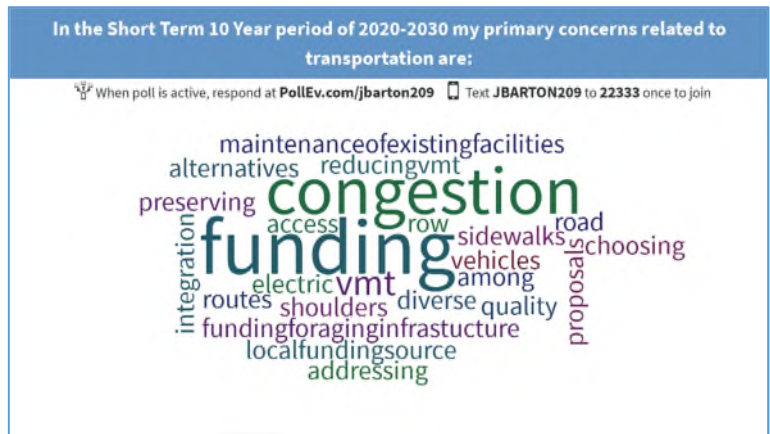
TRANSPORTATION FUNDING

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

FEDERAL TRANSPORTATION FUNDS

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

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



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

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

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

FEDERAL TRANSPORTATION BILL

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

Current Federal Authorization: Fixing America’s Surface Transportation Act

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—it was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

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

STATE TRANSPORTATION FUNDS

State Fuel Excise Tax: State Fuel Excise Tax: Effective November 1, 2017, California collects 41.7¢/gallon excise tax on gasoline and 36¢/gallon on diesel fuel - generating approximately \$6.9 billion for FY 2017-18. State Fuel Excise Tax revenues are shared between the State Highway Account (SHA) and the Road Maintenance & Rehabilitation Account (RMRA), Highway Users' Tax Account and local entities, according to a statutory formula, while also relieving the state of transportation general obligation bond debt service.

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

SB 1: The Road Repair and Accountability Act of 2017

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

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

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

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

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

In addition to formula funding, counties and cities will be eligible to compete for funding for active transportation and complete streets projects, congested corridor projects, goods movement

improvements, and additional state matching funds for self-help counties that pass sales taxes or impose comprehensive development fees to fund transportation.

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

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

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

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

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

STATE PROGRAMS

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

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

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

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

LOCAL FUND SOURCES

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

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

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

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

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

LOCAL PROGRAMS

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

PRICING

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

Tolls, Managed Lanes

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

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

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

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

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

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

Value/Congestion Pricing

Congestion pricing is a market-based mechanism that allows tolls to rise and fall depending on available capacity and demand (or value). Tolls can be charged electronically, thereby eliminating the need for full stops at tollbooths. In addition to the benefits associated with reducing congestion, revenue is generated that can be used to pay for a wide range of transportation improvements, including transit services in the tolled corridor.

These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Pricing encompasses a variety of market-based approaches such as:



These strategies should be designed to influence trip-making behavior and may include charges for using a parking facility at peak periods, or a range of employer-based parking cash-out policies that provide financial incentives to avoid parking or driving alone. Pricing encompasses a variety of market-based approaches such as:

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

FUTURE FUNDING

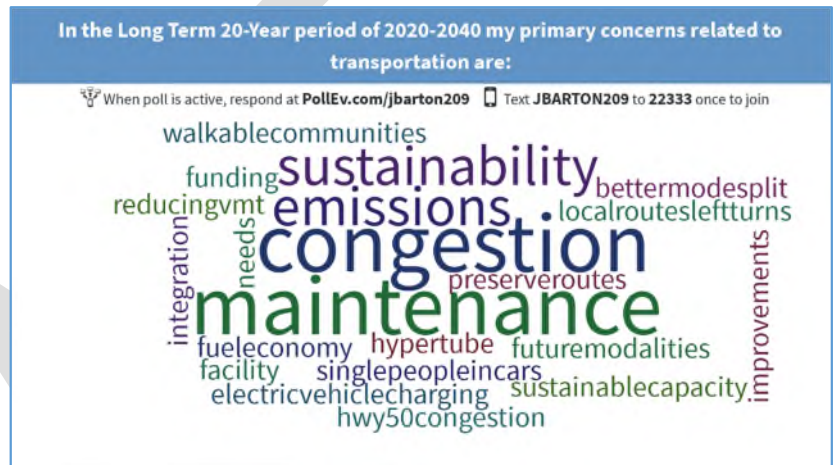
Development of new sources of transportation funding is always a challenge; needs outpace available revenues. The state excise tax, now the highest in the country (when combined with the federal rate), may not be the best source of funding for our long-term needs. A new approach to funding is necessary to prevent a steady disinvestment in our transportation system. The emergence of the Cap and Trade expenditure program provides an opportunity to expand investment in carbon-reducing transportation programs, but those funds probably will not be used for traditional state highway and local road construction projects.

In summary, there are many more transportation projects than there are funds available to implement them. Future funding sources for state and local projects will continue to be dependent on the condition of the local/federal/state budgets and the City Council, County Board of Supervisors, State Legislature and Congress' development of transportation funding programs. Innovative approaches to transportation funding and development of new funding sources will also be needed to provide for the multi-modal transportation needs of the residents and businesses of El Dorado County. Some of these approaches might include; dedicated sales tax, raising existing taxes such as the gasoline/fuel tax.

REGIONAL ROAD NETWORK ISSUES

MAINTENANCE AND REHABILITATION

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



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

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

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

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

SAFETY

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

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

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

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

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

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

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

MOBILITY AND ACCESS

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

TRANSPORTATION DEMAND

In order to address transportation needs associated with existing and projected growth, EDCTC and

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

The Freeway Service Patrol program (FSP) is a program managed by the CHP and provides emergency roadside assistance on freeways. The Freeway Service Patrol is designed to increase roadway safety, reduce motorist delays, reduce freeway congestion, reduce air pollution, and improve overall efficiency of freeway operations.

COMPLETE STREETS

Governor Schwarzenegger signed AB 1358, the California Complete Streets Act of 2009, into law in September 2008. AB 1358 requires a city or county's general plan to identify how the circulation of all users of the roadway, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation will be accommodated. This is especially critical in El Dorado County which has experienced a significant growth in the elderly population placing emphasis on the importance to consider their transportation needs. Such accommodations may include sidewalks, bike lanes, crosswalks, wide shoulders, medians, and bus pullouts, among others. In addition to the typical complete streets application, EDCTC also encourages implementation of Intelligent Transportation Systems throughout the region and coordination with utilities to include rural broadband. AB 1358 is also a key strategy to help improve air quality and reduce greenhouse gas emissions. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost-effective than constructing retrofits later. Furthermore, consideration should be given to the growing elderly population, some of whom rely on personal motorized scooters and other electric driven vehicles for mobility. These types of vehicles are often overlooked when constructing transportation facilities. Considerations given to an aging population should include adapting, connecting and modifying roads to better accommodate the transportation needs by providing lower speed route options, senior friendly road designs, and signal timing.

TRANSIT ISSUES

COMMUTER TRANSIT

El Dorado County ranges from sparsely populated rural areas to more densely populated urban areas. With the county's increasing population comes an increasing demand for transit service to more people over larger areas. Over the past 20-year period, the number of persons using public transportation to commute to work has increased significantly. As the emphasis shifts from local bus service to regional services, the creation of multi-jurisdictional agreements for ongoing funding of transit will become even more important. The convenience and reliability of transit services plays a key role in encouraging transit use as opposed to single-occupancy vehicle commuting. In particular, convenience can be provided by designing transit services that are as seamless as possible. Transit can also play a role in mitigating El Dorado County's jobs/housing imbalance by providing tailored commuter services. Light Rail and/or Bus Rapid Transit services along selected corridors may prove helpful in enhancing convenience and providing a viable alternative to driving.

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

- The Americans with Disabilities Act requires the expansion of paratransit services to specific areas complementary to fixed-route service
- State and federal clean air legislation and transportation demand management principles call for the increased use of transit to offset and reduce automotive vehicle emissions
- Commuter bus service to provide quick connections between El Dorado County and downtown Sacramento has been a consistent need cited by El Dorado County citizens
- The aging of the population also contributes to the demand for transit and paratransit services, as people become unable to drive themselves. This increased demand includes non-emergency medical transportation
- As the entire Sacramento region grows, interregional connections between areas such as El Dorado County, South Placer County, and Rancho Cordova will become increasingly important.

COMMUNITY TRANSIT SERVICE

Regular and convenient local community transit service is a fundamental key to increasing transit ridership. While local service currently exists in Cameron Park, adjacent El Dorado Hills is recognized as an important activity center not currently well served by El Dorado Transit. Historical efforts to provide services through both a taxi voucher program and fixed route services have failed due to a lack of ridership. Major employment centers and development activity in the southern portion of El Dorado Hills may generate a potential for future transit ridership. The coordination of active transportation facilities with local transit stops is recognized as an important factor in encouraging and maintaining transit ridership on local routes. It is recognized that at one end of their trip or the other, virtually all transit passengers also travel on foot or on bicycle. Furthermore, daily transit needs of rural residents may not be typical of a more urban transit system. Therefore, dial-a-ride services provide for these needs on a more individual basis.

REGIONAL TRANSIT CONNECTIONS

Regional transit connections are one of the most prominent transportation issues in El Dorado County. As El Dorado County works to manage a jobs-housing balance over the next 20 years, the daily movement of people to and from jobs to the Sacramento Valley west of El Dorado County will remain consistent. The existing El Dorado Transit commuter service to downtown Sacramento is a popular and valuable service to the citizens of El Dorado County. In order to maximize the convenience and efficiency of the commuter service, El Dorado County will need to maintain and improve safety and access at transit stops and park-and-ride lots as well as maximize use of the existing US 50 High Occupancy Vehicle (HOV) Lanes. Convenient and timely regional connections to Folsom health care facilities and light rail stations remain as key components of regional transit service. An emerging regional connection is the Capital SouthEast Connector project which will ultimately provide a transportation facility connecting El Dorado County with the City of Elk Grove. As the Capital SouthEast Connector project moves forward, El Dorado County will need to consider potential light rail options as well as options for a county line transit transfer center.

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

AVIATION ISSUES

AIRPORT LAND USE COMMISSION

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

EMERGENCY RESPONSE

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

FREIGHT MOVEMENT ISSUES

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

Freight movement in El Dorado County is provided by truck transportation. US 50 is an important truck route for the region of Northern California. Truck traffic, as a percentage of Average Annual Daily Traffic, was 5.39% on US 50 in 2016 and 7.66% on State Route 49 in El Dorado County in 2013 (Caltrans traffic volumes website). It is important to consider the needs of all road users (e.g., residents, truckers, buses, bicyclists) when planning for freight movement.

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

ACTIVE TRANSPORTATION ISSUES

Bicyclists and pedestrians share the use of transportation facilities with motorized vehicles for both recreation and transportation. Active transportation can provide a viable alternative to vehicular transportation if the design of new and/or rehabilitated facilities considers the need for bicyclists and pedestrians to have access to safe travel, direct routes, well maintained facilities, and off-road options when necessary. In addition to serving as an alternative mode of transportation, active transportation also provides ancillary benefits such as reduced congestion, improved air quality, and improved public health. Providing for safe and efficient active transportation facilities also encourages more users, such as children to and from school, where unsafe conditions may be present or perceived to exist. By including community members in the active transportation planning process a greater sense of safety and security can be had for users and/or parents of users of the facilities. Land use

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

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

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

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

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

RTP 2040 Vision

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

GOALS, OBJECTIVES, AND STRATEGIES

The goals embody a general set of strategies by which EDCTC – working as part of a 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 need or priority. Strategies are the actual elements EDCTC will implement to achieve the goals and objectives of the 2040 Regional Transportation Plan.

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

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

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

Strategies:

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

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

Strategies:

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

GOAL 2: SUSTAINABILITY

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

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

Strategies:

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

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

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

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

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

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

Strategies:

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

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

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

GOAL 4: PUBLIC TRANSIT

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

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

Strategies:

1. Encourage El Dorado Transit to prioritize transit services in urban and suburban areas, corridors with high commuter volume, high-tourism traffic areas, and where other operational efficiencies exist
2. Encourage the development of new and innovative transit systems which are effective in serving non-typical transit users such as rural residents, recreation, and tourism travelers
3. Work with transit operators, both within El Dorado County and the surrounding Counties, to

- coordinate with regional transit operators to support transit trips into and out of El Dorado County for employment, education, medical, tourism, and recreation travel purposes
4. Work with local jurisdictions to encourage development of active transportation facilities that provide access to transit stops, parks and ride lots and other multi-modal facilities
 5. Work with local jurisdictions to improve passenger boarding and alighting within existing infrastructure
 6. Work with transit providers to implement a bi-lingual marketing program to promote public transit
 7. Work with local jurisdictions to consider transit accessibility for projects and investments
 8. Encourage transit operators to utilize developments in technology such as mobile device applications, and other Intelligent Transportation Systems, to inform transit users of available service and monitor transit vehicles in order to optimize routes where feasible
 9. Market the availability of transit service information to likely users including educational, commercial, recreational, employment, and civic centers

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

Strategies:

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

GOAL 5: AVIATION

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

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

Strategies:

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

GOAL 6: ACTIVE TRANSPORTATION

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

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

Strategies:

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

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

Strategies:

1. Encourage local jurisdictions to develop ordinances to define a consistent direction of travel for all users on shared-use facilities
2. Encourage local jurisdictions to incorporate active transportation facilities when implementing maintenance improvements or new developments to the existing roadway network
3. Encourage local jurisdictions to identify and improve street crossings wherever possible
4. Work with local jurisdictions to prioritize designs that provide for safe use by all modes and all users
5. Work with local jurisdictions to remove barriers to connectivity and identify opportunities to develop safe routes to schools
6. When and where appropriate, incorporate adjacent active transportation facilities maintenance into roadway maintenance
7. Collaborate with regional and cross-regional jurisdictions to establish a comprehensive active transportation system throughout the broader region
8. Encourage employment, transit hubs, schools and activity centers to provide secure bicycle storage

GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT

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

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

Strategies:

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

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

Strategies:

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

GOAL 8: FUNDING

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

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

Strategies:

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

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

Strategies:

1. Work with local jurisdictions to use limited state and federal resources to leverage Traffic Impact Mitigation fees to expand multi-modal facilities to support new and expanding growth
2. Assist local jurisdictions to identify and obtain grant and other non-traditional funding
3. Consider alternative fund sources such as local transportation only sales taxes, local fuel taxes, public/private partnerships, congestion pricing, mileage-based pricing, and bond measures
4. Develop new sources of funding for road rehabilitation and maintenance in coordination with the League of California Cities, California State Association of Counties, Regional Council of Rural Counties, legislators, transportation groups, and other interested parties
5. Provide education on transportation funding and how it is utilized

DRAFT

EXECUTIVE DIRECTOR'S REPORT

DATE: OCTOBER 3, 2019
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: EXECUTIVE DIRECTOR'S REPORT

The following is an overview of the issues, projects, and coordination currently being advanced by EDCTC.

TRANSIT PLANNING AND ADMINISTRATION

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

On April 11, 2019 LSC provided EDCTC and Transit staff with the Draft List of Service, Capital, and Financial Alternatives for the Short-Range/Long-Range Transit Plan update. Alternatives were developed based on findings in Technical Memo #1, EDCTC, and Transit staff input, and public input. EDCTC and Transit staff provided comments and the alternatives list is being revised by LSC. Technical Memo #2, *Short- and Long-Range Transit Plan Elements*, was provided to EDCTC and El Dorado Transit on Friday, July 26th. The Stakeholder Advisory Committee meeting #2 was held on Tuesday, August 27th at El Dorado Hills Fire Station 85 and Public Meeting #2 was held on Wednesday, August 28th at the El Dorado County Library, Placerville Branch twice: noon to 2:00 pm and 5:00 pm to 7:00 pm. The draft plan is scheduled to be presented to the EDCTC Board at the November 7th EDCTC Board meeting.

TRANSPORTATION PLANNING

2020-2040 Dorado County Regional Transportation Plan (RTP)

RTP Advisory Committee meeting #3 was held on August 7, 2019. Committee members were provided with a presentation and opportunity to discuss the streets and roads project list anticipated for inclusion in the 2020-2040 RTP. The following Chapters of the Draft RTP 2020-2040 were also presented to the Advisory Committee members: Chapter 1, Introduction/Completed Project Lists; Ch. 2, Organizational Setting; Ch. 3, Physical Setting; and Chapter 5, Goals, Objectives, and Strategies. EDCTC staff has started work with the consultant team on the Environmental Impact Report for the RTP. At the October 3, 2019 meeting, EDCTC will consider approving the Draft Policy Element to release for public review.

TRAVEL DEMAND MANAGEMENT

El Dorado County Freeway Service Patrol (FSP)

FSP operates from 6:30 AM to 9:00 AM and from 4:00 PM to 7:00 PM Monday through Friday on US 50 from the El Dorado/Sacramento County line extending eastward to Greenstone Road. FSP is funded by the Capital Valley Regional Service Authority for Freeways and Expressways and the Caltrans FSP program; no local funds are required. In September FSP drivers assisted 98 motorists.

Walk to School Day

Walk to School Day was held on October 2, 2019. Northside School in Cool, Sierra and Schnell Schools in Placerville, Blue Oak School in Cameron Park, and Valley View and Oak Meadow Schools in El Dorado Hills participated. Water bottles were donated this year by Rainbow Orchards and Apples were donated by Boa Vista.

ACTIVE TRANSPORTATION PLANNING

El Dorado County and City of Placerville Active Transportation Plans

An online public engagement tool was launched on April 25th to receive input on routes needing

improvement, barriers to active transportation, and destinations. The Active Transportation Plan Advisory Committee meeting #3 took place on August 15th at the Cameron Park Community Services District. Committee members were given the opportunity to review and comment on maps containing proposed active transportation improvements throughout the west slope of the county. The consultant is currently revising the maps and preparing the Draft Plan. The consultant is also revising maps and developing content to include in the Draft Plans. The Draft Active Transportation Plan will be completed in early October and presented to the EDCTC Board at the November meeting. Two community meetings are scheduled during November to present the draft plan to the general public. Meeting #1 will be held at the Placerville Town Hall on Wednesday, November 13th from 5:00pm to 7:00pm. Meeting #2 will be held at the El Dorado Hills Community Services District from 5:00pm to 7:00pm on Monday, November 18th.

COORDINATION, OUTREACH, AND ADVOCACY

EL DORADO COUNTY

El Dorado Hills Business Park Community Transportation Plan

EDCTC worked with Caltrans to secure \$144,000 in State Planning and Research grant funds to support the El Dorado Hills Business Park Community Transportation Plan. The effort will be closely coordinated with El Dorado County and the El Dorado Hills Business Park Association to look at future traffic and circulation in and around the business park. An initial meeting with property and business owners was held on Tuesday September 10, 2019. Additional data gathering continues and the next phase of outreach will occur over the coming months.

El Dorado County SB 743 Implementation Plan and Travel Demand Model Update

EDCTC staff is working closely with the City of Placerville and El Dorado County DOT staff to finalize the SB 743 Implementation Plan and related technical components. EDCTC released a request for proposals (RFP) to solicit proposals for the update of the County's Travel Demand Model to include the necessary inputs and analytical tools to comply with the requirements of SB 743. EDCTC secured state Rural Planning Assistance funding to support this effort. EDCTC received one proposal by the October 2, 2019 deadline.

CITY OF PLACERVILLE

Western Placerville Interchanges Phase 2

Due to the impacts of re-routed traffic during construction of WPI 2, the project will include a grind and overlay of Fairlane from the Sheriff's Office to Ray Lawyer Drive. Paving is scheduled for October 15-18. The El Dorado Trail was reopened to through use on August 30th and was temporarily closed in late September for striping. Construction is now scheduled to be completed by Thanksgiving. Paving the off-ramp was completed at the end of September. Remaining items of work include:

- Landscaping and irrigation; approximately three weeks of work
- Electrical, including traffic signals and service connections
- Striping of roadway and El Dorado Trail
- Final items of contract work

Western Placerville Interchanges Phase 2.2

On May 16, 2018, the CTC awarded \$1,070,000 in LPP funds to the City of Placerville to advance delivery of the eastbound on-ramp for the Western Placerville Interchanges Phase 2 project. The City released an RFP for Engineering Design and Environmental Consulting Services on January 16, 2019. On March 26, 2019 the City Council awarded the consulting contract to R.E.Y. Engineers, Inc. At the same meeting the City Council also approved a \$400,000 budget appropriation from the Traffic Impact Mitigation Fee Fund to increase the budget for PA&ED.

The City of Placerville was granted a 12-month construction allocation extension of LPP funds at the June 26-27 CTC meeting. The new project schedule shows the construction allocation request approval by the CTC in May 2020 with the construction contract award in November 2020.

Upper Broadway Bike Lanes Project

On October 18, 2017, the California Transportation Commission awarded \$1,886,000 in 2017 ATP Augmentation – Statewide and Small Urban and Rural Components funding for the Upper Broadway Pedestrian Connection Project that will provide strategically located sidewalks and additional pedestrian improvements and new transit stops on Broadway between Schnell School Road and Point View Drive. The CTC allocated the construction funds at their June 26-27 meeting. On September 24th, the City Council awarded the Construction Management contract and authorized the project to go out to bid. The Construction Contract will likely be considered for award at the December 10th City Council meeting.

Broadway Sidewalks Project

The project improves pedestrian safety by constructing new curb, gutter, and sidewalk on four segments of Broadway between the Main Street/Mosquito Road/Broadway intersection and Orchard Lane where there are currently no pedestrian facilities. The project is funded by Highway Safety Improvement Program (HSIP) funds. The project is being delayed by ROW and utility relocation coordination, and instead of being constructed this fall it is now scheduled to go to construction in summer 2020.

Placerville Drive Bicycle and Pedestrian Facilities Project

The project will design bicycle facilities and sidewalks along Placerville Drive from west of the US 50 undercrossing to Green Valley Road and sidewalk on the west side of Green Valley Road from Placerville Drive to Mallard Lane. In June 2016 EDCTC programmed \$1.1 million of CMAQ funds to the project. The consulting contract was awarded to Drake Haglan and Associates at the July 10, 2018 City Council meeting. At the March 7th meeting EDCTC programmed \$680,303 in CMAQ to the project PA&ED/PS&E and ROW phases. By the end of October, the consultant will submit 30% draft design to the City of Placerville for approval. Environmental studies will be completed in fall of 2019.

Main Street/Cedar Ravine/Clay Street Intersection Improvement Project

Due to delay in the schedule, the City is seeking a second time extension from FHWA for the Highway Bridge Program funds. The City of Placerville is working on finalizing responses to comments received on the Environmental Document. The City anticipates completing CEQA and NEPA in January and June of 2020 respectively. Once the environmental work is done, the City will complete the final design and prepare to release bid documents in summer of 2021.

Placerville Station II

The project is in the gravel lot adjacent to the existing Placerville Station (Mosquito Park and Ride) north of U.S. 50. In March 2019, EDCTC programmed \$645,000 in CMAQ funds to the project. Construction is anticipated to begin in the spring or summer of 2020. The project includes:

- Construction of a 50-car parking lot with lighting and landscaping
- Replacement of an existing water main and services
- Replacement of sewer connection
- Paving Mosquito Road between the westbound U.S. 50 off-ramp and Clay Street
- Improved connection to El Dorado Transit and Amtrak Bus Service
- Bringing the El Dorado Trail up to current standards
- Bicycle racks and lockers

SACOG

EDCTC is working closely with SACOG on the Advancing Innovative Mobility program. This effort will look at funding pilot projects throughout the SACOG region to explore new and innovative ways to move people and goods. SACOG is seeking a cross section of projects deployed throughout the urban, suburban, and rural communities in the region.

CALTRANS

US Highway 50 Hot Spot Study

On August 28, 2017 EDCTC and City of Placerville staff met with Caltrans to form a plan to identify and analyze improvements to traffic and circulation along the US 50 corridor through Placerville. This effort was formalized through the Caltrans led US 50 Corridor Hot Spot Study. Caltrans is leading this effort to identify issues and opportunities along US 50 from Placerville into the Tahoe Basin. The kickoff meeting was facilitated by Caltrans on October 28, 2018.

The first public workshop was held on July 29th at Town Hall in Placerville. Participants engaged with local stakeholders and the project team to help identify the desired path forward to improve congestion and safety on US 50 through Placerville. In addition to the public workshop, a survey was used to garner more input from those residents and visitors alike unable to attend the workshop. A second workshop will be held later this fall to complete the effort. Based on input received, the project schedule has been extended to account for additional work to be completed. EDCTC is currently working with Caltrans to expand the scope of the study to collect more traffic count data and provide planning level cost estimates for some of the proposed alternatives.

US Highway 50 Camino Safety Project

EDCTC has been working with Caltrans to develop a strategy to continue moving forward with the project. Caltrans has finalized the Project Report to include the first phase which will be the completion of the median barrier closure from Still Meadows Road to Upper Carson Road and a minimum undercrossing at Lower Carson Road. Caltrans, El Dorado County, and EDCTC will be developing a plan to deliver and fund the remaining elements. Caltrans held a public meeting on April 29, 2019 at Camino School to present the phased approach to the community members. EDCTC continues to seek out funding for the ultimate project to include an interchange at upper Carson Road. EDCTC worked with Caltrans and El Dorado County to submit an application for the next round of Federal INFRA grant funding but was unsuccessful in this highly competitive national program. However, in mid-July EDCTC submitted an application for the next round of Federal BUILD grant funding to support the preferred alternative. EDCTC will continue to pursue any and all opportunities to secure funding for the project.

STATE TRANSPORTATION LEGISLATION AND FUNDING

Governor Appointments

On September 20, 2019 Governor Newsom made two appointments to the California Transportation Commission, Tamika Butler and Hilary Norton, each of whom are from Los Angeles.

State Transportation Funding

The next cycle of competitive SB 1 transportation funding programs will begin in the fall of 2019. EDCTC is working closely with City and County staff to develop a list of projects which are "shovel ready" to compete for these funds. The next round of Local Partnership Program (LPP), Solutions for Congestion Corridors (SCCP), and Trade Corridor Enhancements (TCEP) funding has just begun the initial phase of developing performance metrics for the competitive funding round.

State Transportation Legislation

Some proposed bills that we are currently tracking include the following.

- **AB 285 (Friedman R) California Transportation Plan.**
 - Would require Caltrans to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030.
 - Enrolled and presented to the Governor 9/12
- **AB 553 (Melendez R) High-speed Rail Bonds: Housing**
 - Stops further bonds sales beyond the Phase 1 system and redirects unspent proceeds.

- **AB 782 (Berman D) CEQA: Exemption: Public Agencies: Land Transfers**
 - Would exempt from CEQA the acquisition, sale, or other transfer of interest in land by a public agency for certain purposes, or the granting or acceptance of funding by a public agency for those purposes.
 - Approved by Governor
- **AB 970 (Salas R) California Department on Aging: Grants for Transportation.**
 - Would require the California Department on Aging to administer a grant program to support transit trips for non-emergency medical trips via zero emission vehicles.
 - Enrolled and presented to the Governor 9/11
- **AB 1243 (Fong R) Traffic Relief and Road Improvement Act.**
 - Would create the Traffic Relief and Road Improvement Program to address specific congestion and deferred maintenance. The Bill would provide for deposits of existing revenue sources into a standalone account.
 - Referred to Assembly Committee on Transportation
- **AB 1413 (Gloria D) Transportation: Local Transportation Authorities: Transactions and Use Taxes.**
 - Authorizes Placer County Transportation Planning Agency to impose a tax applicable to only a portion or sub district of Placer County and that the funds are spent in or to the benefit of that portion of the county. This would serve as a pilot to evaluate this application for other counties.
 - Ordered to third reading as amended
- **SB 127 (Wiener D) Transportation Funding: Active Transportation: Complete Streets.**
 - Would create an Active Transportation Asset Branch within the Transportation Asset Management Office and require the CTC to give high priority to increasing safety for and implementation of active modes.
 - Enrolled and presented to the Governor 9/25
- **SB 137 (Dodd D) Federal Transportation Funds: State Exchange Programs.**
 - Allows federal funds allocated ("exchanged") to local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds.
 - Ordered to third reading
- **SB 277 (Beall D) Road Maintenance and Rehabilitation Program: Local Partnership Program.**
 - Currently, \$200 million is appropriated to the Local Partnership Program (LPP), \$100 million directly allocated by formula to self-help counties and cities, and \$100 million awarded through a competitive process to those cities and counties with a uniform developer fee.
 - This bill would appropriate 85%, or \$170 million, to self-help cities and counties; and \$15%, or \$30 million, for award through a competitive process for small counties, 100,000 population or less, and those with a uniform developer fee.
 - Enrolled and presented to the Governor 9/18

FEDERAL TRANSPORTATION LEGISLATION AND FUNDING

On July 29, 2019 the Senate Environment and Public Works Committee (EPW) released their \$287 billion transportation reauthorization bill for Fiscal Years 2021-2025. On July 30, the EPW committee passed, what they are calling, the "most substantial highway legislation in history" by a vote of 21-0.

The bill includes some focus areas in addition to the general provisions and funding programs. These include:

- Resiliency
- Autonomous vehicles
- New bridge program
- Alternative
- New mobility impacts

The three Senate committees which have jurisdiction over the surface transportation reauthorization (banking committee for mass transit, commerce committee for safety and rail, and finance committee for revenue provisions) will likely act on the various elements of the bill later this year.

EVENTS AND MEETINGS ATTENDED *(since the last Commission meeting September 5, 2019)*

09/10	Metro Chamber Transportation Committee
09/12	American Leadership Foundation Class
09/18	Caltrans Sustainable Transportation Planning Grant Program
09/19	SACOG Board Meeting
09/19	Placer County Director, Mike Luken
09/20	American Leadership Foundation Class
09/24	Calcog Directors' meeting (CDAC)
09/25	Camino PDT
09/26	Rural Counties Task Force
09/30	Statewide motorists Aid Committee