

Appendix N

Desired Outcomes and Performance Measures		
Desired Outcome	Performance Measures	Method of Quantification
Fits Within Funding Constraints	Is realistically fundable or may be fundable if reasonable methods to improve funding are achieved.	Fits within projected funding to be available over 25 years. (see Action and Financial Elements)
Has Reasonable Cost/Benefit	Provides reasonable public/private expenditure compared to persons, goods, and services transported.	Compare to other alternatives and investment choices.
Protects and Enhances Environmental Quality	Protects and preserves environmental values including, but not limited to, clean water, clean air, adopted noise levels, aesthetics, etc.	State and Federal Standards, Amador County Ordinances, CEQA and/or NEPA.
Achieves Community Acceptance	Consistent with community values including preservation of "small town character" and "rural environment"	Requires "town hall" meetings or hearings and public review and input.
Maintains or Improves Public Safety	Meets or relieves a documented public health or safety concern.	Traffic analysis, CHP review and input
Maintains or Improves Traffic Operation/Congestion	Achieves direct benefit to traffic operations.	Maintains or improves upon adopted LOS (see Policy Element).
Insures Cultural Resource Preservation and Improves Tourism	Preserves or protects cultural resources including those identified as important to Native Americans and the local tourism industry.	Acceptance to Native American groups, historical society, etc.
Maintains or Improves the Local Economy	Provides measurable maintenance or improvement to the local economy, supports local economic efforts.	Acceptable to Chamber of Commerce, Amador Economic Development Corp., and other business groups
Is Fair and Equitable	Meets needs of the entire community including all geographic, economic, ethnic, and political components of the County population.	Compare with RTP demographic data (Appendix E)
Assures Efficient Deliverability	Meets criteria to assure construction or implementation can be accomplished with minimal delay, cost overruns, and impacts due to unforeseen issues.	ACTC's RTIP project delivery checklist. (Appendix N) Achieves most or all other desired outcomes listed above.

Appendix O

Amador County Performance Measures Analysis of System-Wide Alternatives

System-Wide Plan Alternatives	Funding Constraints Tier 1 Tier 2	Cost/Benefit	Environmental Quality	Community Acceptance	Public Safety	Traffic Operation/ Congestion	Historic Preservation and Tourism	Local Economy	Equitable	Deliverability
No Project	Yes	No	No	No	No	No	Yes/No	No	No	Yes
Expand Existing Highways	No	No	No	No	Yes	Yes	No	Yes/No	Yes/No	No
Unconstrained Plan (Tier 2)	No	Yes	Yes/No	Yes	Yes	Yes	Yes	Yes	Yes	No
Constrained Plan (Tier 1)	Yes	Yes	Yes/No	Yes	Yes/No	Yes/No	Yes	Yes/No	Yes	Yes
Emphasize Local Road Rehab & Maint.	Yes	No	Yes	Yes/No	No	No	Yes/No	No	Yes/No	Yes/No

"Yes" means the alternative generally satisfies the desired outcome.
 "No" means the alternative generally does not satisfy the desired outcome.

Appendix P

System-Wide Strategy

1. Limit the Number of Costly Bypasses and Route Widening

Widening of existing streets and highways in many of Amador County's small communities is impossible due to narrow existing rights-of-way between existing, often historic, buildings and structures. For this reason, bypasses of these communities have been considered the only option for adding capacity for through traffic. In other parts of the County, highway widenings are constrained due to hilly or mountainous terrain, the aesthetic impacts of tree removal and grading in such areas, and often the proximity to creeks with associated biological and cultural resources. The 2004 Amador County RTP Update contains up to four bypass projects: the Ione SR 104 Interim West Bypass, a possible Pine Grove bypass, a possible Drytown bypass, and a possible north Jackson crossing.

2. Prioritize Resources Based on Importance and Need

Given funding constraints identified in the Plan's Financial Element (Chapter VIII), costly bypass and route widening projects need to be carefully prioritized. A number of factors influence the decision regarding the order with which projects should be prioritized. Once again, these include application of desired outcomes and performance measures. The selection of project alternatives and the order of priority given to them is that which has been decided by elected officials based on recommendations of the RTP Oversight Committee and public input.

3. Accept Lower Levels of Services Where the Reduction Clearly Out Weighs Environmental and Funding Considerations

Prior to the 1994 RTP/Circulation Element, Amador County's policy was to maintain Level of Service C throughout its traffic circulation system. This standard would have required that many sections of State highway throughout the County be widened to four or five lanes. The previous 1996/97 RTP Update identifies sections of highway where LOS D and E will be accepted due to funding constraints and the need to avoid environmentally damaging highway projects. Due to extended funding constraints, the areas where LOS D and E are deemed acceptable, is increased within the 2004 RTP Update.

4. Require New Developments to Pay For Their Share of Additional Impacts to the System

The land use and growth assumptions contained in the 2004 RTP Update are based on existing and approved land use developments and forecasts for future through traffic increases. This means that it is not possible to substantially reduce future traffic assumptions without "undoing" land use entitlements that have been approved or without stopping outside traffic from traveling through the County. The plan contains a funding strategy which intends to obtain additional funding from the growth that is projected. It contains important policies and programs that require all new development projects to pay traffic mitigation fees and/or construct improvements to the system based on the traffic impacts that they will generate.

5. Aggressively Pursue Additional Local and State Funding Sources

The 2004 RTP Update contains policies and objectives pursuing maximum advantage of opportunities to "partner" with the State and to pursue additional local and State funding programs. If the region is not able to find means to leverage additional State funds for projects in Amador County or to carryout a local traffic mitigation fee program, then the traffic improvements identified for funding with these sources cannot be built. The resultant level of service and traffic safety concerns will grow worse.

6. Expand Consideration of Transportation Systems Management (TSM), Transportation Demand Management Alternatives (TDM), and Intelligent Transportation Systems (ITS)

The 2004 RTP Update contains policies and programs intended to encourage TSM, TDM, and ITS. The RTP is, however, realistic with respect to the reductions in actual improvements to streets and roads that could be obtained based on TSM, TDM, and ITS measures. If the Plan were to rely more on TSM/TDM/ITS policies and especially if these were to be at the expense of some of the construction projects and funding strategies that are contained within the Plan, then the Plan would be unrealistic and would likely fall short of its goal. Conversely, the Plan would be shortsighted if it did not attempt to take maximum advantage of TSM, TDM, and ITS opportunities.

Appendix Q

Community and Corridor Analysis (And Project Descriptions)

Ione Area

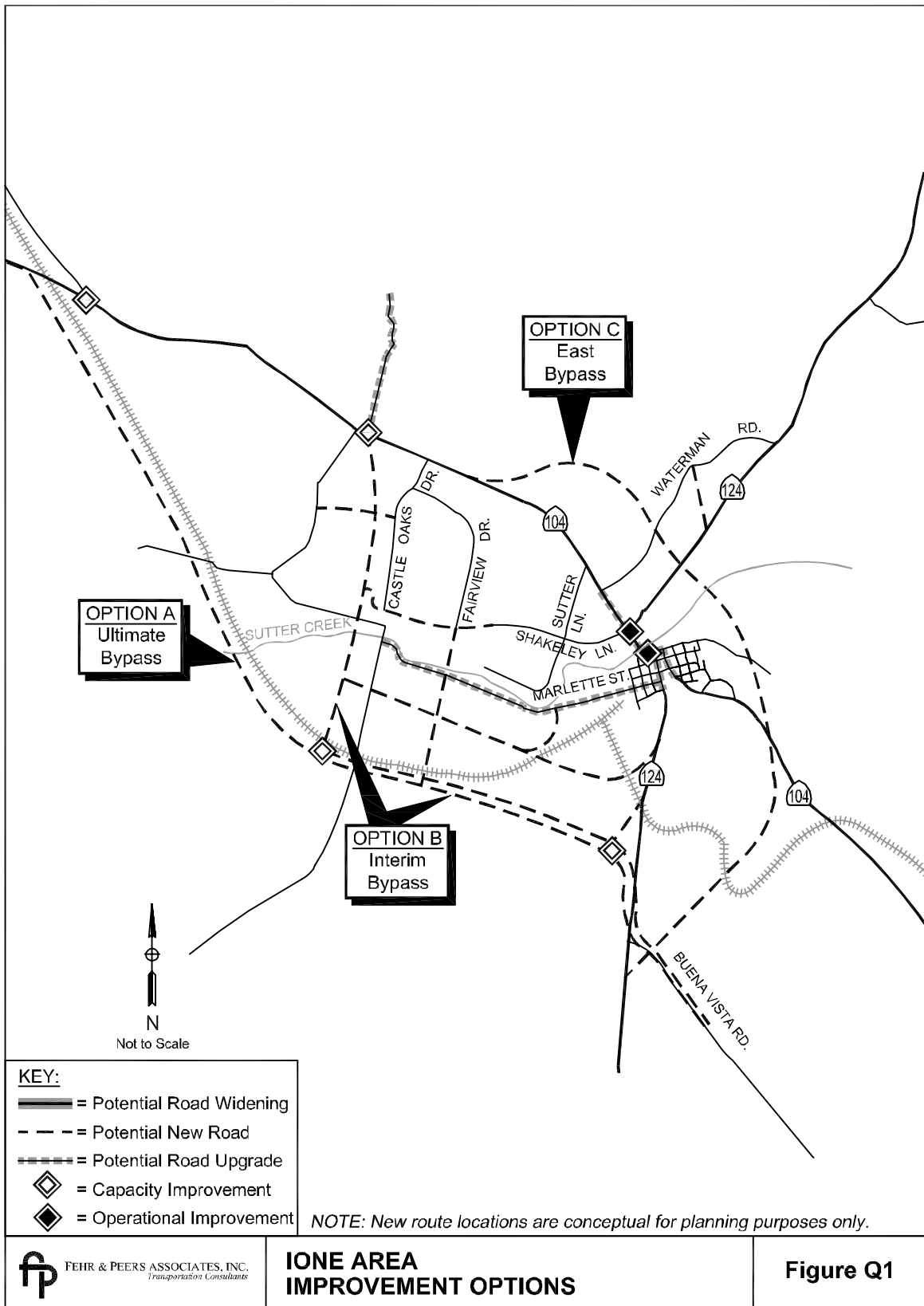
While the City of Ione has determined that a bypass is necessary to eliminate illegal and unsafe truck travel on SR 104 and SR 124 through the downtown area, peak hour traffic congestion is also a growing concern. Between 1988 and 1993, the ACTC sponsored five transportation studies for the City of Ione. Three primary alternatives emerged as the most reasonable means for handling highway and truck traffic that presently cause traffic problems through downtown Ione. These include the "Interim" west bypass, the "ultimate" west bypass and an eastern bypass. Drawings of each of these bypass options are shown in Figure Q-1, which is a copy of "Refined Improvement Options" from the "Draft Analysis of Improvement Options for the City of Ione Circulation Element." The "ultimate" west bypass was eliminated from further consideration during the planning process because of its high cost, lack of available funding, and the lack of justification for this route being necessary within the next twenty-five years. The remaining two options, the interim west bypass and the eastern bypass became the subject of much discussion during workshops and public hearings, while the Revised Draft 1998 Ione Circulation Element was being prepared.

The City Council voted to direct that the interim west bypass should be the preferred route due primarily to cost, feasibility and environmental factors. The cost and feasibility of the interim west bypass would be less than the eastern bypass because it takes advantage of existing roadways and bridges (Five Mile Drive Bridge) and developable industrial land in south Ione. The eastern bypass is considerably more costly because it requires a new bridge across Sutter Creek, crosses lands with greater topographic constraints, and would require right-of-way to be provided by three State agencies, including the Mule Creek State Prison.

Ione Interim West Bypass

The Interim West Bypass involves the construction of a roadway (arterial or collector) to serve some local traffic and to route truck traffic around the downtown area. The route includes use of the North-South road proposed west of Castle Oaks Drive and a new segment of roadway between SR 104 and Old Stockton Road. It also includes improvements to existing Buena Vista Road from SR 88 to SR 124 (see option "B" Figure Q-1).

This interim improvement would improve the operating conditions on SR 104 and SR 124 from LOS D to C. Although the City's current cooperative agreement with Caltrans stipulates that this interim west bypass will be constructed with local funds, the City feels the regional nature of the problem warrants some contribution of State funds. Ultimately (i.e., after 2025), through traffic in the area will likely increase substantially to the level in which the ultimate bypass has a greater benefit to traffic operations for central Ione (see option "A", Figure Q-1).



In 2001, the ACTC, Caltrans, and City and County officials initiated work on a Project Study Report (PSR) as needed to secure funding for the Interim West Bypass. Initially it has been determined that the project should be built as a city street, not a State highway. RTP cost estimates have been doubled to cover widening of the Five-Mile Drive Bridge, likely environmental mitigation, project support, and escalation.

Martell Area

Numerous alternatives for handling traffic and transportation in the Martell area were considered by the community in 1997. The planning process and the alternatives considered are summarized in the Martell Area Circulation Plan, Final Report and its “Working Paper #3, Analysis of Improvement Options”. These documents are available for review at the Amador County Transportation Commission office. A copy of “Improvement Options” from the Final Report is shown as Figure Q-2.

Wicklow Way and Sutter Street Extensions

The preferred alternative for the Wicklow Way/Sutter Street Extensions are labeled “A” and “B”. The Wicklow Way Extension is needed to provide access to an area that will develop near Jackson and Martell. The Sutter Street Extension is needed to relieve traffic from Hoffman Street and reduce its use from a collector to a local “neighborhood street”. Alternative “A” was preferred over other Wicklow Way extension alternatives because it provided a less direct link between the Highways. A less direct link causing traffic to stop and turn would keep travel speeds down, lessen the route’s use by through traffic and thereby lessen the route’s overall impacts. The “B” option was preferred over the other Sutter Street options because it would create less environmental conflict with wetlands and a mine tailings impoundment. In early 2003, a Project Study Report (PSR) providing detail and definition for the Sutter Street Extension project was completed by the ACTC.

Argonaut Lane

The alternatives for Argonaut Lane do not relieve enough traffic from the area to the north to eliminate the need for the Wicklow Way/Sutter Street Extensions. Conversely, the Wicklow Way/Sutter Street Extension options do not relieve the need for improvements to, or relocation of, traffic from Argonaut Lane. The Martell plan considered several alternatives for improving or relocating the Argonaut Lane intersection with SR 88 (see Figure Q-2). The Martell plan oversight committee recommended construction of a new route from Argonaut Lane near Westview Lane to a new south leg of the new SR 88/49 intersection (through the existing Elks Lodge). Due to opposition by landowner(s), this alternative was dropped in favor of less expensive improvements to the existing Argonaut Lane intersection with Highway 49/88.

Jackson Area

In preparation of the City of Jackson 1999 General Plan Circulation Element Update numerous alternatives were studied for handling future traffic in the Jackson area. Some of these overlapped with alternatives considered in the Martell Area Circulation Plan. A copy of "Improvement Options" from the City of Jackson Circulation Element Final Report and its related "Working Papers" is shown in Figure Q-3. The following is a summary of alternatives selected and rejected by City and County representatives through the City of Jackson Circulation Element process. (Copies of the City of Jackson Circulation Element Final Report and "Working Papers" are available for review at the ACTC office.)

Fourth Lane Addition to SR 49 Between Jackson and Martell

This improvement involves widening SR 49/88 to four lanes from the SR 49/SR 88 intersection in Martell south to Sutter Street in Jackson (see alternative "A" in Figure Q-3). A fourth travel lane would be added for southbound traffic. This project is needed to help maintain LOS "C" on this segment of highway through 2025. It was a priority for State funding in the 1996/97 RTP Update. In 2001, Caltrans completed a Project Study Report (PSR) for this project.

During development of the 2004 RTP Update, the Update Oversight Committee recommended this project be moved to the long-term so that funding could be made available for the Sutter Street Extension project and intersection improvements at SR 49/88 and Main Street in Jackson. In making this recommendation, the Oversight Committee observed that adding a second southbound lane on this segment of highway would further encourage traffic to exceed speed limits entering the downtown congested area. Furthermore, Caltrans intends to construct a shoulder widening project on this segment which will relieve many of the immediate safety concerns. (Special note: the California Highway Patrol recommends extension of the left-turn lane north of Sutter Street as part of this safety project. Operational and safety concerns for Vogan Toll Road access and sight distance at Argonaut Lane should also be considered.)

SR 88 Widening to Five Lanes From SR 49 West to SR 104 in Martell

A significant portion of the County's unincorporated area non-residential development is planned near the SR 88 corridor in Martell. Because expected increases in local traffic along with the increased through traffic would result in LOS "E" operations in 2025, SR 88 should be widened to a five-lane section between the eastern junction of SR 104 and SR 49 (see alternative "B" in Figure Q-3). This improvement would result in LOS "B" operations in 2025. In 2000, Caltrans prepared a Project Study Report (PSR) for this project so that it could be constructed with State funds. Funds are not available.

Kennedy Parkway

The Kennedy Parkway was a proposed major collector across the north part of Jackson from the top of the SR 49 grade near Martell to a point on SR 88 east of Court Street (Alternative "C" as shown in Figure Q-3). The Kennedy Parkway was contained in the 1994 Draft City of Jackson Circulation Element. It was expensive, controversial, and environmentally damaging. Its inclusion is a major reason why the 1994 Circulation Element was never adopted by the City. In 1996, the City directed that General Plan land use designations be reduced which helped to eliminate a need for the Kennedy Parkway. The Kennedy Parkway is presently not supported by the City of Jackson Planning Commission or City Council. A similar north Jackson crossing located farther to the north in the vicinity of Jackson Gate Road and China Graveyard Road was proposed in 1989 and similarly rejected by the community at that time.

Jackson Gate/SR 49 Connector

This option was developed through the City of Jackson Circulation Element process (1997-1999). It will help to serve locally generated traffic from anticipated commercial and residential developments east of SR 49/88 and adjacent to North Main Street. Traffic projections on this option were shown to be approximately 5,900 vpd, with the majority of this traffic shifted away from North Main Street between Jackson Gate Road and downtown Jackson (see Alternative "D" on Figure Q-3). This extension will reduce the volume on North Main Street and improve the operating conditions from LOS "D" to LOS "A" under year 2025 conditions.

North Jackson Crossing

A new roadway between the area north of Sutter Street on Highway 49 and Highway 88 east of Court Street (along the southern boundary of the Kennedy Mine property) is shown in the City's Circulation Element as a long-range planning option (see alternatives "E" Figure Q-3). With establishment of a new access road to the Jackson Rancheria Casino from Highway 88 east of Jackson, and a verbal agreement between the County and the Rancheria that casino traffic should be routed through the City, plans to analyze the north Jackson crossing will be initiated in 2004. This project is needed to avoid LOS E and F conditions through downtown Jackson before 2025.

SR 88 Operational Improvements from SR 49 to Climax Road

Similar to the western segment of SR 88, leaving Jackson, four lanes are required to achieve LOS "C" operations in 2025 on this segment from downtown Jackson to Pine Grove (see alternative "F" in Figure Q-3). Given funding constraints and the likely environmental impacts associated with major widening, it is recommended that SR 88 be upgraded rather than widened. LOS "D" operations

should be viewed as the acceptable standard by the City of Jackson, the County and Caltrans on this segment. Potential upgrade improvements include road widening and realignment in selected locations, shoulder widening, intersection improvements and additional passing lanes at strategic locations.

Mission Boulevard

Mission Boulevard is labeled option "G" on Figure Q-3. Mission Boulevard is intended primarily to serve as a major collector for local traffic in the southeast area of Jackson. Mission Boulevard will divert minor amounts of traffic from Highway 49 and the south intersection of Highways 49 and 88. Other alternative alignments for a major collector serving traffic in this area were considered. Alternative "G" however, was chosen because of approved plans for the Sutter Amador Hospital which included actual construction of a large portion of this route. In addition, State funds available for Broadway Bridge reconstruction and improvements to Broadway south of Mission Boulevard have all caused this to be the most realistic and viable alternative.

Ridge Road/Climax Road Widening, Realignment and Shoulders

In 1996 the ACTC hired HDR Engineering Incorporated to conduct a "Phase II Preliminary Engineering Study" of the Ridge/Climax Road corridor. Until this time, the Ridge/Climax Road corridor had been considered a route that should be brought up to State standard so that it would carry through traffic between Martell and Pine Grove relieving traffic congestion and safety concerns in the Jackson area. The referenced HDR study determined that it would likely cost the community more than \$20 million to bring Ridge and Climax Roads up to State standards so that the State of California would formally accept the route into the statewide maintained highway system. Given funding constraints countywide, it was subsequently determined in development of the 1996/97 RTP Update that the benefits provided would not justify this expense. Consequently, the 1996/97 Plan called for an expense of \$6 million for lane and shoulder widening, passing lanes, and intersection improvements. These less expensive improvements are warranted because the route will continue to carry trucks and other traffic trying to avoid Jackson and because safety and operational improvements are needed.

Pine Grove SR 88 Corridor Improvements

A highway capacity expansion project on SR 88 through or around the community of Pine Grove is needed to avoid projected average daily level of service E conditions by 2025. The "Transportation Corridor Study" prepared by Omni-Means Ltd. Engineers and Planners for the ACTC in November 1988 studied two alternatives for resolving projected unacceptable traffic volumes on State Highway 88 through the community of Pine Grove. These included (1) a widening of SR 88 through Pine Grove, and (2) a Pine Grove north bypass. Omni-Means also studied three alternatives for widening Highway 88 through

Pine Grove. All were determined to be infeasible due to limited right-of-way and the impacts they would have on existing land uses (parking and/or structures).

Subsequent to the Omni-Means report, the ACTC analyzed a Pine Grove south bypass. The south bypass appeared to be favorable because the north option would likely be more expensive, require greater land use impacts and right-of-way acquisition, and because the north option would not attract as much through traffic from SR 88 as the southern option. The Pine Grove south bypass is also, however, a costly and complicated construction project.

In 2001 Caltrans prepared a PSR for SR 88 improvements through the Pine Grove corridor. The ACTC hired Quincy Engineering to reevaluate options for the Pine Grove SR 88 corridor. Alpine County contributed resources toward the Pine Grove corridor planning effort. Working with Caltrans and the local community, two bypass options (one north, one south), and a through-town highway widening option were developed for further consideration.

Fiddletown Road Corridor/Shake Ridge Road Corridor

In preparation of the previous 1996/97 RTP Update, the ACTC analyzed improvements to the Fiddletown Road corridor and/or the Shake Ridge Road corridor in northern Amador County as alternatives that could relieve traffic on SR 88 moving east and west through the County. It was found that constraints at the community of Fiddletown and the cost for upgrades to Fiddletown and Shake Ridge Road were not justified compared to the minimal relief to traffic using SR 88 that would be provided.

Pioneer/Buckhorn SR 88 Corridor Improvements

Traffic levels of service in Highway 88 corridor east of Pine Grove through the communities of Pioneer and Buckhorn are expected to reach LOS "D" during the RTP's 25 year planning period. Like Pine Grove, Caltrans and Alpine County consider this segment of SR 88 to be vital for interregional travel. Both agencies are likely willing to help support improvement to this segment of highway. (Caltrans and Alpine County have directly supported construction of passing lanes, curve corrections, and shoulder widenings on SR 88 during the past decade.) No comprehensive studies of improvement options for SR 88 through the Pioneer/Buckhorn area have been completed at this time.

Drytown Bypass or Improvements

A SR 49 Bypass around the west side of the small Drytown community was part of original plans for the SR 49 Sutter Creek and Amador City Bypass. This segment of the Bypass project was removed due to funding constraints and expressed desires for "no Bypass" by Drytown residents and businesses during hearings concerning the 1996/97 RTP Update. LOS "E" in Drytown was

subsequently deemed acceptable. However, a Drytown Bypass or improvements to SR 49 through Drytown remain in the Plan pending availability of funds.

SR 49 Through the City of Plymouth

The City of Plymouth identified this operational improvement, which consists of the addition of center left-turn pockets at strategic locations and a landscaped median to this section of SR 49. Improvements are also planned at several key intersections along this corridor such as Empire Street, Popular Street, and Main Street. This improvement, along with the planned intersection improvements in the corridor, will significantly improve north-south traffic flow and pedestrian safety in the area.

Alternatives to this project included the "Plymouth southeast collector." This was to be a new route between SR 49 south of Plymouth and the Shenandoah/Fiddletown Road east of Plymouth. The Plymouth southeast collector is no longer a part of the City's short or mid-range plans due to planned land use reductions in the eastern half of the City.

Appendix R

Constraints, Needs And Issues

Constraints, needs and issues are the unsettled problems which determine the scope and priorities of the Regional Transportation Plan (RTP). They include problems such as funding limitations and natural resource concerns. Constraints, needs and issues provide the framework for establishing desired outcomes, analyzing alternative solutions to achieve these outcomes, and then for setting goals, policies, and objectives. The list of transportation related constraints, needs, and issues is generally derived from the RTP's chapters concerning existing and future conditions.

General (Region-Wide)

1. There is a need to balance transportation improvements with other important values including community character, historic resources, recreation and tourism, economic vitality and the natural environment.
2. There is a need for the County to understand and take advantage of the transition that is changing transportation and circulation in the State and the country. These changes include:
 - a. Less emphasis on roads and highways and more emphasis on TDM, TSM, transit, pedestrians, and "Smart Growth" including jobs/housing balance.
 - b. Make adjustments as the regional economy shifts away from the traditional resource base industries of mining and timber and help to support the newer industries such as tourism, recreation, viticulture and innovative new industries.
 - c. Avoid Amador County becoming a "bedroom community" for the Central Valley.

State Highways

1. The State needs to provide more funding for infrastructure maintenance and development. According to the L.A. Times, California ranks last nationally in infrastructure spending per capita. State highways expanded by only 7% between 1978 and 1988, yet State population jumped more than 40%. In 1967, 19.57% of the State's budget went to infrastructure and maintenance. In year 2000, it was 1.18%.
2. Caltrans and the County need to address worsening levels of service (LOS) and projections for increased traffic delays and congestion on the region's State highways. Those segments of highway in most particular need are identified in RTP Chapter V.
3. There is a need to improve operations and safety at a number of identified State highway intersections. (See RTP Chapter V).
4. State and Federal agencies need to improve their methods for coordinating review and achieving consensus in order to enable State and local transportation projects to be constructed more quickly and efficiently.

5. Caltrans District 10 needs to improve its project management and delivery capabilities. (Caltrans District 10 has made improvements to their project management and delivery services in 2003 and 2004.)
6. Caltrans District 10 needs to improve and expand its capabilities for working with local communities on highway projects and in reviewing major land use development projects.
7. Future highway corridors and rights-of-way need to be identified and preserved; community conflicts need to be resolved; access controls established.

County Roads and City Streets

1. The severe lack of funding for local road rehabilitation and maintenance needs to be addressed.
2. There needs to be a means to improve the resources available to Amador's small cities the County in order to effectively plan, design, and construct needed local transportation improvements.
3. State and Federal regulations need to be streamlined in order that it may be easier for small cities and counties to design and build more transportation projects.
4. The cities and County need to complete and adopt Pavement Management Systems and implement them.
5. The cities need to list and prioritize capital improvements to best invest available funding and to accurately identify additional funding needs.

Public Transit

1. There is a need to continuously improve transit ridership in Amador County by implementation of the recently completed transit marketing plan.
2. There is a need to improve bus turnouts and shelters, access, and signage to help ease usage of transit in the County and improve pedestrian and automobile circulation in areas surrounding bus stop facilities.
3. There is a need to continue to implement recommendations of the social services transportation action plan.
4. There is a need to expand marketing efforts to further improve inter-country ridership to Sacramento and maintain cooperation from SACOG, RT, and the Sacramento County Board of Supervisors.

Aviation

1. There is a need to continue to construct improvements at the County's public airport (Westover Field) in accordance with the airport CIP.
2. There is a need to update the airport master plan.
3. There is a need to improve access to Westover Field and to continue efforts that will protect the County's airport from incompatible land uses.

Bicycle and Pedestrian Facilities

1. There is a need to prepare a countywide bicycle and pedestrian plan.
2. There is a need to consider bicycle and pedestrian facilities within all new land use and transportation projects.
3. There is a need to strengthen County land use zoning and planning policies to encourage construction of housing near jobs and services.

Rail and Goods Movement

1. There is a need to preserve the Amador Foothills Rail line for future freight and passenger service.
2. There is a need to continue improvements to Amador Foothills Rail crossings especially as traffic flows and use of the rail line increases.
3. There is a need to remove large trucks from travel through Ione on State Routes 104 and 124.

Transportation Demand Management and Transportation Systems Management

1. There is a need to sort out and identify Transportation Demand Management projects, programs, and strategies that can be most applicable in Amador County and to implement them.
2. There is a need to identify Transportation Systems Management improvements that can be applied to Amador County's transportation system.

New Technologies

1. There is a need to learn about and implement measures to effectively take advantage of new technologies that can attract private sector enterprise to the County and replace or relieve emphasis on traditional modes of transportation.
2. There is a need to begin to implement ITS projects and programs best suited to Amador County consistent with the Sierra Nevada ITS Deployment Plan.
3. There is a need to apply funds that become available through the State and Federal government for Amador County ITS solutions without relying upon funds that are needed for local road rehabilitation and maintenance or State Highway operational and safety improvements.

Air Quality

1. There is a need to obtain relief from requirements to carry out air quality attainment plans and projects due to non-attainment for 8-hour ozone standards because the County does not cause the standards to be exceeded and the County cannot cause the standards to be achieved.
2. There is need for the ACTC and the County to be prepared to carry out air quality planning and efforts to achieve attainment of Federal 8-hour ozone standards consistent with the State Implementation Plan (SIP).

Appendix S

RTP Update Progress Report

The RTP Update Progress Report identifies the most significant accomplishments and setbacks that have occurred in efforts to implement the previously adopted 1996/97 RTP Update.

Accomplishments

1. The most significant accomplishment since adoption of the 1996/97 RTP Update has been the CTC's decision to program full funding for the State Route 49 Sutter Creek and Amador City Bypass in the 1998 STIP. This project has been the County's priority State highway project for approximately 50 years. In order to obtain the funding necessary to program this project in full, the ACTC led two significant efforts. First, the project was "downscoped" from the previous project such that a four-mile two and three-lane "expressway" facility is planned that will cost less than one-half the originally visioned seven-mile four-lane freeway project. Second, the ACTC entered into an agreement with neighboring Calaveras and Alpine Counties to jointly pursue the funding of major State highway projects in all three counties. This "tri-county" agreement (MOU) has enabled these three very small counties to obtain special recognition by Caltrans and the CTC. This included an award of approximately \$18 million in State discretionary (IIP) funds to the Tri-Counties' four highway projects. All four State highway projects identified in the tri-county MOU were fully funded in the 2002 STIP.
2. Another significant accomplishment is the recent improvement of the State Highway 49/88 intersection in Martell. This project was jointly funded using County traffic mitigation fees and ACTC funds and approximately \$1 million in Caltrans' SHOPP funds.
3. In 1999 and 2000 the Amador Regional Transit System (ARTS) initiated transit service to Rancho Murieta and Sacramento in a cooperative effort with the Sacramento County Board of Supervisors, the Sacramento Area COG (SACOG), and Sacramento Regional Transit (RT). State and Federal (FTA) funds are being provided to underwrite the costs of initiating this new inter-county transit service. The demand for inter-county service to the Sacramento area has been an identified "unmet" transit need for more than a decade. More recently, the Calaveras Council of Governments (Calaveras COG) has linked-up with ARTS such that inter-county service is now actually available from Sonora through Calaveras and Amador Counties to Sacramento and/or back.
4. In 1999/2000 Caltrans completed construction of Highway 49 widening between French Bar Road and Scottsdale Blvd. in the south Jackson area.

5. In October 1997 the Governor signed SB 45. This piece of legislation is considered an accomplishment by most rural counties in the State due to the fact that it ensures that regional shares of statewide transportation funding will be apportioned to all counties throughout the State based on their populations and road mileage. This means that each county in the State, no matter how small, is guaranteed a share of State highway funds and can plan for them accordingly. Furthermore, SB 45 stipulates that the Regional Transportation Planning Agencies (RTPAs) serving each county (in Amador County the ACTC) would be responsible for making decisions with regard to how and where these State fund apportionments would be spent. Following adoption of SB 45, the CTC clarified that regions may use these funds programmed through the STIP for local road rehabilitation projects, not just State highways. This is considered a major accomplishment by rural counties since local road rehabilitation and maintenance has been severely under funded for more than two decades.
6. In August and September 1999, the Amador County Board of Supervisors adopted a formal countywide regional and local traffic mitigation fee. This fee is considered a key element in obtaining needed funds to carry out transportation improvements according to the RTP Updates. Traffic mitigation fees are an important way of ensuring that new development projects pay for their share of impacts to the system. In January 1, 2003, the County's three largest cities (Jackson, Ione, and Sutter Creek) also adopted revised traffic mitigation fee ordinances and executed a Memorandum of Understanding to join in the countywide regional traffic mitigation fee program.
7. Caltrans has completed Project Study Reports (PSR) to initiate funding for the following priority projects as identified in the previous 1996/97 RTP Update:
 - Upcountry passing lanes on SR 88 desired by Alpine County
 - Widen SR 49/88 to four lanes from SR 88 in Martell to Sutter Street in Jackson
 - Widen SR 88 to five lanes from SR 104 east junction near Martell to the new SR 49/88 intersection in Martell
 - Pine Grove SR 88 Corridor

These PSRs will enable the ACTC to nominate these projects for funding if or when funds become available.
8. Caltrans is completing conceptual reports for improvements to the SR 49/Main Street and the SR 49/Empire Street intersections in Plymouth. These projects will be funded out of the Caltrans MINOR program with some local partnership funds provided by the ACTC and the County's regional traffic mitigation fee program.
9. In 1997, the Amador Regional Transit System (ARTS) completed construction of a new multi-modal maintenance and operations facility near the County airport in Martell. This new facility (funded with Proposition 116 funds) together with four new buses and other equipment (funded with Proposition 116 and FTA) continues to

enable ARTS to provide one of the better rural county transit services in the State of California.

10. The ACTC successfully conducted a "mini-grant" program to award \$109,720 to the City of Ione (Proposition 116 funds). The City of Ione successfully constructed sidewalks that serve a downtown neighborhood and the Ione Elementary School using these funds.
11. In 1997, the County learned that the Sierra Pacific rail line serving the Sierra Pacific mill site in Martell might be abandoned as had occurred previously in neighboring Calaveras County. The ACTC requested and received assurance from the Federal Transportation Board that the short line was not being abandoned and that Amador would be given notice and opportunity to oppose any efforts to abandon any part of the rail line between Martell and Galt.
12. Recent accomplishments at the County's only public airport, Westover Field, include the following:
 - Construction of north-south taxiway
 - New aircraft fuel farm and delivery system
 - Fuel pad apron
 - Purchase and install AWOS III
 - Slurry seal runway and taxiways
 - Overlay the down area

Setbacks

1. In 1996/97, Caltrans presented a Project Management Plan (PMP) for delivery of the Highway 49 Sutter Creek/Amador City Bypass. This plan called for construction of the Bypass to begin in Spring 2002 at a cost of \$21.48 million. Caltrans' completion of the environmental document for this project was to occur in August 1999. The environmental document was not finalized until April 2002. This delay in completion of the environmental document has caused the project construction schedule to shift from Spring 2002 to Spring 2004 and it has left little time for Caltrans to adequately address project design and right-of-way issues. Environmental mitigation, escalation, and inflation have caused the project cost to become more than \$32 million. These project delays and cost increases delay the Region's ability to construct needed additional transportation system improvements.
2. Caltrans' delays in completion of environmental documents for the Highway 49 Bypass project have occurred as the combined result of three problem areas. Even after environmental clearance these problems continue to cause delays and cost increases for the Bypass (and other) projects.
 1. There has been lack of resources or internal organizational structure at Caltrans to successfully deliver on time.

2. There has been failure to coordinate with regional and local resources and to utilize local expertise and assistance to aid with efficient delivery.
 3. There are inefficiencies built into the National Environmental Policy Act (NEPA) process which enable federal resource agencies (such as the U.S. Fish & Wildlife Service) to delay projects while they determine their own project related concerns and requirements.
3. The State government continues to fail to provide adequate assistance for local road rehabilitation and maintenance funding. While the State government provided \$400 million to be shared by all cities and counties for local road rehabilitation and maintenance purposes in 2000/2001 and 40% of future new revenues from the State's sales tax on gasoline for this purpose, the amount of new income that this will provide to Amador County and its cities is less than 10% of the total need. New State budget constraints in 2003 effectively reversed this minor increase in funding for local road rehabilitation.
 4. The State government did not pass proposed Senate Constitutional Amendment #3 (SCA 3) to the statewide electorate. This measure could have authorized county sales taxes increases for transportation purposes by simple majority vote. In 1999/2000 the ACTC initiated an effort that would secure up to an additional \$50 million in revenues for transportation projects identified in the 1996/97 RTP Update using a countywide half-cent sales tax increase. This effort determined that the County voters might support a countywide half-cent sales tax for certain transportation projects by majority vote. It would not, however, support a half-cent sales tax increase under the current two-thirds majority requirement. Despite the success of SB 45 and adoption of a countywide regional traffic mitigation fee, a half-cent sales tax or other measure for obtaining substantial additional revenues for transportation is needed or congestion and safety on State highways in Amador County and the condition of the County's local roads will continue to deteriorate.
 5. The Federal EPA has determined that Amador County (and five other rural mountain counties) will be identified as "non-attainment" for eight-hour ozone standards. When this ruling takes affect (after 2004) it will mean that the ACTC will need to add air quality attainment provisions to its RTP Update and related programs and documents. Federal funding for transportation (and other) projects can be withheld if Amador County does not show that it is carrying out improvements that will reduce ozone emissions. (The EPA requirement is being challenged by ACTC because it is documented that the source of the ozone problem is due to pollutants being transported to the County from the San Joaquin Valley and the Bay Area.)
 6. There is increasing traffic congestion in Amador County. Levels of service (LOS) on highways is projected to be far worse by the 2004 RTP Update than levels projected by the previous 1996/97 Update. Part of this is due to increasing regional and interregional traffic. Part is due to failure of the State government or voters to provide adequate funding for transportation. Part is due to the failure of local government to fully mitigate traffic impacts generated by new land use developments.

7. There is a statewide "disconnection" between land use and transportation planning. The State has granted local Planning Commissions, Boards, and Councils land use planning authority. The State requires Regional Transportation Planning Agencies (RTPAs), including the ACTC, to adopt Regional Transportation Plans. There is no law linking a local agency's land use decisions with RTPA transportation priorities. As a consequence, land use decisions are being made which increase traffic congestion. Amador County is following the same statewide pattern.

8. Indian gaming has added to the land use-transportation planning "disconnect". Traffic levels on lower Ridge Road have doubled and on New York Ranch Road they have increased 7 times since establishment of the Jackson Rancheria Casino. Although the Casino has paid for improvements to the Ridge Road/New York Ranch Road intersection, further off-site regional improvements are needed to relieve increased traffic safety and congestion concerns. Native American casino developments are major land use developments (generally in rural counties) that are considered to be exempt from local land use authority. State or federal efforts to help manage their impacts are apparently inadequate.

Appendix T

Policy Changes

New circumstances require a number of policy changes since adoption of the previous 1996/97 RTP Update. These changes are summarized as follows:

1. Due to increasing land use development, increasing regional and interregional traffic and worsening funding constraints, the number of regional roadways on which previously unacceptable Levels of Service (LOS D and E) will need to be accepted has grown. In 1996/97, LOS D was deemed acceptable on approximately 30 miles of roadway. In the 2004 RTP Update, the length of roadway on which LOS D, E, and F is projected to occur is approximately 44 miles.
2. The 1996/97 RTP contained objectives and policies aimed at providing some guidance to cities and County about how to quantify and mitigate the impacts of major land use decisions on the RTP's goals and LOS standards. In the 2004 RTP Update, LOS standards are removed and decisions regarding land use impacts and mitigations to transportation will be left up to the local government.
3. In the 1996/97 RTP a bypass of Jackson or substantial widening of SR 88 through Jackson was considered a long range future need. Ridge Road and Climax Road were to see some improvement to handle traffic desiring to bypass Jackson. Since 1996/97, expansions of the Jackson Rancheria and Casino and concerns of Ridge Road area residents have caused the 2004 RTP to reduce emphasis on funding for Ridge Road/Climax Road improvements and to make the SR 88 corridor in Jackson the new #2 priority STIP project.
4. Funding available for maintenance and improvement of local roads continues to be inadequate. New State RTP guidelines enable the 2004 RTP Update to include policies and programs that attempt to resolve this concern.
5. By following programs initiated by SB 45, which included oversight of Caltrans' efforts to deliver the Highway 49 Bypass project, the ACTC has learned that improvements are needed in Caltrans' project delivery services. Some local agency's project delivery capability is also inefficient. The 2004 RTP contains new policies whereby the ACTC would take a more active role in assistance or in direct delivery of some local and State highway projects.
6. The 2004 RTP proposes adoption of a second Tri-County MOU to help fund next priority State highway projects.
7. The new RTP proposes that local road projects should not be funded by STIP or other State or federal sources unless their efficient delivery can be assured by use of the ACTC's "transportation project development checklist".
8. The 2004 RTP proposes "land banking" or other up-front mitigation programs that will expedite review and approval of transportation projects by State or federal agencies.
9. The new RTP calls for increased use of "new technology" and other innovative solutions (TDM, TSM) to support transportation at a lower cost than building new roadways.
10. The 2004 RTP clarifies a policy whereby Indian gaming facilities should mitigate the impacts of increased traffic that they generate.

Appendix U

Amador County Transportation Commission Transportation Project Development Checklist

1. Scope

A project description with maps and/or drawings should be attached that is clear enough to show local officials, Caltrans and the public the project that is to be built and boundaries of the area that will be affected before, during and after construction. Each component of the project should be clearly delineated (ex.. pavement, street widening including sidewalks, signs, striping).

2. Cost

Provide a clear cost breakdown developed by a qualified professional (engineer, architect, etc.) broken down by project phase and component.

3. Schedule

Provide a schedule for completion of each project phase that the project sponsor is ready to certify that they will have the resource capability to meet.

4. Critical Elements

- a. Plan Consistency: Is the project consistent with applicable General Plan and Regional Transportation Plan?
- b. Local Match: Is local match secured?
- c. Resources Delivery: Are resources (staff and/or consultants) available to deliver every phase of the project on schedule? Is there lead agency (Board, Council, etc.) awareness/approval?
- d. Resources Maintenance: Is long-term maintenance assured? Are staff resources available and is lead agency (Board, Council, etc.) awareness and approval clearly indicated?
- e. Community Consensus: Is there general community consensus for the project? Are there elements of public controversy that can cause serious delays or project failure?
- f. Environmental Concerns: Has the lead agency completed preliminary review of potential environmental concerns that can cause delays or project failure including but not limited to:
 1. biological including rare and endangered species
 2. cultural resources
 3. wetlands/waterways
 4. hazardous materials
 5. other
- g. Caltrans Right-of-Way and Permits: If on or adjacent to a state highway, is the project acceptable to Caltrans including design, traffic operations, and encroachment permits divisions?
- h. Utilities: Have all utilities been located and have utility replacement costs and concerns been considered?
- i. Willing Seller: If lands are to be acquired, is there clear evidence of a willing seller (without discussing cost or negotiating terms!)?

Appendix V

**Amador County Projected Use of STIP Funds, 2004-2024
(In \$ Millions)**

Based On Statewide Fund Estimate of \$1.0 Billion/Year

	2004	2006	2008	2010	2012	2014	2016	2018	2020	2022	2024	Totals
0.75 X Statewide Fund Est. of \$1 billion per year X2 per STIP cycle	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$16,500
Amador County Share @ 0.23%	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$3.45	\$37.95
Amador County Shares Cumulative	\$3.45	\$6.90	\$10.35	\$13.80	\$17.25	\$20.70	\$24.15	\$27.60	\$31.05	\$34.50	\$37.95	\$37.95
Amador County Shares Cumulative	\$3.45	\$6.90	\$10.35	\$13.80	\$3.45	\$6.90	\$10.35	\$3.45	\$6.90	\$10.35	\$13.80	\$37.95
Add 50% Alpine County Shares (0.10% X 50%)*	\$0.75	\$1.50	\$2.25	\$3.00	0	0	0	0	0	0	0	\$3.00
Add 25% IIP Contribution *	0	0	0	\$5.50	0	0	0	0	0	0	0	\$5.50
Totals		\$22.30				\$10.35			\$13.80			\$46.45
		Pine Grove SR 88 Corridor			Jackson SR 88 Corridor				Ione Bypass			

*Alpine and Caltrans will only contribute to the SR 88 project; adds \$8.5 million to Amador STIP funds.

STIP Fund Estimates 1994 - 2002 (Statewide, in \$ Billions)

1994	-0-	No 1994 STIP
1996	(\$0.57)	Negative STIP
1998	\$6.05	(\$4.35 plus \$1.70 (augmentation) = \$6.05
2000	\$1.50	
2002	\$3.84	
Total	\$10.82	Divided by 10 years = \$1.08/year

Appendix W

Amador County Transportation Commission POSITION PAPER REGARDING CONSENSUS Public and Political State Transportation Improvement Projects (STIPs)

The final essential step necessary to secure funding for a State Transportation Improvement Program (STIP) project is to develop strong local public and political consensus in favor of the project.

The Amador County Transportation Commission (ACTC) will not recommend funding for projects that cannot or do not demonstrate, by documentation, that strong local consensus is a fact. This is especially true for STIP projects which the ACTC nominates to the California Transportation Commission (CTC) for funding. There are far more projects brought before the CTC than there are funds to build them. The CTC will not direct funding to any projects that are in jeopardy through local opposition's ability to stop them.

That does not mean that there can be no local opposition. It does mean that those who are developing the project must take the Project Authorization and Environmental Document (PA&ED) process very seriously. The PA&ED process requires that all points of view be investigated and addressed. It is a slow, costly and laborious process. For example, ACTC spent thousands of dollars in staff and consultant time addressing comments and concerns of opponents to the Amador 49 Bypass STIP project.

However, when the PA&ED process was completed, and strong local consensus for the project was established on record, opponents were unsuccessful in their multiple challenges. The PA&ED process must be brought to complete closure before moving on. Take the necessary time to do so to prevent later successful challenges to the process.

The future Amador County Transportation Commissions (ACTCs) that shortcut the PA&ED process on any project could put the project in serious jeopardy. The project must have documented strong local consensus to withstand later opposition that could become successful - usually in the courts or before the CTC. Overturning projects that cost millions to develop is a serious waste of tax dollars.

Consensus is as important to a project's success as is PA&ED, design and land acquisition.

Consensus - STIP Projects

The following elements must be present to prove to the CTC that there is strong local consensus for a local STIP project:

1. Strong majority votes by elected and appointed officials.
 - a) Board of Supervisors
 - b) Transportation Commission
 - c) City Councils
 - d) Planning Commission
2. Apparent public support based upon the minutes of public hearings regarding the project and written comments received relative to the project in the PA&ED phase. “Apparent” means that of the persons who submitted written or verbal comments, at least 80% were in support of the project.
3. Survey/Elections – In cases where local consensus is not apparent based on normal public hearings and public review processes, the ACTC may conduct a survey or hold an election. On the basis of surveys or election results the threshold for determination of local consensus may be less than 80%, i.e. 55%-66% may suffice.

Note: Opposition to a project is part of the process. It must be heard and acknowledged. If opposition comments are shown to be out of the mainstream of local consensus they do not need costly research or response notwithstanding the requirements of CEQA or other laws and regulations.

Appendix X

Summary of Implementation of RTP Policies 1B(14) Through 1B(23)

<i>Creates or contributes to the need for:</i>	<i>Consistent with General Plan</i>		<i>Not Consistent with General Plan</i>	
	<i>Mitigated by:</i>	<i>Policy</i>	<i>Mitigated by:</i>	<i>Policy</i>
Project-specific impact	Project pays cost	1B (16)	Project pays cost	1B (20)
RTP Tier I improvement	Regional Traffic Mitigation Fee	1B (17)	Regional Traffic Mitigation Fee	1B (21)
RTP Tier II improvement	Regional Traffic Mitigation Fee	1B (18)	Fair share payment	1B (22)
Other improvement	Fair share payment	1B (19)	Fair share payment	1B (23)