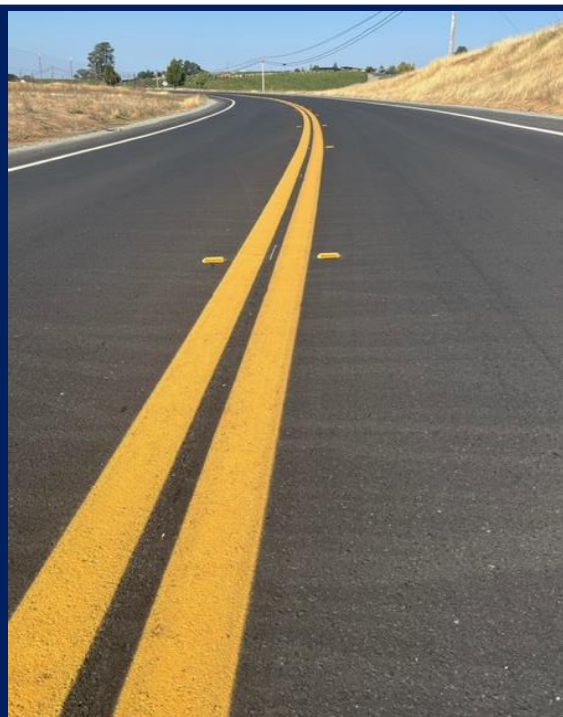


2024



Amador County Regional Transportation Plan



AMADOR COUNTY TRANSPORTATION COMMISSION



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Amador County Regional Transportation Plan

Administrative Draft

May 2024

Prepared By:

The Amador County Transportation Commission

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INTRODUCTION

1. AUTHORITY AND ORGANIZATION

The regional transportation planning process was initiated throughout California by state law in 1972. In that year, the Amador County Transportation Commission (ACTC) was designated as the Regional Transportation Planning Agency (RTPA) for the Amador County “Region”. The term Region as used herein refers to both the geographic boundaries of Amador County and to the six following jurisdictions collectively, which are all represented by the ACTC: Amador County and the cities of Jackson, Lone, Sutter Creek, Plymouth, and Amador City. Pursuant to state law, the ACTC’s six Commissioners are comprised of three members appointed by the Amador County Board of Supervisors and three members appointed by the City Selection Committee. Together, these Commissioners represent the transportation interests of Region as a whole.

As the state-designated RTPA for Amador County, the ACTC’s primary responsibilities encompass the three following areas, which are further elaborated on in subsequent sections of the RTP.

Transportation Planning

The ACTC is responsible for maintaining and implementing a Regional Transportation Plan (RTP) that is developed in accordance with guidelines published by the California Transportation Commission (CTC). The RTP identifies and prioritizes the transportation improvement projects and programs that are needed by the Region, based on technical analysis and input from the cities, county, and the public. The ACTC carries out the RTP’s projects and programs through individual Work Elements that are identified in its annual Overall Work Program (OWP).

Transportation Programming

The ACTC is also required to program and allocate the funding that it receives in order to benefit the Region as a whole. The ACTC also uses the RTP to establish policies and priorities for the use of these funds in order to help the cities and county complete regionally-significant transportation improvement projects.

Transportation Development Act Administration

The ACTC is also designated as the Local Transportation Commission responsible for administration of the Transportation Development Act (TDA) in the Region. This responsibility requires the ACTC to administer an annual Unmet Transit Needs Hearing process, as well as to allocate and provide fiduciary oversight for the quarter-cent local sales tax Local Transportation Funds (LTF) it receives from the state.

In addition to these “core” statutory responsibilities, the ACTC also provides the following “expanded” services on behalf of the Region in order to help ensure the timely completion of its projects and to maximize its use of all available funding opportunities.

Project Development and Delivery

The ACTC is actively involved with helping its partners develop and deliver the Region's priority transportation improvement projects. The ACTC has accomplished this both by assisting the cities and county's Public Works Departments to resolve "critical path" problems needed to accelerate the delivery of regionally-significant improvements and by directly completing capital improvement projects itself, when needed.

Traffic Impact Analysis and Mitigation

The ACTC also provides technical assistance, when requested, to the cities, county, and Caltrans in order to identify potential impacts to the Regional Transportation System that might result from proposed development projects, as well as from the cumulative growth resulting from local land use plans. This function helps to identify adequate mitigations needed to alleviate those impacts. This assistance helps to create the implementation strategies needed to carry out required mitigation measures, which often requires coordination between numerous parties.

As shown in Figure 1, the ACTC's organizational structure includes several standing advisory committees, as well as various ad hoc advisory committees that are convened for specific purposes or projects, as needed. The ACTC includes the following five positions: Executive Director, Administrator, Administrative Analyst, Administrative Assistant and a Geographic Information System (GIS) Coordinator. The ACTC is also supported by specialized consulting firms that provide various professional services, when needed.

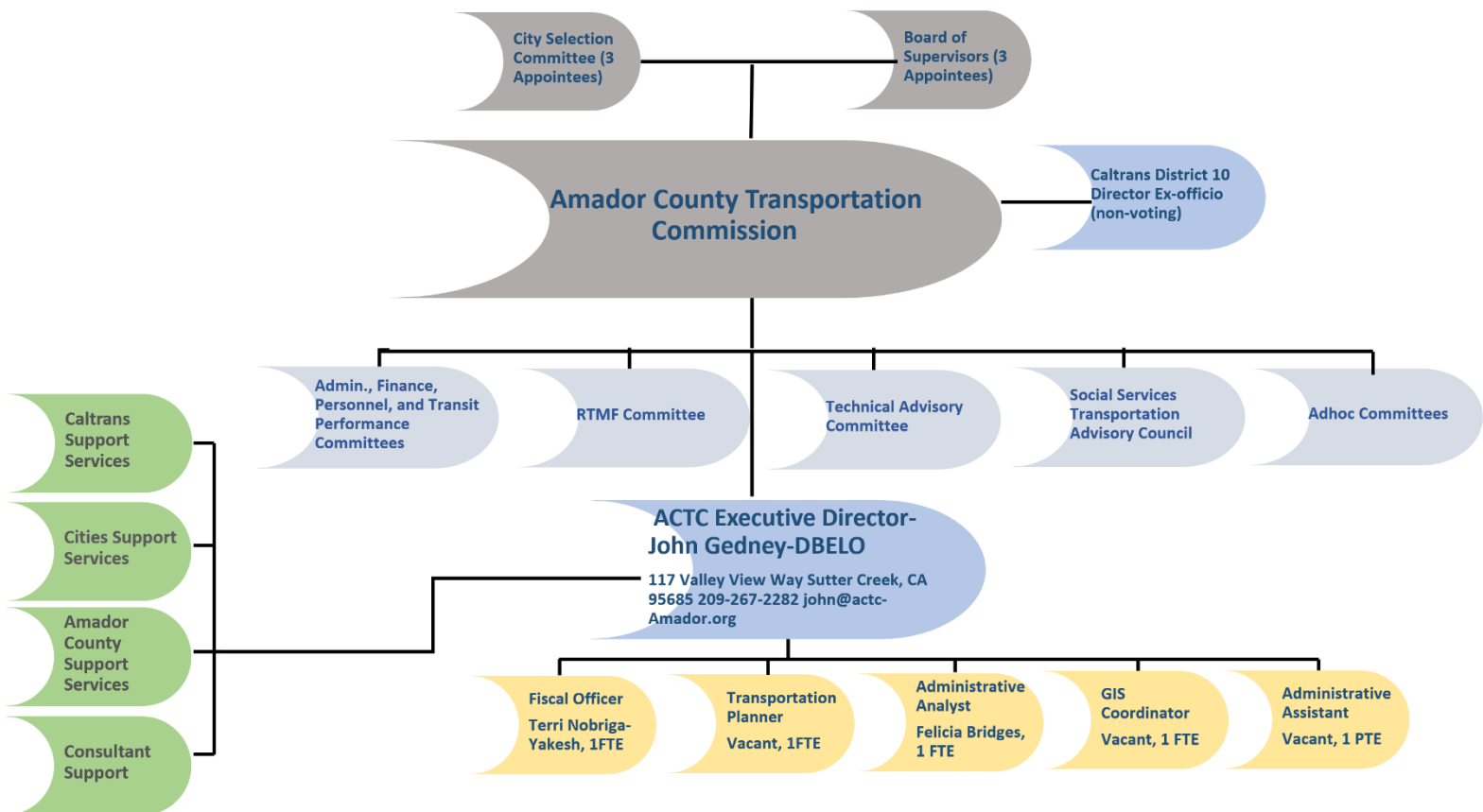
2. RTP UPDATE – PURPOSE AND NEED

State law requires that the RTP be updated and submitted to the California Transportation Commission (CTC) every five years. Though updates are required every 5 years, in 2018, the ACTC elected to adopt a 4-year schedule to better coordinate with the 8-year Housing Element cycle required of local jurisdictions. The purpose of the RTP is to identify the Region's short-term and long-range transportation needs and to establish policies, programs, and projects designed to meet those needs. Regional transportation improvement projects that are included in the RTP and are prioritized for funding through the Regional Transportation Improvement Program (RTIP) are then submitted to the CTC for programming every two years as part of the State Transportation Improvement Program (STIP). Projects that are proposed for funding through other sources, such as state or federal competitive grant programs are submitted according to the requirements of individual programs. In either case, improvement projects proposed for funding must typically be identified through either a local or regional transportation planning process, such as the RTP.

The RTP needs to be updated in order to demonstrate progress made towards implementing the previous plan to reflect any changing conditions, and to determine if changes are warranted to the ACTC's policies,

programs, and projects for the next 20 years. Lastly, the RTP needs to be updated to maintain compliance with the CTC's 2017 Regional Transportation Plan Guidelines for RTPAs.

Figure 1. Organizational Chart



The 2024 RTP Update is consistent with all relevant state and federal transportation planning requirements. Consistency with these requirements is summarized in Caltrans' Regional Transportation Plan Checklist, which is included in Appendix A. Because transportation planning has become fairly technical and the use of acronyms is common, a Glossary of Terms and Acronyms is contained in Appendix B.

3. ENVIRONMENTAL SETTING

As shown in Figure 2, Amador County is located approximately 35 miles southeast of Sacramento on the western slope of the Sierra Nevada mountain range. Amador County is part of California's historic Mother Lode region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the Region's roadways, especially those in historic cities such as Sutter Creek, Amador City, and Jackson were laid out by these early miners and settlers. At approximately 593 square miles in size, Amador County is one of the smallest counties in the State of California.

The county's elevation ranges from a low of 250 feet in the county's western foothills to a high of more than 9,000 feet in mountainous peaks of the Sierra Nevada on the county's eastern boundary. Geographically, the county can be divided into two physiographic divisions referred to locally as the "Foothills" and "Upcountry" areas. The lower elevation foothill areas in the western portion of the county are typified by rolling hills with extensive rangelands and oak woodlands. The Foothills contain most of the county's population, which is generally concentrated within or around the county's five incorporated cities: Ione, Amador City, Plymouth, Sutter Creek, and Jackson (the County Seat). The Foothills also contain several other small, rural communities such as Camanche, Buena Vista, Fiddletown, and River Pines. Another important foothill community, Martell, is an unincorporated area between the cities of Sutter Creek and Jackson that is generally being developed as a commercial and industrial "Regional Service Center" by Amador County. The higher elevation Upcountry area in the eastern portion of the county is largely typified by a forested landscape that is bisected with steep canyons and sweeping ridge tops. The Upcountry area contains several small, unincorporated communities, such as Pine Grove, Volcano, Pioneer, Buckhorn, and Kirkwood, as well as large tracks of rural-residential housing that are dispersed throughout the area. Upcountry areas outside of rural-residential ownership are predominately comprised of public and private forest lands that are typically managed for timber production or for watershed and recreational values. Most non-residential lands Upcountry are owned by industrial timber companies such as Sierra Pacific Industries or are under the jurisdiction of the U.S. Forest Service. The Upcountry area also contains numerous resorts and high-use recreational destinations such as Bear River Reservoir, Silver Lake, and Kirkwood Ski Resort.

Figure 2. Environmental Setting



4. REGIONAL TRANSPORTATION SYSTEM

ACTC generally considers the "Regional Transportation System" to be comprised of State Highway System (arterials) and regionally-significant city/county roadways (major and minor collectors), as well as other modes of transportation. The state highways serving the Region include State Routes 16, 26, 49, 88, 104, and 124. These arterial and collector routes are separated into different functional classifications, or "classes", based on the kind of travel they are intended to serve, as well as various design characteristics such as passing availability, lane width, and shoulder conditions. Arterial routes have been historically expected to provide sufficient capacity to allow for relatively high overall travel speeds with minimum interference to through movement. However, many arterials throughout the Region also serve as local "main streets" for several incorporated cities and historic communities such as Lone and Pine Grove. The term "historic" is used herein to signify those communities established before the 20th century generally and during the Region's "Gold Rush" era specifically. The Region's collector routes provide access to incorporated communities and major rural residential areas throughout the Region. These routes typically carry lower traffic volumes and require lower travel speeds due to sharp curves, narrow shoulders, and limited sight distance.

Within this Regional Transportation System, there are approximately 121 miles of arterial state routes and approximately 474 miles of city/county local streets and roads that interconnect with the State Highway System. Of these city/county roadways, approximately 411 miles are county roads and 62 miles are city streets, of which approximately 189 miles are considered collectors. Figure 3 depicts the Regional Transportation System utilizing the Caltrans California Road System Functional Classification map.

5. POPULATION AND DEMOGRAPHICS

The rate of population growth in Amador County has not been consistent. In the 2020 RTP (2015 readopted RTP), the population showed a 3.5% decline in overall population between 2010 and 2013 due to the recession of 2008. Since then growth has been sporadic in the region. The majority of growth has occurred in the cities of Lone, Plymouth, and Jackson. Currently development in those locations has slowed. The comparisons in Table 1. show the population counts from the 2020 census and the 2023 Department of Finance (DOF) population, which does show a 1.6% decline in population. As discussed in the Future Conditions section (Chapter V), the Region's population is also forecast to near approximately 40,000 but shows decline into the later stage of the 20-year horizon.

Table 2. shows the demographic characteristics of Amador County's population and compares them with the characteristics of the entire state, as reported in the 2020 U.S. Census. This data shows that the Region comprises approximately 0.1% of the State's total population, contains over twice the percentage of residents age of 65 or older, and just over half the percentage of minors than the state at-large.

Table 1: Amador County Population Totals

Location	2020 ²	2023 ³	Percent Change
Amador City	200	193	- 3.5%
lone ¹	8,767	8,772	.1%
Jackson	4,958	4,938	- .4%
Plymouth	1,012	1,062	4.7%
Sutter Creek	2,646	2,590	- 2.1%
Unincorporated Area	22,891	22,282	- 2.7%
Amador County (Total) ¹	40,474	39,837	- 1.6%
Notes: ¹ This figure includes approximately 3,863 individuals in Mule Creek State Prison. Source: ² U.S. Census Bureau (2020) <i>Census 2020 Demographic Profile Summary</i>. ³ State of California, Department of Finance, <i>E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2022 and 2023</i> Sacramento, California, May 2023.			

Table 2: Comparison of Amador County and State of California Demographic Data

Demographics	Amador County	California
Total population ¹	39,837	39,538,223
Persons per household	2.30	2.90
Persons under 18 years of age	16.7%	21.3%
Persons 65 years of age and older	31.3%	16.6%
White	76.8%	41.2%
Hispanic	14.9%	39.4%
Asian/Pacific Islander	1.4%	15.4%
Black	3.1%	7.1%
Native American	1.9%	3.6%
Median household income	\$65,187	\$78,672
Notes: ¹ This figure includes approximately 3,863 individuals in Mule Creek State Prison.		
Source: <i>State of California, Department of Finance, E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2022 and 2023</i> Sacramento, California, May 2023.		

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PLANNING PROCESS

1. THE 2024 RTP UPDATE

For this RTP Update, ACTC began reviewing the previous plan in August 2022. In March and April 2023, the ACTC held public workshops to review the previous plan and evaluate the direction of this next update. Through these workshops ACTC determined that the goals and policies need to shift away from the multimodal aspects, which was high priority of the previous RTP based on over projections of population growth, to the investment of preserving and rehabilitating the local streets and roadways. While not the only goal, repairing and maintaining the transportation infrastructure of Amador County is the primary goal and objective for the next 20 years. This shift has come about due to relatively flat population in the region which results in no major traffic volume growth needing mitigation. Rather, attention is on the current infrastructure to enhance the safety and reliability of the roadway system. It is apparent that while there are many other regional goals, those additional goals will not be met without ensuring the roadways are brought back to a state of good repair. These local streets and roads serve as lifelines for the residents of Amador County and visitors alike. Understanding the funding shortfall to the region, ACTC has taken the necessary step to ensure these roads continue to provide access to homes, employment, goods movement, visitors, and to provide safe corridors for emergency responders.

2. PUBLIC INVOLVEMENT

The public involvement undertaken as a part of the RTP Update, as discussed below, was guided by the ACTC's adopted Public Involvement Procedures for Transportation Planning (see Appendix C), obtainable through the monthly ACTC board meetings, Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC) meetings.

Through the planning process, ACTC allowed for public involvement through both in-person and a call-in option due to changes in public participation requirements following the Coronavirus Disease (COVID-19) pandemic. Additionally, ACTC provided press releases to the Region's media outlets and through social media (ACTC Facebook page) in order to advertise public input opportunities. Numerous progress reports outlining the relevant issues being considered were also made publicly available through the ACTC's regularly scheduled commission meetings and made available on the ACTC website.

3. INTERAGENCY AND TRIBAL CONSULTATION

As required by the CTC's 2017 Regional Transportation Plan Guidelines, the ACTC undertook efforts at interagency consultation as a part of the transportation planning process

During the completion of the 2015 RTP Supplemental Environmental Impact Report (SPEIR), ACTC's consultant performed a required comparison between the RTP's potential environmental impacts with the state's Wildlife Action Plan and inventory of natural/historic resources. As the projects included for

completion in this 2024 RTP are considered Categorically Exempt or are projects under the previous plan, all analysis from the 2015 SPEIR are still accurate to reference.

ACTC staff included both elected and staff representatives appointed by Caltrans, the county, and all five cities through the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC). At various points throughout the planning process, the ACTC also consulted with the Amador County Air Quality Control District, the county airport, Amador Transit, city/county Public Works Departments, various Caltrans functional units, all three federally-recognized tribal governments within the Region, and companies within the private sector such as transport of mining materials and waste management as they yield a substantial amount of truck traffic on the county's roads. Meaningful efforts were undertaken to ensure consistency with cities' and county's General Plans as well.

4. COORDINATION WITH OTHER PLANS

The ACTC is also required to coordinate its RTP Update planning process with other relevant planning documents and to ensure consistency in both analysis and outcomes to the greatest extent feasible. As shown in Appendix E, References Consulted, ACTC incorporated inputs from other plans in developing the RTP Update, including, but not limited to those listed below.

- The General Plans and transportation improvement programs of Amador County and all five cities.
- The Regional Transportation Plans of surrounding counties.
- Caltrans' various planning and programming documents such as the following: California Transportation Plan, Goods Movement Action Plan, Interregional Transportation Strategic Plan, 10-Year State Highway Operations and Protection Program (SHOPP), Smart Mobility Framework, Climate Action Plan for Transportation Infrastructure, and District 10 Transportation System Management Plan, as well as various Transportation Concept Reports and Department policy directives on issues such as "Complete Streets" and "Context Sensitive Solutions".
- The Amador County Coordinated Public Transit Human Services Transportation Plan, 2020
- Amador & Calaveras Needs Assessment for Extreme Weather and Natural Disaster Prevention and Response Strategies, 2021
- Central Sierra Zero-Emission Vehicle Readiness Plan, 2019
- Systemic Safety Analysis Report, 2018
- The Amador Countywide 2017 Pedestrian and Bicycle Transportation Plan.
- Tribal transportation plans, where available.

5. SUPPLEMENTAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) Guidelines requires that a Programmatic Environmental Impact Report (PEIR) must be prepared for a plan which is "reasonably expected to result in potentially significant environmental effects, if implemented".

The projects proposed for completion on the Tier I regional project listing for the next 20-year horizon are determined to be Categorically Exempt (2017 RTP Guidelines). The Tier II regional project listing does include carry-over projects from the previous RTP update. Although not proposed for funding over the

next 20 years, those projects could potentially be amended into the Tier I listing. Those Tier II projects were previously analyzed under the 2015 RTP SPEIR and if amended, those projects may require project-level environmental analysis to be performed by the project sponsor. As such, ACTC has determined an Initial Study and Mitigated Negative Declaration be prepared and circulated with the Draft RTP.

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EXISTING CONDITIONS

1. REGIONAL ROADWAYS

Funding constraints and increased costs of construction have continued to limit the Region's ability to fund the majority of necessary improvements which have created significant deterioration to the majority of roadways throughout the county. This has resulted in safety concerns going unaddressed and level of pavement condition deficiencies throughout the existing Regional Transportation System.

Traffic Volumes

In order to determine existing traffic volumes on regional roadways, ACTC acquired traffic counts at certain locations throughout the Region in 2019 using StreetLight Data, a new technology utilizing mobile devices in the measurement of travel time and select link studies. Accessing the Average Daily Traffic (ADT) counts through the StreetLight Data program, the highest ADT volumes on the Amador County road network were located on State Routes 49 and 88, ranging from approximately 15,000-20,000 vehicle per day. While the local street and roadway network's highest ADT volumes were on the Ridge Road corridor with 12,407 recorded for the Ridge Road/Old Ridge Road segment. Additional locations with relatively high volumes include: Latrobe Road (6,464), Shakeley Lane without SR 104 (5,700), the Buena Vista Corridor (4,700), Argonaut Lane (4,800), and Shenandoah Road corridor (3,800). Relatively low traffic volumes exist in the areas of Amador City, Fiddletown, and Volcano.

Level of Service

The ACTC created two Level of Service (LOS) standards for the Region with adoption of the 2015 RTP (readopted in 2020); LOS D was established as the acceptable threshold for "developed communities" and LOS C was established as acceptable for "rural areas". The LOS for roadways is typically analyzed under "average-daily" conditions, whereas LOS for intersections has been historically analyzed under "peak-hour" conditions. These are the standards currently maintained for safety purposes by Caltrans as well.

California's Senate Bill (SB) 743, passed in 2013, enacted a shift in how the transportation impacts of development projects must be evaluated and mitigated. SB 743 eliminated the requirement to count traffic delay (measured using LOS standards) as an environmental impact under the California Environmental Quality Act (CEQA). SB 743 required that a new metric be adopted when evaluating those impacts, to better align with state climate policy and sustainability goals. The new metric in state-level guidance is vehicle miles traveled (VMT). The overall level of auto use, as measured using VMT, is more closely related to carbon emissions and air pollution than local traffic levels are. While congestion remains a concern within Amador County, the 2024 RTP's goals have shifted the planning emphasis to local roadway reconstruction and rehabilitation improvements.

2. LOCAL STREETS AND ROADS

In 2012, CSAC coordinated with local public works agencies across California in order to complete the Statewide Local Streets and Roads Needs Assessment, which cataloged and updated any information available on existing pavement conditions throughout the state. Where recent information was not available, this study extrapolated current surface conditions by comparing historical data with the typical rate of deterioration for comparable roadways. According to this study, the average county-wide APCR for the Region at that time was 33, which ranks as the worst-rated surface conditions in the state. The study also noted that approximately \$383 million in funding would be needed within ten years to rehabilitate Amador County's local pavement conditions to acceptable levels. In addition to these pavement costs, the study also identified another \$2 million required for ancillary components and \$7 million required for preventative maintenance on local bridges, bringing the total cost of deferred maintenance in the Region up to \$392 million.

However, the cities and county did each receive various amounts of unanticipated, one-time funding at different points over time. As noted below, this funding resulted in limited improvements at certain locations with "very poor" to "failing" surface conditions.

- In 2006, ACTC successfully lobbied for local jurisdictions to receive funding through the State's Proposition 1B program for local road maintenance and improvements. As a result, Amador County received \$1,152,210 in funding and all five cities received \$400,000 each, as the minimum threshold established for small jurisdictions with limited road miles. This funding was used to perform surface maintenance at each jurisdiction's discretion, such as pavement overlays and seal-coats at their highest priority locations.
- In 2008, ACTC also acquired funding for Sutter Creek, Amador City, and Amador County through Relinquishment Agreements related to completion of the SR 49 Bypass in order to maintain the relinquished roadway and bridges "in a state of good repair". Through this agreement, Amador City received \$2,050,460, Sutter Creek received \$3,049,600, and Amador County received \$960,000 in funding from the STIP and SHOPP programs. In addition to these relinquishment funds, both Amador City and Sutter Creek also received \$2,588,175 and \$3,092,000 respectively in Highway Bridge Program (HBP) funds for rehabilitation of the bridges on Old Highway 49

Then in 2015, ACTC completed an analysis of existing pavement conditions throughout the region, on behalf of four cities while the County and City of Lone performed their own analysis. Staff used the Pavement Management System (PMS) which is a management tool that local agencies use to monitor the pavement conditions within their jurisdictions to prioritize the expenditure of resources on their maintenance programs. This system rates the overall surface conditions on a scale of 1 to 100, with higher scores reflecting better surface conditions. At that time the study found that the collective Pavement Condition Index (PCI) for all county roads and city streets was less than 65 out of 100, which was deemed "less than satisfactory".

Since then ACTC utilized updated pavement management data from 2019 in the StreetSaver program to review the most recent PCI data available. The data reveals the average PCI level for the local street and roads on the Tier 1 listing is 44, which is the primary reason the ACTC board has focused great attention towards the rehabilitation of the County's roadways to restore the infrastructure to a state of good repair.

Most recently, the ACTC used the goals and objectives of the 2024 RTP by applying the new criteria and performance measures to determine the top four (4) local road rehabilitation projects to be approved for funding in the 2024 Regional Transportation Improvement Program.

Beyond the Region's routine, preventative, and/or deferred maintenance needs, the 2024 RTP also includes a list of 129 local roadway improvement projects proposed by the cities and county (see Appendix H). These projects would cost a total cost of approximately \$176 million to implement within 20 years. This list of local road improvements (e.g. curve corrections, intersection upgrades, and safety improvements planned for various collector routes) is based upon accident information, citizen complaints, or other observations made by local public works staff over the years. These local projects are separate from the regionally-significant improvements that have been planned by the cities and the county, which are included in the RTP's Regional Roadway Capital Improvement Program.

3. TRANSIT

While there are several social service transportation providers in the Region that serve specific clienteles, Amador Transit (AT) is the only transit service that is available to the general public. AT provides a fixed-route shuttle service between Sutter Creek and Jackson. As well as services to Lone, Plymouth, and Upcountry. Dial-A-Ride (DAR), a curb-to-curb service for passengers qualified under Americans with Disabilities Act (ADA) guidelines is provided in Jackson, Sutter Creek, Pine Grove and more recently expanded to Lone and Plymouth. DAR also allows for a ¾-mile deviation off the fixed route service upon request in order to serve ADA-qualified riders (service area map-Figure 5). Additionally, AT also runs a commuter route between Amador County and downtown Sacramento, which provides interregional access for housing, jobs, critical services, and access to other destinations. The commuter route runs twice daily Monday through Friday and travels along SR 16, making stops in Rancho Murieta, and continuing on to Sacramento to expand access to key destinations such as: Sacramento International Airport, Downtown Sacramento, Sacramento State University, and the Amtrak station. AT's existing transit routes are shown in Figure 4. AT operates the Sutter Hill Transit Center's Transfer Station and Park and Ride. Amador Transit also provides a Mobility Management program to assist patrons with trip planning and service utilization. Additionally, in the event a natural disaster occurs in Amador County, Amador Transit can be made available for transportation of evacuees.

The ACTC maintains a Social Services Transportation Advisory Council (SSTAC), as required by the State's Transportation Development Act (TDA). The SSTAC advises ACTC in efforts to enhance coordination between AT and the various "special-needs" transportation providers operating in the Region. SSTAC also assists ACTC through the Annual Unmet Transit Needs Process, in accordance with TDA regulations, to assess the unmet transit needs in Amador County. Through this process, various expansions of the DAR service have been implemented over the years. Additional service providers that operate in the county are shown below.

- Amador County Unified School District provides school bus service for students.
- Amador County Shuttle Service provides airport shuttle service.

- Frontier Cab is the region's closest taxicab company
- Blue Mountain Transit is a private van service based in San Andreas that provides charter service to the ARC program in Sutter Hill, the Community Compass Program in Jackson, and other locations.
- STARS provides services to cancer patients and transportation for cancer treatment inside and outside of the county.
- Amador Rides is a volunteer driver program to assist individuals with healthcare related transportation.
- The ARC of Amador provides transportation service for some of their programs. Some developmentally-disabled clients receive transportation through the program with Amador Transit's DAR and fixed-route services.
- New Beginnings provides services to people visiting the Mule Creek State Prison in Ione.
- Calaveras Connect transit (the Calaveras County public transit service) provides Direct Dial-A-Ride services to the Sutter Hill Transit Center in Sutter Creek and Jackson area Monday-Friday and to Jackson and the Pine Grove corridor on Wednesdays.

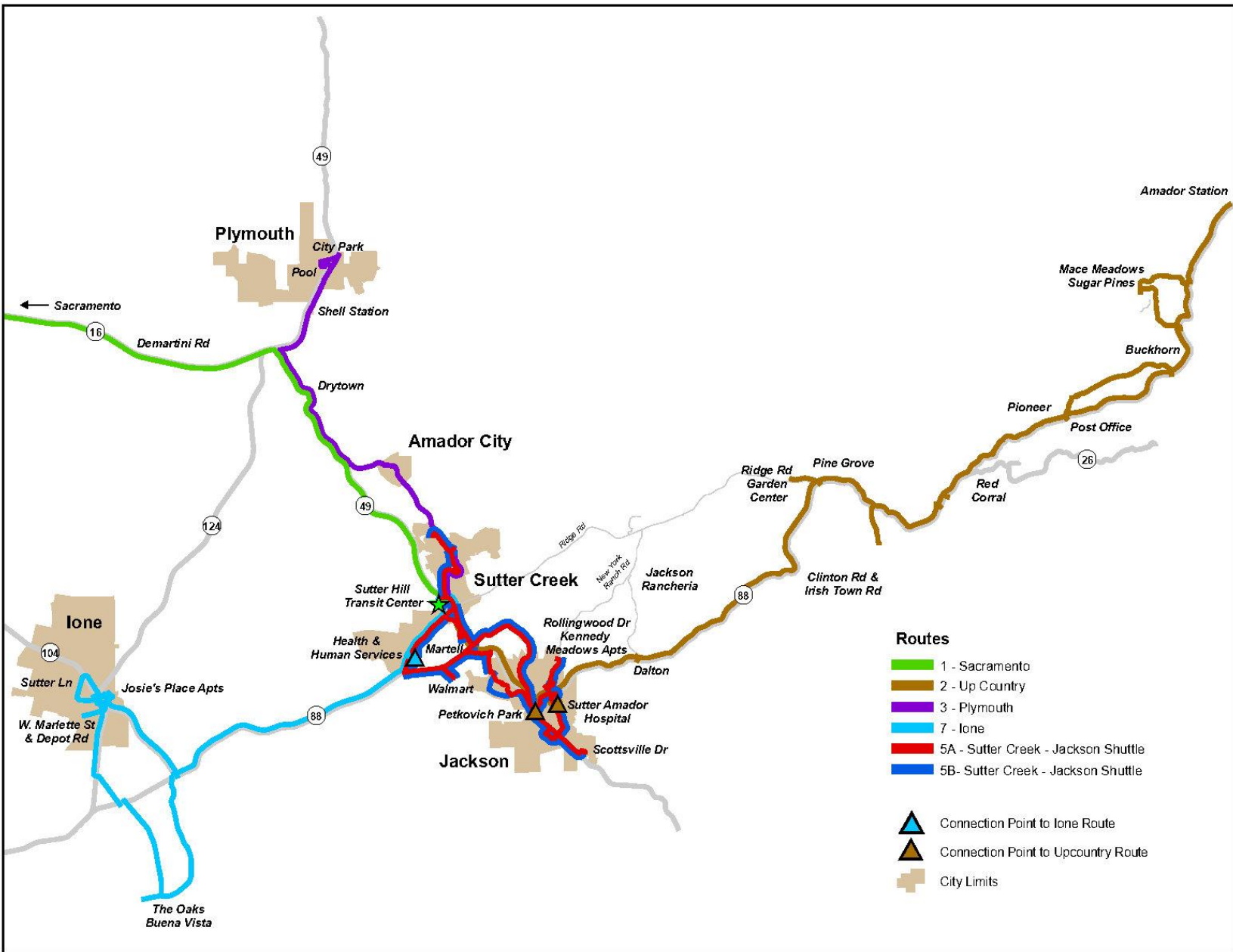


Figure 4: 2024 Existing Transit Routes

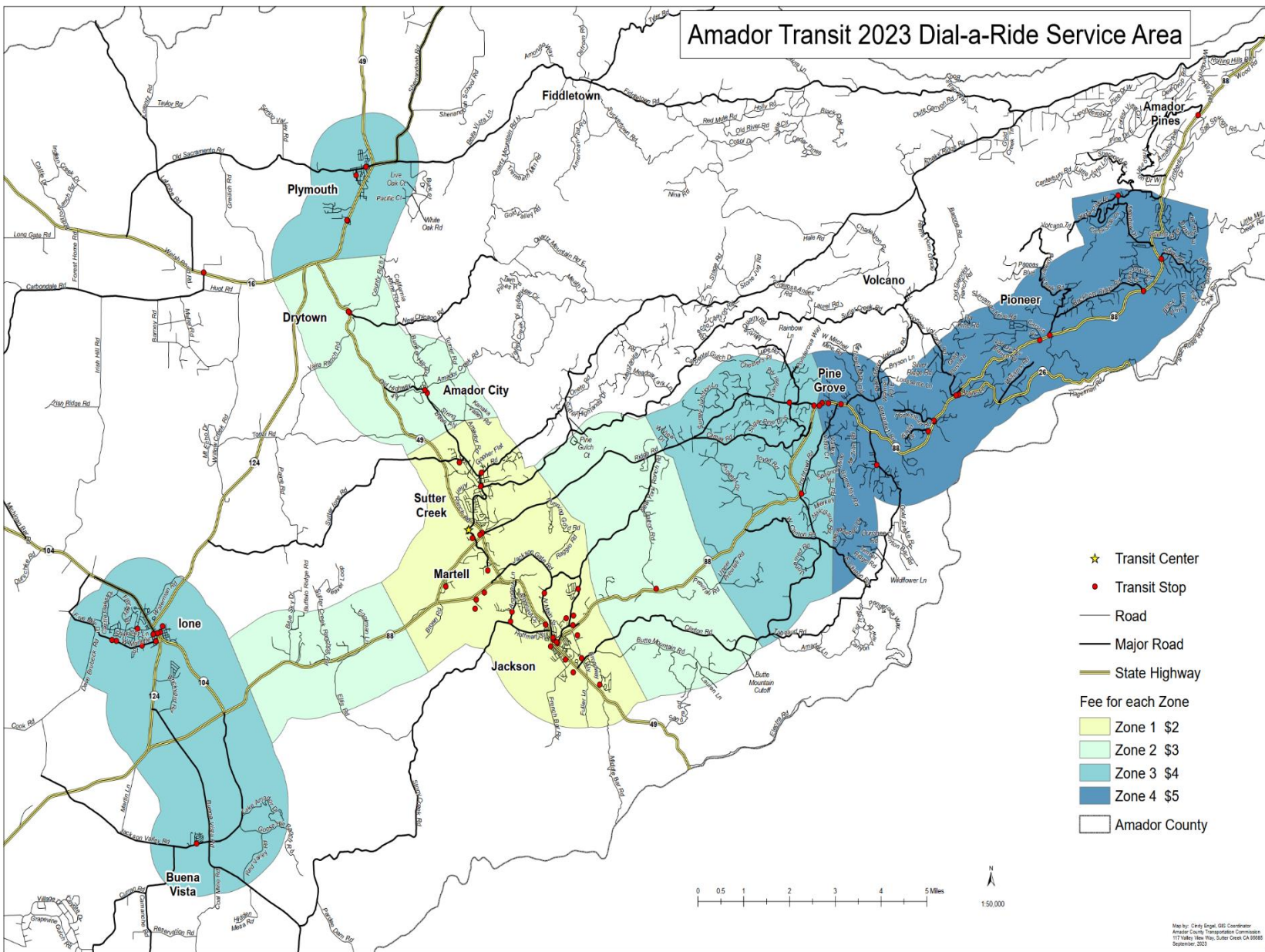


Figure 5: 2023 Amador Transit Dial-A-Ride Service Area

4. AVIATION

Westover Field, located in the Martell area, is the only public airport serving Amador County. Westover Field is owned and operated by Amador County and is managed by an Airport Manager, under supervision of the county's General Services Administration. There is also an Airport Advisory Committee appointed by the county Board of Supervisors to oversee and assist with airport matters.

The airport is classified as a "Class B-1" facility by the Federal Aviation Administration (FAA). It can handle most small general aviation aircraft (under 12,500 pounds gross weight and 49-foot wingspan). It is situated at an elevation of 1,694 feet above sea level and includes a runway of 3,400 feet in length and 60 feet in width. The airport accommodates both visual flight-rule and instrument flight-rule approach procedures. According to the 2019 Airport Layout Plan Update and Narrative Report, the Terminal Area Forecast data shows zero percent annual growth rate. Total operations and based aircraft at the airport are projected to remain stable at 25,000 and 120, respectively. However based on airport management records, a total of 87 private aircraft were based at the airport in 2023. This included 83 single engine aircraft, 3-twin-engine aircraft, and 1 helicopter. In addition, Westover Field serves as a staging and supply point for emergency response and related support purposes. There is no commuter or airline reliever service to this airport at this time.

5. PEDESTRIAN / BICYCLE

A small percentage of the Region's population walks as their means of transportation for short distance trips (e.g. work, shopping, etc.), as well as their means of exercise. Formal pedestrian facilities such as sidewalks and crosswalks are largely limited to developed communities, Central Business Districts (CBD), and some newly-developed commercial and residential areas. However, in most areas of the county, paved sidewalks do not exist and the widths of most roadway shoulders are typically insufficient to be considered formally adequate for pedestrian purposes. Therefore, pedestrians in rural areas typically share the road with automobiles.

Similarly, a small percentage of the Region's population uses bicycles in lieu of automobiles for short to medium-distance trips. Few designated bicycle facilities currently exist in Amador County.

In 2017 ACTC completed the Amador Countywide Pedestrian and Bicycle Transportation Plan in order to identify and prioritize various pedestrian and bicycle improvements throughout the Region. This document also serves as the Americans with Disabilities ACT (ADA) Transition Plan for Public Rights of Way for the cities and county. This plan focuses on implementing cost-effective improvements at priority locations within developed communities, particularly in high-conflict areas or where inter-connectivity can be established through sidewalk gap closures. ACTC anticipates providing updates to this Pedestrian and Bicycle Plan in FY 2024/25.

ACTC, as required by law, sets aside 2% of its available Transportation Development Act (TDA) revenues with the intention to implement the Region's priority pedestrian and bicycle improvements to enhance mobility and increase access without the increase of hazardous air pollutants.

In 2022, ACTC worked with the City of Jackson on a grant application through the Active Transportation Program (ATP) that would have constructed undercrossing at three (3) bridges and create pathways for

pedestrians that otherwise have to use a crosswalk on the main corridor (SR 49) through Jackson with a consistent heavy flow of traffic. Though unsuccessful at obtaining that ATP grant funding, the city is expected to receive a High Intensity Activated Crosswalk (HAWK) pedestrian beacon at the crosswalk on SR 49/88 adjacent to Mel's Diner and the Busi Municipal Parking Lot.

6. GOODS MOVEMENT – RAIL / TRUCKING

Until 2005, the Amador Foothills Railroad operated an on-call freight service between Lone and Martell in order to serve the former Georgia Pacific lumber mill. In 1996, the mill and railroad were sold to Sierra Pacific Industries (SPI), which subsequently initiated the process of "abandonment" (i.e. the permanent end of service and relinquishment of right of way) so it could remove the section of track between SR 88 and SR 49 in Martell in order to redevelop its property in that area. By October of 2009, the entire track north and east of the Martell grade crossing of SR 88 was removed, thereby ending rail service to Martell. In October of 2010 the historic segment of tracks between Lone and Martell was officially transferred from Sierra Pacific Industries to both the Amador County Historical Society and Recreational Railroad Historical Society jointly for the sum of one dollar. However, recreational use of the remaining tracks by private parties is not considered as either "public transportation" or "goods movement" within the scope of the RTP. Therefore, the only existing rail service available to Amador County is limited to a commercial freight line between the City of Galt and the industrial mineral resource operations such as those of Specialty Granules Inc. near the City of Lone. This "short-line" freight service between Lone and Galt is approximately 27 miles long and is currently used by the Union Pacific Railroad for freight three days per week. While limited in scope, the existence of this private, short-line rail connection does divert the heavy trucking associated with the mining industry, thereby reducing the impacts of wear and tear on the State Highway System.

Limited freight service by rail means that heavy trucks handle almost all of the goods movement entering, exiting, and transiting through Amador County. According to Caltrans' vehicle classification counts, truck traffic consists of five to nine percent of average-daily traffic on the Regional Transportation System (see Appendix I). In order to determine the percent of heavy trucks traffic within the total volume of a given roadway, Caltrans maintains a program of continuous truck-count sampling throughout the entire State Highway System. The resulting counts are adjusted to an estimate of annual average daily truck traffic by compensating for seasonal influence, weekly variation, and other variables that may be present.

In 1982, the federal Surface Transportation Assistance Act (STAA) established certain operating standards related to the length of heavy trucks based on their "king-pin to rear axle" (KPRA) distance, which represents the length between the hitch-point, or king-pin, of the trailer to the center-point of its rear axle. The STAA also established a "National Network" of major goods movement routes where these longer trucks can operate safely. Based on these standards, Caltrans created "Terminal Access" and "Service Access" designations for California's State Highway System. Terminal Access routes are roadways that do not have sharp curves or other constraints that would conflict with the maximum KPRA distances of STAA-length trucks, thereby allowing them to operate freely. Service Access routes allow STAA-length trucks to operate one-mile off the National Network in order to reach their delivery points. Two additional designations known as the "California Legal Network" and "California Legal Advisory Routes" have also

been established for routes that do not meet STAA standards. These standards limit the maximum KPRA of trucks that can legally operate on them based on their turning radiuses and the curvatures found on these roadways.

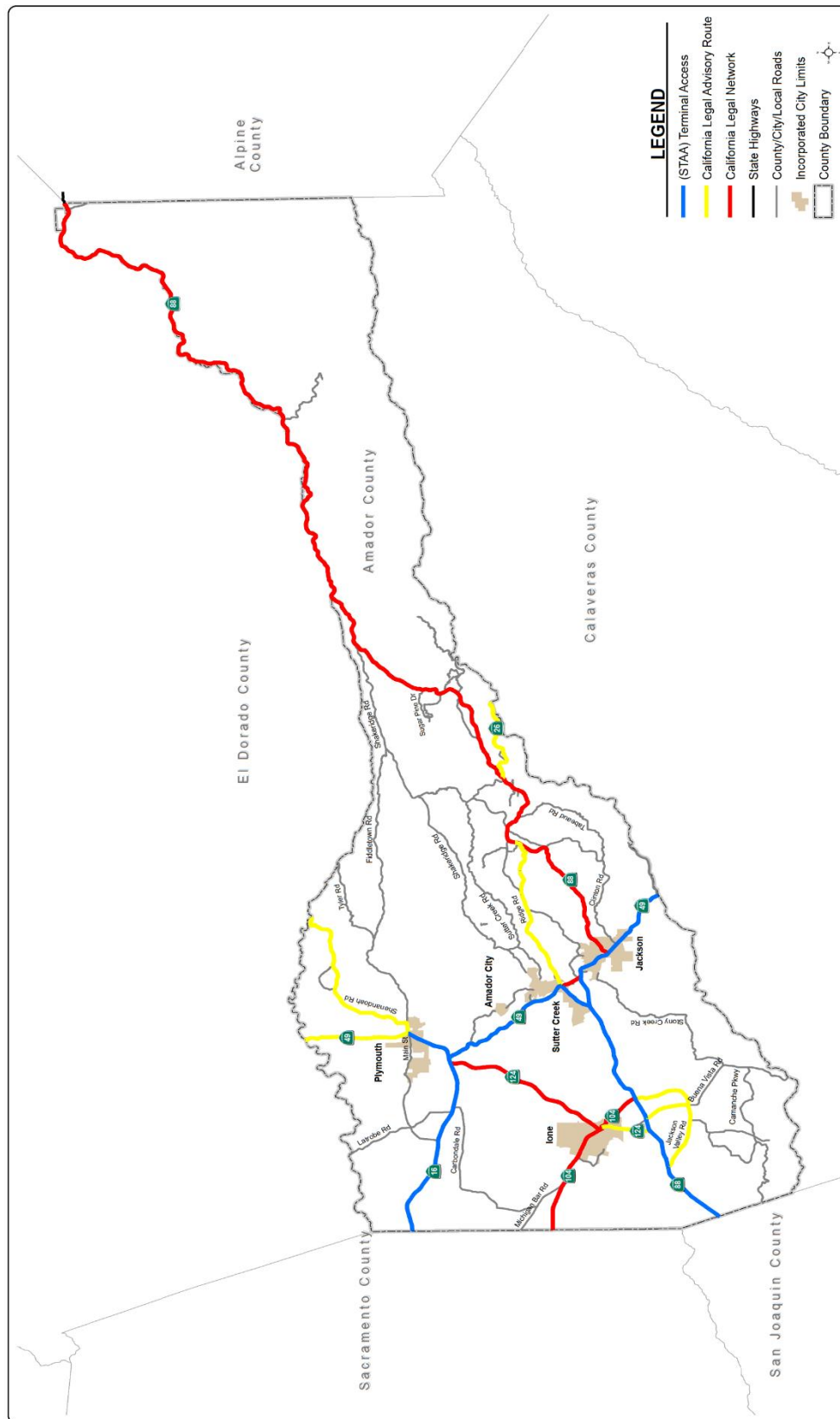
Since 2004, Caltrans revised or otherwise clarified the designations below for the State Highway System in Amador County

- The portion of SR 49 from its intersection with Main Street in Plymouth all the way to the City of Jackson was upgraded from a California Legal Route to a full STAA Terminal Access route.
- It was clarified that all but one turning movement at the SR 104/49 intersection in Sutter Hill, the southbound right turn from SR-104 onto SR-49, meets STAA standards.
- It was clarified that all turning movements at the SR 49/88 intersection in Jackson meets STAA standards.

In addition to these standing designations, Caltrans may also issue special permits, upon request, for “oversized loads” to travel specific routes, provided that the cargo in question meets certain qualifying conditions. In granting these special permit requests, Caltrans’ Office of Truck Services will compare the dimensions of a particular load with the specifications (e.g. height, length, weight, etc.) of various routes available to choose from in order to find the specific route or combination of routes that will allow it to safely reach its destination. For example, Caltrans has historically issued oversize-load permits for the use of SR 88 in Amador County when individual cargo loads exceed the posted height restrictions that exist on US 50 due to the numerous overpasses that exist on that route.

Figure 6 demonstrates which of these designations apply to Amador County’s Regional Transportation system. This map shows that, while standard California Legal length trucks (28 feet, 6 inches per trailer, 38 to 40 feet maximum KPAR, and 65 to 75 feet maximum overall length) are allowed to travel throughout the Region’s arterial State Highway System, STAA trucks (48 to 53 feet maximum trailer length and 38 to 40 feet maximum KPRA) are not. For example, STAA length trucks traveling eastbound from Sacramento on SR 49 are not allowed to travel north of the City of Plymouth. Similarly, STAA length trucks traveling eastbound from Stockton are not allowed on SR 88 east of the City of Jackson. Also, while southbound STAA length trucks are able to travel on SR 49 between Plymouth and Jackson, they are not allowed to continue further south of Jackson and must detour onto SR 88 and then onto SR 12 in order to reach Calaveras County.

Figure 6: 2024 Existing Truck Route Designations



Lastly, STAA length trucks cannot legally access the City of Ione. Further, it should be noted that some California Legal Advisory routes cannot safely accommodate California Legal length trucks due to sharp turns and narrow roadway widths. Although California Legal trucks are allowed to travel on these segments unless otherwise posted, drivers are still legally responsible for any damages incurred if they cross over the centerline or drive onto shoulders, curbs, or sidewalks. This caution is particularly pronounced in the City of Ione where it is reported that heavy trucks regularly cross over their travel lane when making the sharp turn at the corner of several intersections on Main St.

7. AIR QUALITY

Responsibility for air quality planning in California is shared between a variety of agencies at the federal, state, regional and local levels. Some of these agencies have actual regulatory authority, while others are responsible for developing and implementing plans, policies, programs, and/or projects that are aimed at reducing air pollution. Further, there are both federal and state air quality laws that must be adhered to; the Federal Clean Air Act of 1990 and the California Clean Air Act of 1988. The U.S. Environmental Protection Agency (EPA) is the lead federal agency responsible for setting both National Ambient Air Quality Standards (NAAQS) that states must attain and federal vehicle-emission and fuel-economy standards that industry must comply with. The California Air Resources Board (CARB) is the lead state agency responsible for establishing state standards (which are generally more stringent than federal standards) and for ensuring the state's compliance with both federal and state requirements. The Amador Air Pollution Control District (AAPCD), or "Air District", is the lead regional agency responsible for conducting air quality planning in Amador County, as well as for adopting strategies needed to improve air quality and ensure the Region's compliance with federal and state standards.

Both the federal and state Clean Air Acts recognize that compliance with established standards should primarily be planned for at the state and regional levels. This is because addressing air pollution problems often requires a special understanding of regional and local industries, geography, housing patterns, and transportation issues. Accordingly, CARB has divided the state into various "air basins" and has adopted standards for each area. The Amador Air District is a part of the Central Mountain Counties Air Basin. The CARB is required to submit a State Implementation Plan (SIP) to the EPA that demonstrates how any "Non-Attainment Areas" within the state will reach "Attainment" status by identifying various actions such as the implementation of "transportation control measures" needed to improve air quality in those areas (i.e. transportation improvement projects that will benefit air quality). In preparing the SIP, CARB incorporates approved regional air quality plans, which are primarily the responsibility of air districts in non-attainment regions. The SIP then becomes the state's legal guide for implementation and enforcement of air quality improvements, where needed.

Previously in FY 11/12-14/15 Amador County was defined as a "Non-Attainment" area for air quality and was able to receive approximately \$1.3 million in Congestion Mitigation and Air Quality (CMAQ) funding. Then in 16/17 and 17/18 Amador County's classification was changed to "Maintenance" level and received no funding. More recently, due to new 2015 Federal NAAQS 8-hour ozone standards Amador County was re-classified as a "Marginal Rural Non-Attainment Area", as shown in the 2024 Regional Transportation

Plan Guidelines- Areas subject to conformity requirements (Figure 7), and again received \$1.4 million in CMAQ funds. the Amador County Air District is not required to develop a Regional Air Quality Plan and the ACTC is not required to perform air quality “Conformity Analysis” for its transportation projects. However, there are other laws requiring consideration of potential air quality improvements and impacts in the regional planning process.

- Under requirements outlined by the California Environmental Quality Act (CEQA), public agencies (e.g. cities, counties, RTPAs, etc.) are required to perform air quality impact analysis prior to adoption of local or regional plans such as General Plans and Regional Transportation Plans that may have potential environmental impacts.
- In 2006, the State Legislature adopted Assembly Bill 32 (AB 32), known as the California Global Warming Solutions Act. The bill establishes a cap on statewide greenhouse gas (GHG) emissions and sets forth the regulatory framework to achieve a corresponding reduction in statewide emissions levels. Given emissions from the transportation sector is the second largest contributor of GHG emissions, the passage of AB 32 was an important piece of legislation that affects transportation planning.
- In 2008, the State Legislature also adopted Senate Bill 375 (SB 375), known as the Sustainable Communities and Climate Protection Act, which set goals and established planning requirements for the state to reduce GHG emissions from passenger vehicles. SB 375 instructs the CARB to set regional reduction targets for emissions from passenger vehicles. In order to achieve these targets, SB 375 requires Metropolitan Planning Organization (MPOs) to develop "Sustainable Communities Strategies" (SCS) that integrate transportation, land use and housing policies that can achieve the reduction targets set for their region. CARB is required to review and determine if a SCS would achieve the emission reduction targets established for its region, if implemented. However, rural RTPAs are exempt from these requirements, so the responsibility for determining the strategies needed to achieve AB 32/SB 375 goals is left to Air Districts and the CARB, which complete regional air quality plans and the SIP.
- The Clean Energy and Pollution Reduction Act (Senate Bill 350) established clean energy, clean air, and greenhouse gas (GHG) reduction goals, including reducing GHG to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050. The California Energy Commission is working with other state agencies to implement the bill.
- The California State Transportation Agency (CalSTA) adopted the **Climate Action Plan for Transportation Infrastructure (CAPTI)** on July 12, 2021. The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals.
- AB 1279- The California Climate Crisis Act of 2021 which established the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; maintain net negative GHG

emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced by 85 percent below the 1990 levels.

In response to these various requirements, the ACTC has implemented several strategies to improve air quality, while being tailored to the specific issues and interests of the Region. In prior years as a (CMAQ) funding recipient, funds were allocated to the Plymouth roundabout and ACTC Teleconferencing Facility, in anticipation of an increasing use of electric vehicles into the future, the ACTC installed two electric vehicle charging stations with construction of the Sutter Hill Transit Center's Park and Ride lot. This strategy simultaneously facilitates enhanced use of transit and/or carpooling, while providing an opportunity to improve air quality.

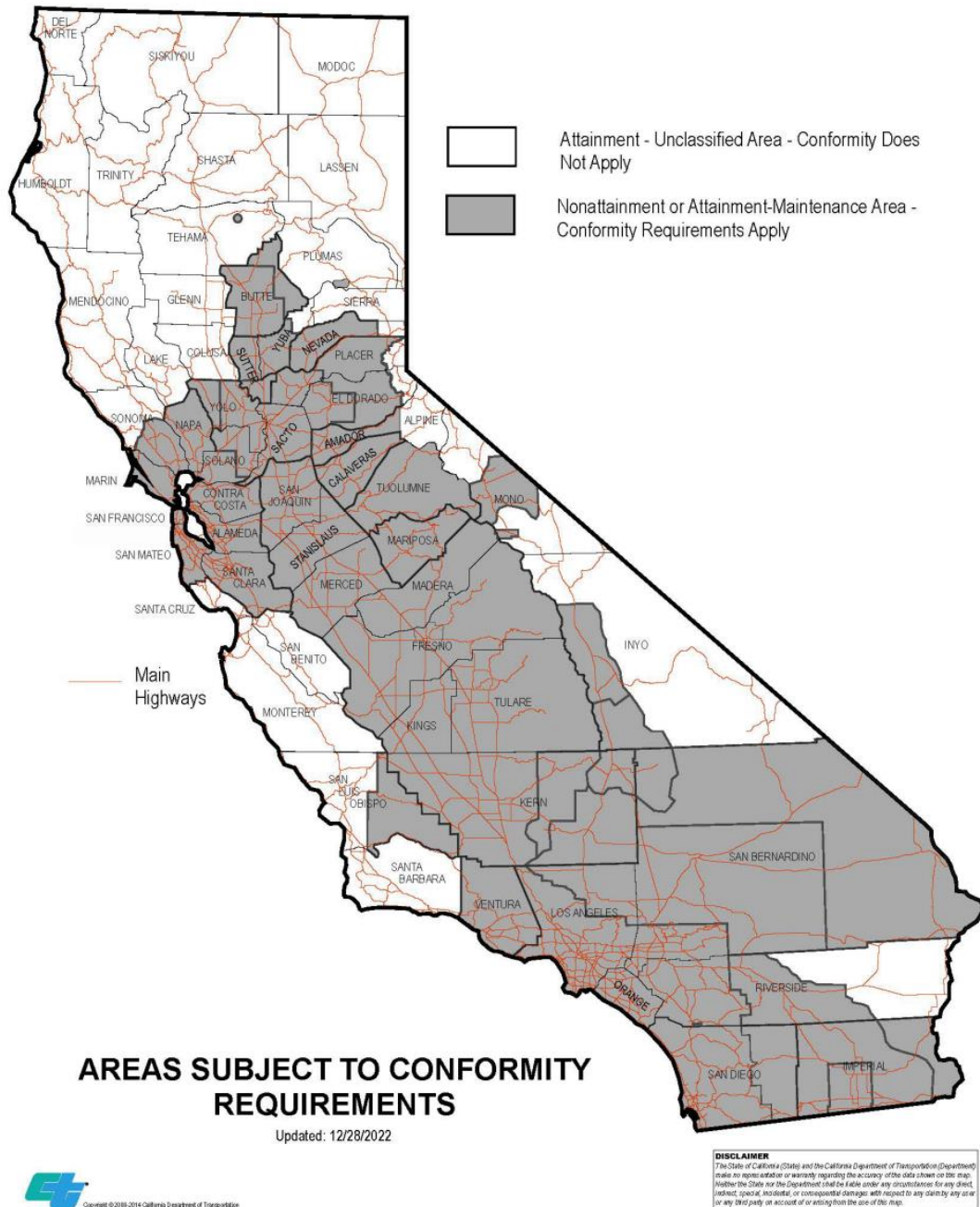
With the most recent round of CMAQ funding (FY 18/19-21/22), A total of \$696,950 was exchanged with Metropolitan Transportation Commission (MTC) for Surface Transportation Program (STP) funds, which allowed MTC to advance the delivery of CMAQ projects in their region, while reducing the risk to Amador County of losing their apportionment due to AB 1012 'use it or lose it' provisions. Allowing \$442,000 of those STP funds and \$696,555 of remaining CMAQ funds was allocated to the construction funding plan of the SR 88/ Pine Grove Corridor Improvement project. Lastly, \$108,892 of RSTP funds were allocated to the City of Jackson for a level 3 charging station upgrade, one (1) hybrid electric vehicle, and one (1) electric vehicle purchase for the City Public Works Department.

In an effort to combat climate change through the reduction of GHG emissions the state plans to transition to a 'widespread' use of zero-emission Electric Vehicles (EVs) and Neighborhood Electric Vehicles (NEVs). In 2019 ACTC participated in the Central Sierra Zero-emission Vehicle Readiness Plan prepared by Tuolumne County Transportation Council, which provided analysis towards electrification of vehicles, response to driver's needs, and the reduction of greenhouse gas emissions related to vehicle travel.

In FY 22/23, Amador Transit updated their fleet to include two (2) Toyota Hybrid vans to aid in the reduction of emissions for their transportation services. Currently ACTC continues to work with local agencies and Amador Transit regarding more efficient bus route planning, potential fleet conversions, and the infrastructure to support them.

Figure 7: Isolated Rural Attainment Areas Map

Final 2024 Regional Transportation Plan Guidelines for RTPAs



8. SAFETY

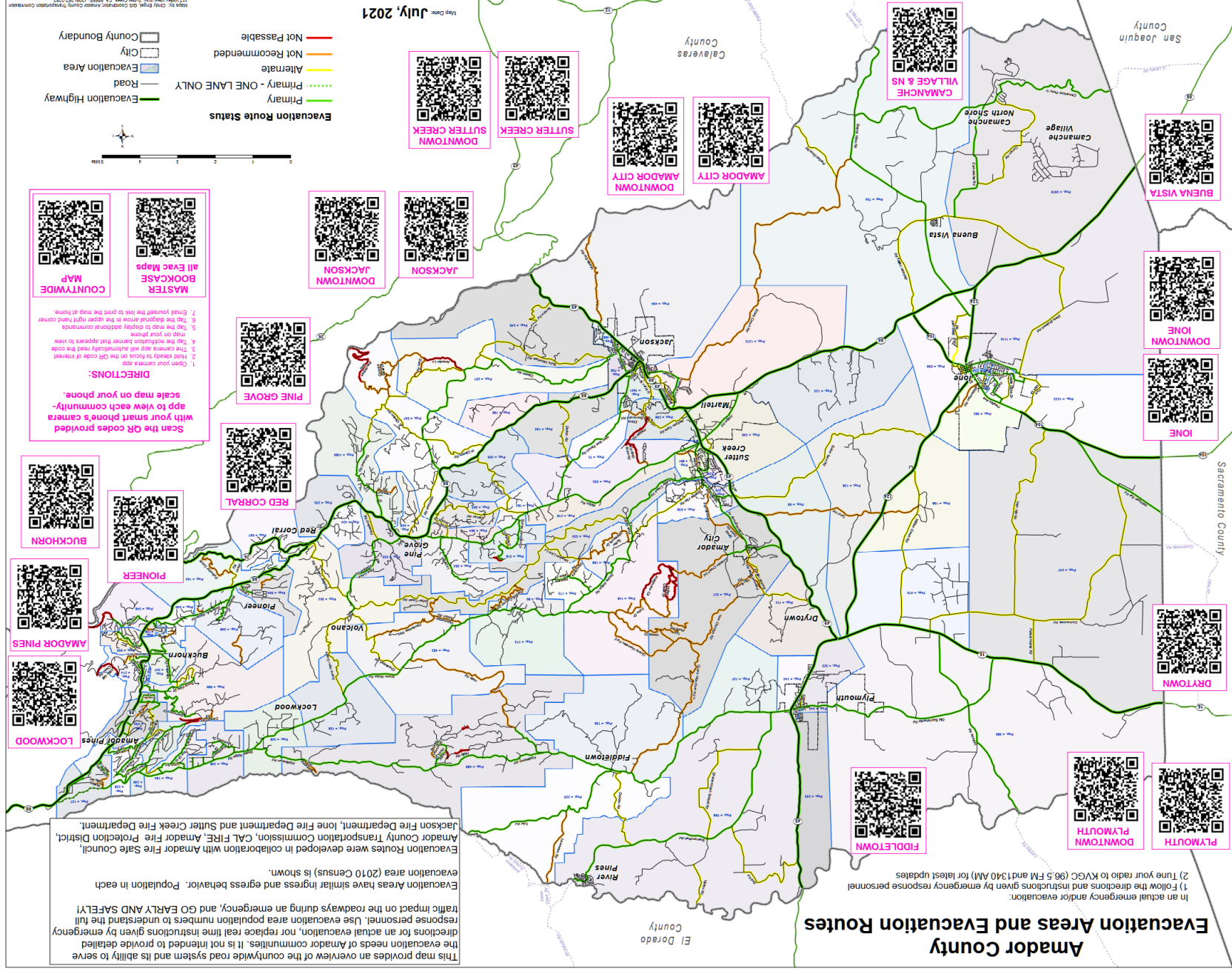
Transportation safety is a primary goal of this RTP update. In 2018 ACTC completed a Systemic Safety Analysis Report (SSAR) with Alpine and Calaveras County with the purpose to identify potential mitigation efforts for various safety concerns on the roadways and the analysis that could be utilized for grant funding opportunities. Data from this report highlighted the most frequent collision type was “hit object” and the most frequent factors contributing to those collisions were “wrong side of the road” and “unsafe speeds”. This data aligns with the region’s topography as the roadways, aside from the state highways, are 2-lane roads that can be narrow, curvy, have limited sight distance, and minimal shoulders. Following the SSAR, staff with consultant support applied for Highway Safety Improvement Program (HSIP) grant funding on behalf of Amador County for the Running Gold Turn Pocket project and a street lighting project on SR 88 for the City of Jackson, in which the City of Jackson was awarded grant funding. An additional safety countermeasure recommended in the SSAR was countywide safety signage, however, the County declined that project.

In late 2018, ACTC amended the SR 88/104 intersection project into the Tier I regional project listing due to recent collision/fatalities at that location. Staff was prepared to perform a “locally-sponsored” Project Initiation Document (PID). However, Caltrans prepared a “State-Sponsored” PID which concluded either signalization or a round-a-bout at an estimated cost between \$8-9 million to construct. Additionally, Caltrans analysis determined the project falls in the “4B” category with minimal economic, social, or environmental significance. As such, Caltrans is not compelled to fund any future project development work.

9. EMERGENCY PREPAREDNESS

Amador County’s largest emergency scenario is based primarily around evacuations due to wildfires and flooding. As such, there are various preparedness documents available, including the recently completed *Amador & Calaveras Needs Assessment for Extreme Weather and Natural Disaster Prevention and Response Strategies*. A highlight of this document are the community evacuation route maps that provide a description of the routes in each area with the appropriate designation for them i.e. evacuation highway, primary, alternate, not recommended, etc. The evacuation routes were developed in collaboration with Amador Fire Safe Council, Amador County Transportation Commission, CAL FIRE, Amador Fire Protection District, Jackson Fire Department, Lone Fire Department and Sutter Creek Fire Department. Figure 8 shows the Amador Countywide evacuation route map with QR codes.

Figure 8: Amador County Evacuation Areas and Evacuation Routes



10. INTELLIGENT TRANSPORTATION SYSTEMS

ACTC worked with the Amador County Sheriff's Office in 2011 to complete installation of an Emergency Preemption System at all signalized intersections in the county in order to facilitate their safe and efficient response to critical situations in the region.

From 2019 to 2021, ACTC reimbursed all five (5) local jurisdictions and the county in purchasing poll mounted radar speed signs in an effort to increase road safety. Additionally, Amador Transit utilizes various Intelligent Transportation Systems (ITS) forms such as: on-board security cameras to ensure safety for all passengers/drivers, an online Trip Planner tool to assist with route scheduling, and more recently an electronic farebox option (Venmo) to offer payment flexibility.

Currently, ACTC staff is collaborating with Caltrans on a potential pilot program for a Transit Signal Priority project for the Amador Transit fleet, continues to research advancements in demand-response software such as rider/driver mobile apps and on-demand scheduling.

FUTURE CONDITIONS

1. INTRODUCTION

Establishing future conditions for a 20-year planning horizon requires projections that are based on reliable sources of data. These projections are used to establish the foreseeable traffic demands and mobility needs that are predicted to face the Regional Transportation System in 2044. An analysis of these projections has typically been used to identify locations where future Level of Service (LOS) deficiencies are anticipated, as well as to highlight what other problems (e.g. deteriorating surface conditions, human mobility, safety concerns, etc.) that will need to be addressed in the future. Recent enactment of Senate Bill 743 in California changed the metric used to address California Environmental Quality Act requirements for traffic analysis from LOS to Vehicle Miles Travelled (VMT).

These changing conditions and unforeseen circumstances affect projections over time. Assumptions based on past and present trends must also be made regarding the various challenges that the Region is anticipated to face over the next 20 years.

If the basis for the RTP's projections or assumptions changes significantly, then the RTP must be amended or updated accordingly.

2. ASSUMPTIONS

The assumptions listed below were developed by the 2015 RTP Update Stakeholder Roundtable. They remain relevant:

- Averaged annually over 20 years, the population of Amador County will increase at a rate generally consistent with the California Department of Finance's estimates.
- The county's population will continue to be disproportionate compared to employment causing continued inter-regional commuting.
- Changes in land use will occur as planned by Amador County and the Region's five incorporated cities.
- Petroleum fuels will continue to be available, but prices will escalate to between \$4.00 and \$8.00 per gallon.
- Because of the Region's rural geography and a shortage of viable alternatives, the automobile will continue to be the primary mode of transportation.

- Recreation and tourism travelers from outside the area will continue to create significant traffic demands on the Regional Transportation System.
- Available transportation funding will continue to be largely inadequate to meet the Region's local road maintenance and improvement needs.
- Due to a lack of available funding, deferred maintenance will likely result in continued deterioration of local pavement conditions.
- Transit demand will continue to be cyclical and will fluctuate as influenced by a variety of factors.
- Transit demands will likely increase as the Region's existing population ages.
- Use of private aircraft will increase slightly, but no commercial service is anticipated.
- Passenger rail service within and to/from the Region will remain infeasible and freight rail service will be limited to the lone area.
- Heavy trucks will continue to serve the majority of the Region's goods-movement and interregional freight shipping needs.
- There will continue to be curvature and turn-radius constraints throughout the Regional Transportation System that will limit the expansion of STAA Terminal Access.
- There will be an increasing demand for alternative mobility services and modes of transportation such as vanpool/rideshare/volunteer driver programs, pedestrian and bicycle facilities, etc.
- Due to the rising cost of petroleum fuels, there will be an increase in demand for alternative fuel vehicles and alternative fueling capabilities.
- There will be an increasing need for intermodal connectivity and transfer opportunities between modes.
- Continuing funding constraints will require increased use of low-cost alternative strategies.

- Air quality, transported pollutants, and corresponding emission control requirements will remain a potential concern.

These assumptions generally validate the projections and analysis discussed below. They are also generally consistent with the assumptions used in the other plans, studies, and sources that were reviewed in preparation of the 2015 RTP Update.

3. POPULATION

The Region experienced a decrease in its total population due to the economic recession that began in 2008. Since then growth has occurred but has been sporadic in the region occurring primarily in the cities of Lone, Plymouth, and Jackson. Figures released by the California Department of Finance (DOF) in January of 2023 show that Amador County's population had decreased by an estimated total of 637 residents, approximately 1.6% of its total population, between 2020 and 2023. This resulted in a corresponding decrease in traffic volumes during this period. The Region's population is still expected to remain relatively flat with decline projected into the later stage of the 20-year horizon. According to DOF projections, Amador County's total population is expected to increase by 1,635 residents, 4.1%, by 2034, but decline overall (2024-2044) by 29 residents, or 0.1%. This reduced expectation for the Region's future growth reflects the board's decision to focus primarily on the preservation of local streets and roads, as there is no major growth expected in the County that would compel roadway mitigation efforts be prioritized for this RTP update. Unless, a project sponsor comes forward with a recommendation to amend a project on either the Tier II or State Highway SHOPP candidate listings into the Tier I listing.

DOF projections do show that Amador County will likely continue to be affected somewhat by growth in adjacent counties and the state at-large. For example, according to the DOF, California's population is expected to increase by approximately 3.1% over the next 20 years. Similarly, the populations of San Joaquin and Sacramento counties are expected to increase by approximately 15.6% and 10.9% respectively. While Calaveras and El Dorado counties population is expected to decline by approximately 4.8% and 6.2% respectively over the next 20 years.

These projections show that demographic trends may continue to affect future transportation demands.

- Approximately 31% of the Region's future population will consist of retirees (defined by age 65 and above). Within this age group, almost half will consist of seniors that are age 75 and above, who are more likely to need door-to-door transportation services.
- Similarly, it is anticipated that the number of "transit dependent" individuals (including persons with disabilities, low-income persons, and members of households with no available vehicles, in addition to the elderly) will increase from approximately 10% to 12% of the Region's total population by 2044.

Based on these demographic trends, it is reasonable to assume that an RTP focused solely on serving the traditional single-occupant automobile may not adequately serve all of the Region's transportation needs.

This suggests that demand for alternative strategies and specialized transit services could continue to grow over the next 20 years. Table 3 summarizes the estimated population of each jurisdiction based on these projections.

Table 3: Amador County Population Projections

County Population	2023 Population ²	2034 Population ³	2044 Population ³
Amador City	193	199	193
Ione ¹	8,772	9,124	8,766
Jackson	4,938	5,143	4,934
Plymouth	1,062	1,127	1,061
Sutter Creek	2,590	2,696	2,588
Unincorporated	22,282	23,183	22,266
Total	39,837	41,472	39,808
Note: ¹ This figure includes approximately 3,863 individuals incarcerated in Mule Creek State Prison. Sources: ² State of California, Department of Finance, <i>E-1 Population Estimates for Cities, Counties, and the State with Annual Percent Change — January 1, 2022 and 2023</i>. Sacramento, California, May 2023. ³ State of California, Department of Finance, Report P-2A (County): State and County Total Population Projections, 2020-2060 Sacramento, California, July 2023.			

4. LAND USE

In order to determine how population distributes throughout the Region in the future, the ACTC consults regularly with all five cities and the county to gather information related to adopted and/or pending General Plans. Land use designations from these city/county General Plans help guide the development of future population forecasts.

Population projections performed for the 2015 RTP Update overestimated actual growth in the Amador region. As of January 1, 2023, Amador County's population total was 39,837 and represents a .7% decline from the year prior. While population is projected to rise to 41,472 in 2034, DOF projections show that by 2044, the County is expected to decline to a population of 39,808 which would be BELOW 2023 levels.

While prior future population forecasts overestimated residential growth for the RTP planning horizon, the anticipated pattern of residential and commercial growth anticipated for the 2024 RTP Update generally follows the trend estimates provided by UPlan modeling for the 2015 RTP Update as described below.

- The Martell area, which is identified in Amador County's 2011 Preliminary Draft General Plan as a "Regional Service Center", is expected to contain the largest proportion of future commercial, office, and industrial development. This suggests that new growth in the Martell area may create and/or contribute to significant traffic impacts as these particularly intense land-uses are developed, unless they are adequately mitigated.
- Plymouth, Lone, and the Upcountry area are expected to contain the largest amounts of future residential development. UPlan showed that this growth will largely be developed in relative proximity to the arterial State Highway System. This suggests that increasing traffic demands will be placed on regional facilities such as SR 49 and SR 88, which connect these outlying areas to key employment and service centers located in Martell and Jackson. This also suggests that communities located along main-street highway corridors such as Jackson, Lone, and Pine Grove will continue to be impacted by the increasing traffic demands generated in these outlying areas.
- The Region's wine industry will continue to grow, with the highest concentration of new wineries located in the Shenandoah Valley area.

In addition, the ACTC also consults with federally-recognized tribal governments in the Region, as requested.

5. REGIONAL ROADWAYS

Amador County's regional roadways are deteriorating more rapidly than our local jurisdictions can handle. Pavement Condition Index (PCI) results describe a roadway system in decline. ACTC Commissioners approved revised Goals and Policies for the 2024 RTP Update that focus on Local roadway rehabilitation projects as its clear and highest priority. While traffic congestion and Level of Service are also included as goals and policies, the ACTC recognizes the combination of static population growth and regulatory mandates and places these as secondary objectives.

Observations on current traffic patterns and foreseeable trends from extensive public outreach remain pertinent:

- Approximately 32 percent of all traffic in the Region will be attributable to traffic with *either an origin or a destination outside Amador County*.
- Approximately 8 percent of all traffic in the Region will be attributable to traffic *passing entirely through Amador County*.
- Conversely, only 60 percent of the Region's traffic will be attributable to traffic with both an origin and a destination *entirely within Amador County*.
- There is general consistency between the growth patterns and travel patterns, as well as increasing traffic volumes and LOS deficiencies that were identified in the 2004 RTP and those identified in the 2015 RTP.
- The greatest increases in traffic volumes and decreases in LOS are projected to occur on the arterial State Highway System and on key major collectors such as Ridge Rd. and Shake Ridge Rd. that are generally consistent with the deficiencies experienced under existing conditions. Specifically, 10 currently deficient roadway segments will deteriorate further and 6 additional roadway segments and 1 additional intersection will become deficient by 2035. These affects are particularly concentrated along various highway corridors that act as "bottlenecks" in the system, such as in Pine Grove, Martell, and Jackson. In addition to increasing traffic volumes, this congestion is a result of the environmental, right of way, community-acceptance, and funding constraints that have limited the construction of large by-pass and capacity-expansion projects since adoption of the 2004 RTP.
- The location of projected LOS deficiencies generally corresponds with the Region's future growth patterns, as discussed above. This suggests that new development will create and/or contribute to significant traffic impacts throughout the Region, unless they are adequately mitigated. Given that the Martell area is projected to receive most of the Region's commercial and industrial development, this also suggests that an increased supply of work-force housing within walking distance and/or transit service of this Regional Service Center could significantly reduce regional traffic congestion and the need for related roadway investments. Such an approach is supported by Policy CM-3.5 contained in Amador County's 2011 Preliminary Draft General Plan, which reads, "*Promote land use patterns which place residents near activity centers and essential services to reduce the need for frequent automobile travel.*"

6. LOCAL STREETS AND ROADS

City and county staff expect to continue receiving insufficient funding for local road maintenance needs over the RTP's 20-year planning horizon. Therefore, they expect that local pavement conditions will continue to deteriorate. This assumption is supported by the Region's most recently performed study on future pavement conditions the 2015 Pavement Management Program Update. This report found that the cities and County are facing a severe deficit in the form of deferred maintenance costs for local roadway improvements.

Further support are trends identified in the 2012 Statewide Local Streets and Roads Needs Assessment, performed by the California State Association of Counties (CSAC). While more accurate data is still warranted for Amador County, the study's financial projections show a clear and consistent trend of insufficient funding.

While the ACTC and its local partners have been successful in acquiring supplemental outside funding, there is no reasonable expectation that these kinds of efforts will be enough to address the Region's total road maintenance needs over the next 20 years. Based on these factors, the RTP assumes that roadway pavement conditions throughout the Region will continue to deteriorate significantly over the RTP's 20-year horizon. The driver's perception of these conditions would likely be rougher rides on county collectors like Shenandoah Rd., Latrobe Rd., Shake Ridge Rd., Clinton Rd., etc. Local neighborhood streets will also seem increasingly abandoned or held together only by years of patchwork, crack sealing, etc.

In addition to the financial constraints that affect on-going pavement maintenance discussed above, there is no reasonable expectation that adequate funding will be made available to construct the 129 local roadway improvements proposed by the cities and county at a total cost of \$176 million, shown in Appendix H. While the cities and county are encouraged to actively pursue potential funding opportunities that might be available through partnership with the ACTC, funding constraints suggest that many planned improvements simply cannot be completed unless new sources of revenues are created.

7. PUBLIC TRANSIT

As discussed under the population projections provided above, future population characteristics will likely result in unique mobility needs and growing demands for public transit such as "door-to-door" Dial-a-Ride service over the next 20 years. For example, available demographic data indicates that approximately 31% of the Region's future population will consist of "retirees" (defined by age 65 and above), with almost half of this age group consisting of "seniors" that are over the age of 75. Similarly, the number of "transit dependent" individuals (including persons with disabilities, low-income persons, and members of households with no available vehicles, in addition to the elderly) is anticipated to make up approximately 12% of the Region's total population by 2044. These demographic trends suggest that a Regional Transportation Plan solely focused on serving the traditional single-occupant automobile would not adequately serve all of the Region's transportation needs.

In previous years, the Long-Range Transit Development Plan, studies transit *demand* and was determined to represent the total number of the Region's residents that are likely to have a need for transit services based on their personal circumstances (e.g. elderly, youth, low-income, disabled, etc.), whereas transit

ridership reflects the potential number of one-way passenger trips that could actually be served by the transit system. The LRTDP analyzed the three following service alternatives to meet this potential ridership given the amount of funding that is forecast to be available; 1) “Maintain Existing Service Quality”, 2) “Reduce Transit Service”, 3) “Increase Transit Service”.

Based on the data shown in the LRTDP, the Region’s long-range transit demand was anticipated to grow by a total of 35.6 percent by 2030. Of this total demand, the greatest growth in actual ridership was expected to be in the commuter segment between Amador and San Joaquin/Sacramento counties (with a 116 percent increase), followed by the elderly and disabled segment (with a 97 percent increase), and the general public (with a 87 percent increase). An analysis of this data showed that transit ridership was expected to be concentrated within areas that will likely see the most development in the future. For example, the City of Jackson was expected to generate up to 2,687 additional transit trips within its own city limits. Plymouth and Lone were also expected to generate 1,354 and 1,049 additional transit trips within their respective jurisdictions. This data implied the need for more frequent shuttle services that provide regular, convenient mobility within these communities, as well as interregional transit service from those commuting into or out of the county for employment. This also suggested an increasing need for continued transit service to connect the Region’s outlying communities to the employment and service centers in Martell and Jackson.

In recent years, ACTC and AT worked together to complete a Coordinated Social Services Transportation Plan to identify the Region’s 20-year transit demands and ridership potential, as well as service alternatives proposed to meet those needs. Through that plan recommendations for future goals and strategies included: improving the fixed route network, Partnerships to Serve Hard-to-Serve Trips and Long-Distance Trips, Integrated Transportation Information Network, and addressing infrastructure needs. However, due to the COVID-19 pandemic those goals and strategies may no longer be entirely relevant.

In late 2023, ACTC applied for funding through SB 125 Transit and Intercity Rail Capital Program & Zero-Emission Transportation Capital Program to (1) perform a feasibility study of the current transit system including software, potential of ‘on-demand’ DAR services, and bus fleet transition to zero emissions, in conjunction with a study of the most beneficial zero-emission vehicles for the Amador region, (2) potentially the purchase of a zero-emission bus for the Amador/Sacramento commuter route, and (3) zero-emission infrastructure to support fleet transition. Staff is currently waiting to hear if ACTC was awarded funding for this application.

8. AVIATION

According to the Westover Field Amador County Airport Layout Plan Update that was completed in November 2019, The FAA Terminal Area Forecast (TAF) forecast for operations and based aircraft for the Westover Field Amador County Airport reports a zero percent annual growth rate through the planning period, with total operations and based aircraft at the Airport projected to remain stable at 25,000 and 120, respectively. However, the update does provide the Preferred Forecast of Aviation Demand, a plan should growth occur, which shows a 17% increase in Based Aircraft (from 120 to 141) from 2018-2038. Through the Airport Capital Improvement Plan, the Westover Field Airport anticipates two (2) major

projects planned for completion over the next five to ten (5-10) years, one (1) a runway reconstruction and the second is a perimeter fencing project.

9. PEDESTRIAN / BICYCLE

Although difficult to quantify, it is assumed that the Region will see more people choosing to walk short distances for work, shopping, exercise, and other purposes in the future. This is largely due to rising gas prices, increasing congestion, and the anticipated concentration of future development in existing communities, as discussed above. This increase is also anticipated due to increasing attention being placed on physical fitness. This increase is anticipated to be located within residential areas and commercial service centers, where the availability of pedestrian facilities such as sidewalks and crosswalks are conducive to walking. This is particularly true in relatively compact communities and urban environments such as in Lone, Sutter Creek, and Jackson where proximity and inter-connectivity between neighborhoods, employment centers, recreational opportunities, and commercial services makes walking a viable transportation option for local residents. Although some increase in localized recreational walking is anticipated in medium density rural-residential areas, a significant increase in pedestrian activity is not anticipated in dispersed rural-residential areas due to the typical distance between homes and employment or services and where there is a lack of sidewalks and shoulders needed to adequately ensure pedestrian safety.

Similarly, the number of people using bicycles in lieu of autos for local trips is anticipated to increase in the future as well. This increase is also expected to be found mostly within developed communities as opposed to more isolated areas, where rural roadways are typically not equipped with paved shoulders of adequate width. However, interregional cycling between rural communities for recreational purposes is anticipated to increase based on observations in recent years. Due to this projected increase, it is anticipated that corresponding safety concerns and potential conflicts with automobiles may also increase into the future.

Continued funding constraints are largely expected to persist into the future. It is anticipated that this challenge will continue to significantly limit the Region's ability to improve Existing Conditions for pedestrians and bicyclists. However, ACTC staff is working with the local Bicycle Pedestrian Advisory Committee (BPAC) on project ideas for improvements to current routes utilized specifically from Sutter Creek to Amador City. It is most likely that the Region's transportation system will remain largely inadequate to safely accommodate both pedestrian and bicycle travel. For example, the sub-standard pedestrian facilities that are often found in historic downtown areas, as well as narrow shoulders that are typically found along rural road ways will likely remain a hazard for pedestrians and bicyclists unless a concerted effort is made to prioritize and implement related improvements.

10. GOODS MOVEMENT – RAIL / TRUCKING

Limited freight service by rail is forecast to continue between the San Joaquin Valley and the mineral resource industries located near Lone. However, due to abandonment and removal of the tracks connecting Martell to the remaining line, rail freight service is not anticipated to extend past Lone.

The Amador County Rail Transit Study (Transportation Marketing Services Inc., 1993) reviewed two Light Rail Transit (LRT) alternatives along the corridor between Martell, Lone, and Galt. This study concluded that low ridership projections for the proposed route, as well as related capital and operational costs would make this concept infeasible. Therefore, passenger rail service between Amador County and the San Joaquin or Sacramento valleys (collectively known as “the Central Valley”) is not anticipated within the foreseeable future.

Limited freight service by rail means that heavy truck traffic is expected to remain the predominate mode of goods movement in the Region. Based on existing vehicle classification counts, the Regional Traffic Model projects that truck traffic will comprise approximately 5 to 9 percent of total future traffic volumes, depending on the location. Due to state and federal trucking requirements and the interregional nature of goods movement, this truck traffic is expected to be largely concentrated on the arterial State Highway System.

Based on STAA standards related to the truck turning radiuses and roadway curvatures as discussed in chapter III (Existing Conditions), it is anticipated that roadway constraints will remain a challenge for the expansion of STAA Terminal Access in the Region. Therefore, it is assumed that future economic and industrial development requiring STAA Terminal Access will be limited to the existing Arterial corridors where it is currently available. Further, freight shippers may be required to incur the additional expense of transferring goods bound for Amador County from STAA length trucks to California Legal length trucks at distribution centers in The Central Valley prior to being transported to local businesses that are not located on the Region’s STAA Terminal Access corridor.

11. ALTERNATIVE STRATEGIES

Significant environmental, right of way (ROW), community-acceptance, and financial constraints that the Region faces are anticipated to persist into the future.

12. AIR QUALITY

Amador County was reclassified in 2016 as a “Maintenance Area” for ozone. Projected increases in population growth and corresponding traffic volumes throughout The Central Valley mean that the Region will likely face rising levels of transported air pollutants in the future. Further, it is anticipated that the Region will face increasingly strict federal and state standards, as well as tightening guidance related to the use of performance measures that address air quality improvements in the transportation planning process into the future. Upon state or federal standard changes the RTP will be updated accordingly.

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ALTERNATIVES & ANALYSIS

1. INTRODUCTION

The California Transportation Commission's 2017 Regional Transportation Plan Guidelines requires an analysis of system-wide alternatives in order to determine which best meets a Region's future transportation challenges. For the 2024 RTP Update, these challenges were identified by considering the Region's Existing and Future Conditions.

Through a series of workshops, ACTC Commissioners reviewed current RTP Goals and Policies and established revised Goals and Policies described below.

Goals

- #1) preserving/maintaining existing local streets and roads,
- #2) encouraging efficiency and common-sense planning, and
- #3) improving safety/reducing congestion.

Performance Measures

These Goals were then used to identify and evaluate different system-wide alternatives for the RTP. This was accomplished by developing various "Performance Measures" (e.g. Pavement Condition Index, Average Daily Traffic, safety (evacuation routes), Project Delivery Efficiencies, etc.) as objective means through which each alternative could be both quantitatively and qualitatively evaluated. Once adopted by the ACTC at its workshops in Spring of 2023, these Performance Measures helped comprise the Evaluation Criteria that were then used to select a "Preferred Alternative" that could best meet the Region's future transportation challenges and achieve its Desired Outcomes. Based on this analysis, ACTC commissioners selected its Preferred Alternative "Emphasize Local Road Rehabilitation and Maintenance." This strategy also serves as the framework for more specific Goals, Policies, and Objectives needed for every aspect of transportation addressed by the RTP. The Evaluation Criteria were also applied to establish recommended priorities for the regional roadway projects identified in the Financial Element (Chapter VIII). The Action Element (Chapter VII) contains these Evaluation Criteria and Performance Measures.

2. ALTERNATIVES

After establishing the evaluation process discussed above, the ACTC Commissioners reviewed alternatives considered during development of the 2015 RTP. The alternatives below were considered in the 2024 RTP Update.

- (1) “No Project;” As required by the California Environmental Quality Act (CEQA), this alternative would essentially “do-nothing” to address the Region’s current or future transportation challenges.
- (2) “Expand Existing Highways;” This alternative would focus exclusively on expanding the capacity of the State Highway System in order to maintain the ACTC’s and Caltrans’ currently adopted LOS standards.
- (3) “Emphasize Local Road Rehabilitation and Maintenance;” This alternative would prioritize all eligible and available funding for local road rehabilitation and maintenance purposes.
- (4) “Implement Multi-Modal Circulation Improvement Program;” This alternative incorporates all relevant modes of transportation through a diverse mix of strategically prioritized regional roadway improvements and alternative strategies designed to meet the region’s various transportation needs to the greatest extent possible, given environmental, right of way, community-acceptance, and funding constraints. This alternative would result in implementation of the regional roadway improvements identified in Tier II of the Financial Element, as well as improvements to other modes of transportation as identified in parallel planning documents such as the Transit Development Plan, Long Range Transit Development Plan, Amador Countywide Pedestrian and Bicycle Transportation Plan, Westover Field Airport Master Plan, etc.
 - Tier I represents only those projects for which **full funding** is considered “reasonably available” based on the four (4) revenue projections contained in the Financial Element.
 - Tier II represents projects for which **no funding** is committed, but could be made available within 20 years, if additional sources of revenue are received/created.
 - Tier III represents those projects that are located on the State Highway System and are the responsibility of Caltrans. However, a “fair-share” contribution could be set aside but cannot be reasonably expected within 20 years based on projections of inadequate funding”.

3. ANALYSIS

Preferred Alternative

Once these alternatives were developed, the Evaluation Criteria discussed above was applied to determine which would best meet the Region’s future transportation challenges and achieve the RTP’s Desired Outcomes. The discussion below summarizes the results of this analysis (see Appendix J).

- (1) “No Project”: Because this alternative would essentially “do nothing” to address the Region’s current or future transportation challenges, it would not adequately address the RTP’s Desired Outcomes. This alternative was also found to be inconsistent with the ACTC’s core statutory responsibility to help improve the Regional Transportation System. Therefore, this alternative is not recommended for adoption.
- (2) “Expand Existing Highways;” Because this alternative focuses exclusively on increasing roadway capacity in order to maintain adopted Level of Service standards, it would not sufficiently address the RTP’s other Desired Outcomes such as optimizing community connectivity and enhancing safety. Further, the environmental, right-of-way, and design costs along with community impacts that would likely result from this alternative would not be compatible with the Goals of Efficiency & Common-Sense Planning. Therefore, this alternative is not recommended for adoption.
- (3) “Emphasize Local Road Rehabilitation and Maintenance;” Because this alternative would prioritize improving the Region’s pavement conditions, it directly addresses the adopted #1 Goal : Preserving/Maintaining Existing Streets and Roads. Therefore, this alternative is recommended for adoption.
- (4) “Implement Multi-Modal Circulation Improvement Program;”

This alternative would not meet the Region's future transportation Goals of system preservation, efficiency, and common-sense planning, given the funding constraints shown in the Financial Element. This alternative is not feasible to implement. This is because a significant number of desired improvements across all modes of transportation will remain un-fundable within the RTP’s 20-year horizon until additional sources of funding are created. As the RTP’s Preferred Alternative must be realistic and attainable, this alternative is not recommended for adoption.

The approved alternative includes Tier I regional roadway projects for which full funding is considered “reasonably available” over the next 20 years. Although based on defensible projections using the best available information, these funds are not assured and should not be misconstrued as guaranteed funding. It will take a concerted effort by the ACTC, cities, county, and Caltrans to implement RTP Policies and Objectives in order to for them to be acquired and effectively coordinated to construct Tier I projects in a timely manner. If the steps needed to acquire available funding and ensure timely project completion are not taken, then the future traffic benefits that the RTP reports will not be realized.

Specifically, it will be assumed that these projects will be fully-funded, constructed, and operational by 2044.

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POLICY ELEMENT

1. INTRODUCTION

The purpose of the Policy Element is to identify a more specific framework needed to carry out the RTP based on this general approach. This framework is called the “Regional Improvement Strategy”. The Regional Improvement Strategy provides a roadmap for implementing the RTP through even more specific Goals, Objectives, and Implementation Measures. Goals, Objectives, and Implementation Measures listed in the Policy Element, offer specific guidance from the Amador County Transportation Commission (ACTC) to its staff, partners, and the public at-large on the Commission’s priorities and commitments.

As outlined below, the Policy Element is followed by the Action and Financial Elements, which are inter-related and consistent with each other.

- The Policy Element contains the ACTC’s **Goals, Objectives, and brief overview of the Implementation Measures** which directs the ACTC’s daily actions on various issues such as adequately mitigating the traffic impacts resulting from new development, maximizing available transportation funding opportunities, and delivering the Region’s projects in a timely manner.
- The Action Element contains detailed short-term and long-term **Implementation Measures**, which identify the specific steps needed to accomplish the RTP’s Objectives over time.
- The Financial Element contains the RTP’s **Regional Roadway Capital Improvement Program**, which prioritizes the roadway improvements that the ACTC is dedicated to helping complete as funding is made available through a variety of sources. The Financial Element also identified the costs, revenues, and funding shortfalls associated with other modes of transportation, as referenced in various parallel planning documents.

2. POLICY CHANGES SINCE THE 2020 RTP

For the reasons discussed below, the 2024 RTP Update recommends changes to the policies that were adopted in 2015 and readopted in the 2020 RTP.

The ACTC has reviewed and given direction to staff on a range of policy changes through several meetings and special workshops that were held during the planning process for the 2024 RTP Update. The Commission has clarified the desire to focus primarily on the preservation of local streets and roadways. For this reason, the 2024 RTP Update includes changes to the ACTC’s existing policies by focusing the goals to prioritize cost-effective projects in an effort to deliver results more efficiently.

3. GOALS, OBJECTIVES, AND IMPLEMENTATION MEASURES

- **Goals** are general, timeless statements that reflect the Region's values and its vision of the Desired Outcomes that the RTP should achieve.
- **Objectives** are statements that serve as "standing direction" for the Commission in its regular decision making and for the ACTC's staff in carrying out the RTP on a daily basis. RTP Policies also provide guidance and recommendations for the ACTC's partners on ways to achieve mutually beneficial improvements in an efficient and effective manner.
- **Implementation measures** represent those measurable benchmarks and specific products that the ACTC expects itself to accomplish and complete within either short-term or long-term timeframes.

Goal #1. Preserve/maintain existing local streets and road: Amador County's transportation infrastructure is severely deteriorated and in need of either full reconstruction or rehabilitation work to restore the condition to an adequate Pavement Condition Index (PCI) level. With a primary focus on the restoration of local streets and roads, Amador County aims to ensure the access to employment, homes, safety, growth, and goods movement continues to thrive.

Objectives:

- 1) Secure sustainable long-term funding for local projects
- 2) Prioritize RTMF funding for local (shovel-ready) roadway reconstruction projects

Implementation Measures:

- 1) Update pavement management database and budgeting system (consider sales tax measure)
- 2) Direct RTMF funding to local road projects

Goal #2. Encourage efficiency and Common-sense Planning: Create more efficiency and communication in the planning process with continuous and collaborative working relationships.

Objectives:

- 1) Improve the project delivery process
- 2) Improve training opportunities for public works staff

Implementation Measures:

- 1) Employ 'best practices' training program:
 - a) Pavement Management Distress Evaluation
 - b) Multi-jurisdictional roadway maintenance contracting
- 2) Collaborate with State and industry experts to provide training

Goal #3. Improve Safety/Reduce Congestion: The rural foothill setting of Amador County is home to densely populated areas of dry vegetation in the higher elevations, which due to drought conditions in recent years, has led to wildfires as one of the largest natural disaster safety concerns in the community. In addition to wildfires, severe winter storms are another notable extreme weather event of concern to

Amador County. While the level of traffic congestion remains relatively stable, mitigation remains a priority in the developed regions of the County.

Objectives:

- 1) Improve emergency access (Evacuation routes)
- 2) Encourage alternative modes of transportation (Transit, bicycle/pedestrian)

Implementation Measures:

- 1) Update GIS mapping
- 2) Update the ACTC Pedestrian/Bicycle Plan
- 3) Update the AT Short-Range Transit Plan

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ACTION ELEMENT

1. INTRODUCTION

The purpose of the Action Element is to describe the objectives of the goals and how to implement those over the RTP's 20-year horizon (long-term) and four-year (short-term) update cycle horizon. Due to financial constraints in the region and the level of deterioration of the roadways throughout Amador County, the action from the ACTC board is to *"fix our roads first"*.

As the goals for this update have changed, the kinds of projects to be completed in a 20-year horizon have also changed. The projects at the top of the list include 'shovel ready' projects on regional local roads, the focus no longer on the State highway system. The regional projects on the list have been prioritized into three categories, or "Tiers", as shown below (Regional Project Listing), based on anticipated reasonable funding available. Tier I projects are those that do not expect any Environmental, ROW, or Design costs (shovel ready projects), the Tier II project list includes additional "shovel-ready" projects and projects that do expect to have some level of Environment, ROW, and/or Design costs that were carry-over projects from the previous RTP. All local projects not eligible for regional funding are included in the Local Project list (Appendix-H). All projects on the State Highway System are included in Tier III- State Highway Operation and Protection Program (SHOPP) Candidate project list. However, if a project sponsor comes forward recommending an amendment of Tier II or Tier III project onto the Tier I project listing with a valid plan to complete such a project, the board has the discretion to amend the project listing at any time as this RTP serves as a "living document".

2. REGIONAL PROJECT LISTING

Staff prepared revenue projections for the next 20 years. While numerous federal, state, and local revenue sources can help fund transportation improvements, four (4) of these sources have been specifically directed by ACTC to be available for funding. These sources include: RTMF, RSTP, LTF, and RIP. Together, the four (4) RTP funding sources total approximately \$39 million in revenue that can be reasonably expected to be available to the Amador region for programming toward eligible regional projects over the next 20 years. The total cost for all eligible projects is \$282 million. Since eligible project cost exceeds potential 20-year revenue, prioritization criteria was used to rank the projects to be programmed for funding.

- **Tier I** (fully funded) represents projects for which *full* funding is considered reasonably available based on the four (4) revenue projections discussed in the Financial Element.
- **Tier II** (unfunded) represents projects for which *no* funding is committed, but funding could be made available within 20-years, if additional sources of revenue are received/created.

- **Tier III** (SHOPP Candidate list) represents projects that are located on the State Highway System and are the responsibility of Caltrans. However, a ‘fair-share’ contribution could be set aside but cannot be reasonably expected within 20-years.

3. PROJECT CRITERIA & PERFORMANCE MEASURES

The following table (Table 4) shows how the new criteria, performance measures, and ranking have been created to compile the Tier I regional projects, as shown in the Financial Element.

Criteria		Performance Measure	Ranking
Ensure Efficient Funding Plan and Implementation		Provide for a program that is affordable with forecasted revenue and can be constructed with minimal impacts to existing operations on the system.	
1	Project Phasing	Ability to deliver projects over time: 1= Excessive non-construction project phase programming 3= Moderate non-construction project phase programming 5= No non-construction project phase programming	1=Low 3=Medium 5= High
Preserve the Existing System		Invest in the rehabilitation and maintenance of the Region’s locally owned roadways	
1	Pavement Condition Index	Existing Pavement Condition Index: 1-3= Good condition, 4-6=Average condition, 7-10= Poor condition	1-10 (Ranging from 12-81 PCI value)
2	Functional Classification	Functional Classification Rating: 1= Minor Collector/Local, 3= Major Collector, 5= Minor Arterial	1=Low 3=Medium 5= High
Enhance Safety		Provide safe facilities that meet all current design standards for existing and new facilities.	
1	Improved Evacuation Routes	Evacuation Route Designation. 1= Non-evacuation route, 3= Alternate Route, 5 = Primary Evacuation Route	1=Low 3=Medium 5= High
Reduce Congestion and Improve Mobility		Provide mobility for people and goods throughout the region in a safe, affordable, and convenient manner.	
1	Average Daily Traffic	Average Daily Traffic. 1-3= Low, 4-6= Average, 7-10=High	1-10 (Ranging from 527-12,407 ADT Counts)

4. ANNUAL WORK

In order to carry out the RTP's Policies and accomplish its Objectives, they are included in the ACTC's annual **Overall Work Program** (OWP) and are typically completed through individual **Work Elements**.

- The **Overall Work Program** (OWP) is ACTC's central administrative document, which reflects the complete set of individual Work Elements that the Commission intends to undertake within a given Fiscal Year. The OWP also forms the basis for the ACTC's annual budget.
- **Work Elements** represent the ongoing programs and specific projects that ACTC has developed in order to complete its Objectives and put its Policies into action. Work Elements require a dedicated source of funding in order to provide the staff time and/or consultant support required for their completion. Work Elements may also be used as the basis for more detailed scopes of work, budgets, and schedules that are included in consultant contracts, if specialized expertise is required, or for competitive grant applications, if outside funding is needed to augment the ACTC's budget. The implementation measures discussed below provide an essential outline of the basic steps, individual actions, or particular tasks needed to carry out a Work Element. These steps can be revised or refined as needed.

Therefore, another important purpose of the Action Element is to assist the ACTC in developing its annual OWP and budget based on the work required in order to achieve RTP Objectives in a given fiscal year. In order to track the ACTC's progress over time, an annual progress report should be provided to the Commission to demonstrate what has been achieved each year. The information contained in these annual reports should also be used to update the RTP on an annual basis.

GOAL #1-PRESERVE/MAINTAIN EXISTING LOCAL STREETS AND ROADS

Objective 1: Secure sustainable long-term funding for local roadway improvement projects.

Objective 2: Prioritize the Regional Traffic Mitigation Fee (RTMF) Program funding and other funding sources, for local (shovel-ready) roadway reconstruction projects.

Timeline: Short Term (4 years)/ Long Term (20 years)

Implementation Measures:

- Update/maintain the Pavement Management database (StreetSaver) and budgeting system. Work with the cities and county to ensure their local Pavement Management Systems are updated and in order to predict the anticipated rate of deterioration and accurately identify the existing and future pavement conditions within their jurisdictions and to continue to prioritize the use of any funds available to improve said conditions.
- Update/maintain traffic count data for the cities/county as needed
- Direct RTMF funding to local road projects through regular RTMF Oversight Committee meetings.
- Bi-annually hold a 'Call for Projects' for Project Study Report (PSR) Equivalent projects on the regional project listing to be submitted into the RTIP funding cycle. Assist cities/county with the process as needed.

- Research/assist with implementation of a sales tax measure for cities/county

GOAL #2-ENCOURAGE EFFICIENCY AND COMMON-SENSE PLANNING

Objective 1: Improve the project delivery process

Objective 2: Improve training opportunities for public works staff

Timeline: Short Term(4 years)/ Long Term (20 years)

Implementation Measures:

- Continue collaborative communication through the Caltrans Quarterly Project Delivery Discussion/Executive Steering Committee meetings and enhance communication with local jurisdictions staff/ engineer consultants.
- Employ 'best practices' training program:
- Staff level continued education for pavement rater certificate program
- Pavement Management Distress Evaluation training to city/county staff
- Collaborate with State and industry experts to provide training opportunities.
- Continue collaboration by participating in meetings with Amador Transit, Westover Field's Airport Manager, as well as Amador County's General Services Administration and Airport Land Use Committee to identify any ground-access and/or transit connectivity improvements that might be warranted.
- Maximize funding by performing Multi-jurisdictional roadway maintenance contracting
- Collaborate with other local rural community agencies in various areas of work including but not limited to: alternative fuel infrastructure and better connections for transit dependent citizens.

GOAL #3-IMPROVE SAFETY/REDUCE CONGESTION

Objective 1: Improve emergency access (Evacuation Routes)

Objective 2: Encourage alternative modes of transportation (transit, bicycle/pedestrian)

Timeline: Short Term(4 years)/ Long Term (20 years)

Implementation Measures:

- Update GIS mapping
- Update the 2017 ACTC Pedestrian/Bicycle Plan
- Update the AT Short-Range, Long-Range Transit Plans, and the Coordinated Public Transit-Human Services Transportation Plan.
- Implement Ped/Bike 'Call for Projects'.
- Continue active participation with local/Caltrans BPAC meetings for opportunities on low-cost pedestrian, way-finding, and bicycle safety.

- Maintain SSTAC for continued collaboration regarding unmet transit needs within Amador County to increase ridership and enhance connectivity throughout the region, in efforts to reduce congestion and minimize greenhouse gas emissions.
- Prioritize funding to roadway projects that are on primary and secondary evacuation routes.
- Review/update 'Park and Ride' locations and 'Ridesharing' options available within the county.
- Develop low-cost strategies to enhance pedestrian, way finding and bicycle safety such as "Share the Road" driver and bicycle awareness projects.

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FINANCIAL ELEMENT

1. INTRODUCTION

The Financial Element is fundamental to development of the RTP because it identifies the foreseeable funding constraints and opportunities that will likely affect its implementation over a 20-year horizon. As such, the information contained in the Financial Element is used to help prioritize the investment of local, regional, state, and federal transportation funding to help the region meet its various transportation challenges. Therefore, the Financial Element also provides a summary of the costs, revenues, and shortfalls anticipated for each mode of transportation. As required by the California Transportation Commission's 2017 Regional Transportation Plan Guidelines, these financial figures must include the cost of both on-going operations and routine maintenance of the existing transportation system, as well as the cost of planned improvements across all modes of transportation, including the RTP's prioritized list of regional roadway projects. The figures contained in the Financial Element must also include projections of funding that is "reasonably available" in order to carry out this maintenance and implement these improvements. By comparing estimated costs with projected revenues, the information contained in the Financial Element helps identify the total funding deficits facing the entire Regional Transportation System.

In order to help address these shortfalls, the Financial Element also includes various financial strategies that could be used to help increase the efficiency of the Region's existing funding, as well as to help acquire additional revenues to the greatest extent feasible.

Based on this summary, the Financial Element is organized into the four Sections listed below.

- Revenue projections from various sources that are reasonably available to implement the RTP's Tier I regional roadway improvements.
- A "financially-constrained" or "funded" and prioritized list of regional roadway improvements (Tier 1)
- A summary of the estimated costs, projected revenues, and the anticipated shortfalls facing the entire Regional Transportation System.
- A list of financial strategies needed to help fund these needs to the greatest extent feasible.

2. FUNDING OPPORTUNITIES AND PROJECTED REVENUES

Planning guidance provided by the Federal Highway Administration (FHWA) defines "fiscal-constraint" as demonstrating that sufficient financial resources are reasonably available, or foreseeably assured, to

implement an RTP's planned improvements. Projects that could be funded within reasonably available revenues are included in an RTP's fiscally-constrained list of Tier I-(Funded) improvements. Historically, revenues acquired by the Region have been significantly lower than projected. The Tier I list included in the 2024 RTP has been modified pursuant to newly-adopted Goals and Policies to and now include only "shovel ready" pavement improvement projects in an effort to address the state of the region's heavily deteriorating roadways and return them to a state of good repair. As a result of the decreased revenue projections and the increasing costs of construction, the RTP Update finds that only the Tier 1 regional roadway projects may be funded within the next 20 years unless new sources of funding are realized. The projects contained in the Tier II list also include "shovel ready" pavement improvement projects in addition to other regional roadway improvement projects, but with no funding expectation for the 20-year period. The Tier III list contains projects that are regionally significant, but are located on the State Highway System. These projects are included as 'candidate' projects, but as Caltrans responsibility for funding from the State Highway Operations and Protection Program (SHOPP). While the majority of RTP projects will be funded utilizing reoccurring funding sources it is possible that new sources of funding could be made available to complete additional projects from the Tier II and Tier III listings, if supported by the public and implementing agencies.

Four (4) funding sources are specifically the responsibility of the ACTC to program toward regional roadway improvements as described below.

- **State Transportation Improvement Program (STIP)/Regional Improvement Program (RIP) Shares:**

The STIP is the ACTC's single largest source of reliable transportation funding. The STIP is a 5-year funding program that is updated in 2-year cycles based on a "Fund Estimate" developed by the California Transportation Commission (CTC). These funds originate from the State Excise Tax on gasoline and are distributed to each county based on a population/state highway lane-mile formula. This Fund Estimate identifies the state's total available "programming capacity" -the amount of transportation revenue that is available state-wide to support a variety of transportation projects. After distribution to Caltrans SHOPP program, Seventy-five percent (75%) of the remaining funds from the State Highway Account are apportioned to the regions by formula. These Regional Improvement Program (RIP) funds are available to counties for programming to projects that each region nominates through their Regional Transportation Improvement Programs (RTIP), based on priorities established in their individual RTPs. In the most recent 2-year cycle, the California Transportation Commission (CTC) estimates that approximately \$600k/year will be apportioned to the Amador region. Over the 20-year RTP horizon, given that conservative projection, staff estimates that \$12 million will be available for programming to projects. The remaining twenty-five percent (25%) of the funds available are provided to Caltrans in the form of the Interregional Transportation Improvement Program (ITIP). The California Department of Transportation (Caltrans) develops the ITIP to fund projects that connect metro areas or cross regional boundaries. Based on the priorities established in the state's Interregional Transportation Strategic Plan (ITSP). In order to finalize and adopt the STIP in each 2-year cycle, the CTC must balance the funding requested by each region and Caltrans within the total amount of funds available in the 5-year Fund Estimate.

- **Regional Surface Transportation Program (RSTP):** These funds are made available directly to the Amador region by way of a federal block grant to the State of California. The funds are distributed based on population. The Amador region receives approximately \$500k annually. Over 20-years, \$10 million in RSTP funds should be available for programming toward projects.
- **Local Transportation Fund (LTF):** LTF funds originate through the Transportation Development Act that returns ¼ cent of the state sales tax to counties, primarily to fund public transit. Following the Unmet Transit Needs process, some of these revenues are available to local jurisdictions to be spent on ‘streets and roads’ purposes; annually, approximately \$250k has been available for this use. Over 20 years, this LTF revenue should total \$5 million.
- **Regional Traffic Mitigation Fee (RTMF) Program:** In the last RTP cycle, \$12 million was estimated to be available for programming to projects. While the actual revenues are dependent upon local jurisdiction development activity, this estimate should be relevant for this 20-year RTP Update cycle.

Additional Funding Sources may include:

- **Congestion Mitigation and Air Quality (CMAQ)**
CMAQ funds are specifically directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for formal nonattainment areas that are now in compliance (maintenance areas).
- **Highway Safety Improvement Program (HSIP)**
The HSIP was created to fund improvements to public roadways and pedestrian or bicycle facilities with high accident rates or other safety concerns. This federal funding is awarded by Caltrans through a cyclical, competitive selection process.
- **Highway Bridge Program (HBP)**
The intent of HBP funds is to rehabilitate or replace bridges that are functionally obsolete or are unsafe because of structural deficiencies or physical deterioration. This federal funding is awarded by Caltrans through a continuous, competitive selection process. Based on past success and the rate at which the cities and county are able to complete their current bridge projects, it is assumed that the Region could acquire up to \$2.4 million of additional HBP funds over the next 20-years. This sum is included within the total amount shown under the column labeled “Other Source” on Table 5.
- **Active Transportation Program (ATP)**
The Active Transportation Program was created by Senate Bill 99 to encourage use of active modes of transportation, such as walking and biking. The goals of the ATP include, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals,

enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. In 2017, the Legislature passed and the Governor signed Senate Bill (SB) 1, the Road Repair and Accountability Act. SB-1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP.

- **State Highway Operations and Protection Program (SHOPP) / Minor Program**

The SHOPP and Minor programs are Caltrans' largest sources of funding for ongoing maintenance and construction of small-scale safety and operational improvements on the State Highway System. SHOPP funding is typically awarded for projects that are nominated by each of Caltrans' twelve Districts for various maintenance, safety, and operational improvements within their areas. The selection of these projects is generally guided through a state-wide competition based on the priorities established in a 10-year planning document that emphasizes factors such as deteriorating pavement conditions, rising accident rates, or increasing congestion. These projects are included in the statewide program of SHOPP projects that is adopted by Caltrans every 2 years. Funding from the Minor program is typically divided among each District annually based on factors such as lane-miles, population, etc. The allocation of these funds within the District is discretionary, meaning that each Caltrans District Director has the authority to establish reasonable criteria to award these funds for projects that address problems within their District.

Given the principle of fiscal-constraint, the projections shown above were developed based on the best information available.

- The historic level of transportation funding that has been directly provided to the ACTC through various "formula" programs. These existing sources provide the most reliable form of funding available to the Region.
- The degree to which the ACTC and its partners have been successful in acquiring competitive grant funding in the past. While not as reliable as formula funds, state and federal competitive grants comprise a significant source of funding for the cities, County, and ACTC. Therefore, the Region's past success helps set realistic expectations for funds that are not guaranteed and take a concerted effort to acquire.
- The timeframe it has historically taken the cities and county to complete their projects. This "delivery rate" affects an agency's ability to seek additional funding for new projects.
- Emerging trends and recent changes affecting the availability of various transportation funds, as identified through multiple sources. This information helps with the development of realistic projections for funding sources that are influenced by numerous factors that are outside of the Region's control.

It is important to note that all cost estimates and revenue projections shown in the RTP include the estimated impact of inflation to the year of expected expenditure, or the year in which the funds are needed. This is important because providing financial projections in the year of expenditure could reveal that revenue growth may be insufficient over time to address the impact of inflation on the cost of construction. If so, additional sources of revenues may be needed, or planned improvements may need to be scaled back, delayed, or removed from the Tier I list in order to bring planned costs in line with expected revenues.

The financial projections discussed below are intended to help ensure that the cost and revenue figures shown on the “bottom-line” of the Tier I list are consistent, such that the total cost of all Tier I projects matches the total amount of revenues that are projected to be available from existing sources. This allows the amount of projected revenues to act as a ‘control-total’ to govern how many regional roadway projects can realistically be completed within the RTP’s 20-year horizon. Using this principle, the cities, county, and ACTC could amend projects to the Tier I list as long as any changes fit within total amount of funds available.

Revenue projections, including but not limited to the programs discussed below, indicate that approximately \$39 million in funding is expected to be available from a combination of all reasonably foreseeable sources in order to construct the RTP’s list of Tier I regional roadway projects over the next 20 years. However, if the current funding programs described are changed or eliminated, or if additional funding programs are created in the future, then the Financial Element will be amended accordingly. For this reason, the Financial Element should be considered a ‘living document’ that is adjusted on a regular basis in order to reflect any changes to costs, revenues, and funding commitments as new information or direction becomes available.

3. LIST OF REGIONAL ROADWAY IMPROVEMENTS

As previously discussed, the Financial Element contains a prioritized list of “financially-constrained” regional roadway improvements that are organized into the following categories based on projected funding availability: Tier I, Tier II, and Tier III. This list represents the RTP’s Capital Improvement Program containing the cities and county’s regionally significant roadway projects prioritized for funding through the ACTC (see Table 5. *2024 Amador County RTP Regional and State Highway Project Listing Tiers*). Additional local road improvements proposed by the cities and County are contained in Appendix H.

To avoid redundant duplication of information, this list does not include improvements to other modes of transportation that are identified in parallel transportation planning documents such as the Transit Development Plan, Long Range Transit Development Plan, Amador Countywide Pedestrian and Bicycle Transportation Plan, Westover Field Airport Master Plan, and Coordinated Public Transit Human-Services Transportation Plan. Each of those planning documents has its own list of planned improvements, as well as cost estimates, revenue projections, and funding strategies that are identified to meet the Region’s transit, pedestrian/ bicycle, and aviation needs. Any of these projects can be advanced by responsible

jurisdictions or agencies as an amendment request for inclusion to the Tier I and become eligible for funding from the ACTC.

The Amador Countywide Pedestrian and Bicycle Transportation Plan includes project proposals from local jurisdictions that can be incorporated with the scope and cost of planned roadway projects where feasible and cost effective. This strategy can assist cities and Amador County demonstrate implementation of their adopted Americans with Disability Act Transition Plan and address Caltrans' ADA compliance standards, as required by the law. It also helps the ACTC, cities, and county to maximize the effectiveness of the Region's limited transportation funding by reducing administrative and project development costs that would be required if these pedestrian and bicycle projects were delivered separately.

As described in the Policy Element, all of these improvements have been prioritized using the RTP's Evaluation Criteria and changes directed by the Commission at its RTP Workshops held on March 20, 2023 and April 12, 2023 (see Appendix F). Also as discussed in the Policy Element, the ACTC and its partners intend to implement these projects in Priority Order based on performance criteria need while maintaining the flexibility needed to take advantage of various funding opportunities. This financially-constrained approach provides the ACTC, cities, county, and Caltrans with strategic guidance on desired investments for the purpose of advance coordination, potential partnering, and leveraging funds to the greatest extent feasible. This framework also provides the ability to objectively revisit estimated costs, projected revenues, project priorities, and the Commission's funding commitments on an annual basis in order to reflect new information or changing conditions without deviating from the RTP's established Goals and Policies.

In order to separate these costs into short-term and long-term timeframes, several factors were considered, such as: priority and funding opportunity, as well as the amount of time it typically takes to complete different kinds of improvements. For example, since complex projects that require in-depth environmental analysis, right of way acquisition, or coordination between multiple parties normally take longer to deliver than simple projects with fewer requirements, these projects received low scores based on the approved criteria and are included in the Tier II (unfunded) project list.

Brief project descriptions were identified and submitted for each improvement by local jurisdictions. Preliminary cost estimates for these improvements were developed with the best information available based on the project scope for each improvement. The submittals responded to the newly-adopted Goals and Policies approved for the 2024 RTP Update.

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Table 5. Amador County Regional and State Highway Project Listing Tiers

Rank	Location	Project Location	Description	Time Frame ¹	2024 Cost Estimate (1,000s)	Revenue(1,000s)					Other Source (HBP, HSIP, STP, CM AQ, RSTP)
						RIP	LTF	RSTP	RTMF	Sales Tax Measure	
Previously Programmed Projects											
N/A	County	SR 88/Pine Grove Corridor Improvement Project	Safety Improvements	(+3 year)	\$8.300	x		x	x		RIP, STP, CM AQ, RSTP
N/A	County	Fiddletown Road Bridge	Bridge replacement	(+3 year)	\$2.480						HBP
N/A	County	Old Amador Road Bridge	Bridge replacement	(+3 year)	\$2.126						HBP
N/A	County	Bell Road Bridge	Bridge replacement	(+3 year)	\$1.908						HBP
N/A	County	Carbondale Road Bridge	Bridge replacement	(+3 year)	\$3.758						HBP
N/A	Jackson	French Bar Road Bridge	Bridge replacement	(1 year)	\$4.625						HBP
N/A	Jackson	South Avenue Bridge	Bridge replacement	(+3 year)	\$3.093						HBP
N/A	Jackson	HSIP Lighting Project	SR 88/49 Corridor	(+3 year)	\$0.199						HSIP
Tier I- Regional Projects (Funded)											
N/A	Sutter Creek	Eureka Road-Sutter Hill Road to Old Ridge Road	Asphalt concrete overlay	(+3 year)	\$0.405			X	**		
N/A	County-80	Buena Vista Road (from County Line to Camanche Parkway North)	Minor pavement repairs, culverts, mill and overlay	(+3 year)	\$1.147	X			**		
N/A	County-9	Shake Ridge Road (from Ponderosa Way to Cad Clara Way)	Minor pavement repairs, culverts, mill and overlay	(+3 year)	\$0.836	X			**		
N/A	County-9	Shake Ridge Road (from Cad Clara Way to Fiddletown Road)	Minor pavement repairs, culverts, mill and overlay	(+3 year)	\$0.690	X			**		
N/A	County-52	Fiddletown Road (from PM 6.2 to Hale Road)	Reconstruction	(+3 year)	\$0.848	X			**		
1	County-22	Ridge Road (from Running Gold Road to City Limits)	Minor pavement repairs, culverts, mill and overlay	(+ 5 year)	\$0.742	\$0.742			**		
2	Sutter Creek	* Old SR 49/Main St.-SR 49 to Church St.	Asphalt concrete overlay	(+ 5 year)	\$3.000			\$3.000	**		
3	County-22	Ridge Road (from Ridge View Drive to Ridge Frontage Road (West))	Minor pavement repairs, culverts, mill and overlay	(+ 5 year)	\$0.792	\$0.792			**		
4	County-30	Argonaut Lane	Minor pavement repairs, culverts, mill and overlay	(+ 5 year)	\$0.174	\$0.174			**		
5	County-22	Ridge Road (from Ridge Frontage Road (West) to Running Gold Road)	Minor pavement repairs, culverts, mill and overlay	(+ 5 year)	\$0.605	\$0.605			**		
6	County-22	Ridge Road (from Climax Road to Ridge View Drive)	Minor pavement repairs, culverts, mill and overlay	(+ 5 year)	\$0.638	\$0.638			**		
7	Sutter Creek	Main Street/Hanford Street-field to north city limits	Asphalt concrete overlay	(+ 5 year)	\$2.500			\$2.500	**		
8	County-80	Buena Vista Road (from Stony Creek Road to Waters Ranch)	Minor pavement repairs, culverts, mill and overlay	(+10 year)	\$0.935	\$0.935			**		
9	Amador City *	Main Street Paving	pavement rehab., signing, and striping	(+10 year)	\$1.077			\$1.077	**		
10	County-22	Ridge Road (from SR 88 to Climax Road)	Reconstruction	(+10 year)	\$2.156	\$2.156			**		
12	County-52	Fiddletown Road (from Hale Road to Brockman Mill Road)	Reconstruction	(+10 year)	\$2.300	\$2.300			**		
13	County-9	Shake Ridge Road (from Buckeye Drive to Bottimore Court)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.566	\$0.566			**		
14	County-55	Shenandoah Road (Plymouth City Limits to PM 0.75)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.413	\$0.413			**		
15	County-258	Camanche Parkway North (from Lakeview Drive (west) to Curran Road)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.671	\$0.671			**		
16	County-20	Jackson Gate Road	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.523	\$0.523			**		
17	County-48 *	Old Highway 49 (from Sutter Creek City Limits to Amador City City Limits (E))	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.479	\$0.479			**		
18	County-48 *	Old Highway 49 (from Amador City City Limits (W) to HWY 49)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.330	\$0.330			**		
19	County-9	Shake Ridge Road (from Oneto Road (east) to Quartz Mountain Road East)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.748	\$0.748			**		
20	County-9	Shake Ridge Road (from Quartz Mountain Road East to Stage Drive)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.682			\$0.682	**		
21	County-9	Shake Ridge Road (from Ponderosa Annex to Buckeye Drive)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.825			\$0.825	**		
22	County-9	Shake Ridge Road (from Fernridge Road to Wondering Hill Drive)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.677			\$0.677	**		
23	County-9	Shake Ridge Road (from Wondering Hill Drive to SR 88)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$0.754			\$0.754	**		
24	County-258	Camanche Parkway North (from Curran Road to Coal Mine Road)	Minor pavement repairs, culverts, mill and overlay	(+15 year)	\$1.018		\$1.018		**		
25	County-55	Shenandoah Road (from PM 8.0 to El Dorado County Line)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.594		\$0.594		**		
26	County-9	Shake Ridge Road (from City Limits to Pine Gulch Road)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.401		\$0.401		**		
27	County-9	Shake Ridge Road (from Fiddletown Road to Wagon Wheel Drive)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.776		\$0.776		**		
28	County-80	Buena Vista Road (from Camanche Parkway North to Stony Creek Road)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.638		\$0.638		**		
29	County-258	Camanche Parkway North (from Coal Mine Road to Buena Vista Road)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$1.513		\$1.513		**		
30	County-55	Shenandoah Road (from Ostrum Road to PM 8.0)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.776				**		
31	County-80	Buena Vista Road (from SR 88 to SR 124)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.640				**		
32	County-52	Fiddletown Road (from PM 3.0 to Quartz Mountain Road North)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$1.034				**		
33	County-52	Fiddletown Road (from Brockman Mill Road to Ponderosa Drive)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.709				**		

~~Strikethrough~~—Projects were approved for programming through 2024 RTIP/RSTP

* Received relinquishment funding for this section ** TBD by RTMF OC *** TBD by Caltrans

Table 5. Amador County Regional and State Highway Project Listing Tiers

34	County-9	Shake Ridge Road (from Pine Gulch Road to Oneto Road (east))	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.924					**		
35	County-9	Shake Ridge Road (from Stage Drive to Ponderosa Annex)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$1.028					**		
36	County-9	Shake Ridge Road (from Bottimore Court to Ponderosa Way)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.924					**		
37	County-9	Shake Ridge Road (from Wagon Wheel Drive to Fernridge Road)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.996					**		
38	County-1	New York Ranch Road Corridor: (from City Limits to PM 1.5)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.825					**		
39	County-55	Shenandoah Road (from Steiner Road (W) to Ostrum Road)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$1.177					**		
40	County-74	Michigan Bar Road (from County Line to Carbondale Road)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.847					**		
41	Sutter Creek	Gopher Flat Road- Main Street to city limits	Asphalt concrete overlay	(15-20 year)	\$2.500					**		
42	County-52	Fiddletown Road (from Quartz Mountain Road North to PM 6.2)	Minor pavement repairs, culverts, mill and overlay	(15-20 year)	\$0.726					**		
						\$39.629	\$12.071	\$4.939	\$9.514	\$12.000	\$0.000	
					TIER I TOTAL:	\$39.629						

Tier II- Regional Projects (Unfunded)												
43	County-90	Camanche Road (from Reservoir Entrance to Reservation Road)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$1.199							
44	County-258	Camanche Parkway North (from PM 1.5 to Lakeview Drive (west))	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$0.825							
45	County-2	Climax Road (from Chase Road to SR 88)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$1.001							
46	County-52	Fiddletown Road (from Shenandoah Road to PM 3.0)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$1.650							
47	County-1	New York Ranch Road Corridor:(from PM 1.5 to Coventry Court)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$0.605							
48	Sutter Creek	Sutter Hill Road- Eureka Road to Old Ridge Road	Asphalt concrete overlay	(+20 year)	\$0.405							
49	Sutter Creek	Sutter lone Road- SR 49 to Hanford Street	Asphalt concrete overlay	(+20 year)	\$1.500							
50	County-55	Shenandoah Road- (from PM 0.75 to Steiner Road (W))	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$2.035							
51	Plymouth	Shenandoah Road- from Roundabout to city limits	Asphalt concrete overlay	(+20 year)	\$1.300							
52	County-16	Tabeaud Road (from PM 4.72 to HWY 88)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$1.100							
53	County-74	Michigan Bar Road (form Carbondale Road to SR 104)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$0.902							
54	County-1	New York Ranch Road Corridor:(from Coventry Court to Ridge Road)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$0.347							
55	Ione	S. Sacramento from Market to Jackson	HMA Overlay (279' x16')	(+20 year)	\$0.118							
56	Sutter Creek	Sutter Hill Road- Main St. to Eureka Road	Asphalt concrete overlay	(+20 year)	\$0.810							
57	County-90	Camanche Road (from Reservation Road to Jackson Valley Road)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$1.161							
58	County-258	Camanche Parkway North (from County Line to PM 1.5)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$0.825							
59	Sutter Creek	Bryson Drive-Old SR 49 to Sutter Hill Road	Asphalt concrete overlay	(+20 year)	\$1.200							
60	County-2	Climax Road (from Ridge Road to Chase Road)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$0.660							
61	County-52	Fiddletown Road (from Ponderosa Drive to Shake Ridge Road)	Minor pavement repairs, culverts, mill and overlay	(+20 year)	\$2.398							
62	Sutter Creek	Church Street- Main St. to city limits	Asphalt concrete overlay	(+20 year)	\$0.675							
63	Plymouth	Main Street- from Roundabout to city limits	Asphalt concrete overlay	(+20 year)	\$0.400							
64	Plymouth	Old Sacramento Road-City limits to Latrobe Road	Asphalt concrete overlay	(+20 year)	\$7.000							
65	Jackson	Sutter St Extension A.	Connect Sutter Street to Hoffman	(+20 year)	\$6.214							
66	Jackson	Sutter St Extension B. Hoffman from Sutter Street to Argonaut	Improve to Collector Standards	(+20 year)	\$3.346							
67	Jackson	China Grave Yard Rd.	Widen shoulders, drainage, shoulders, safety signage, overlay	(+20 year)	\$0.380							
68	Jackson	Jackson Gate Rd.	Widen shoulders, resurface, etc.	(+20 year)	\$0.960							
69	Jackson	Jackson Local Collector	Construct local collector from SR 49/88 to SR 88	(+20 year)	\$18.170							

Table 5. Amador County Regional and State Highway Project Listing Tiers

70	Jackson	North Main St.; Jackson Gate Rd. to Sr 49	widen shoulder & add sidewalks	(+20 year)	\$1.200							
71	Jackson	Broadway; Clinton to SR 49	Add traffic calming, NEV/bike lanes, sidewalks, ped crossing	(+20 year)	\$1.430							
72	Jackson	New York Ranch Rd.; Court St. to China Grave Yard	add bike lanes and sidewalks	(+20 year)	\$3.350							
73	Martell	Sierra Pacific Drive	Construct internal connector for Martell business park	(+20 year)	\$3.110							
74	County	Wicklow Way Extension: B.Wicklow Way to Stony Creek	Contruct Collector w/New Development	(+20 year)	\$5.020							
75	County	Wicklow Way Extension: C. Stony Creek from Argonaut to Wicklow	Improve to Collector Standards	(+20 year)	\$3.110							
76	County	Latrobe Road-various locations	Widen roadways and shoulders	(+20 year)	\$0.810							
77	County	Latrobe Road @ Lorentz	Curve correction, widen shoulders, overlay	(+20 year)	\$0.670							
78	County-63	Latrobe Road Corridor	Minor pavement repairs, culverts, mill and overlay, and bridge replacement	(+20 year)	\$3.820							
79	County	Shenandoah Rd. @ Bell Rd./PM 3.80	Improve shoulders/drainage, pavement rehab	(+20 year)	\$1.550							
80	County	Fiddletown Rd. @ PM 9.0	Improve shoulders/drainage, pavement rehab, curve corrections	(+20 year)	\$1.310							
81	County	New York Ranch Rd. Corridor	Improve shoulders/drainage, pavement rehab, curve corrections	(+20 year)	\$0.870							
82	County	Michigan Bar Rd. Corridor	Improve shoulders/drainage, pavement rehab, curve corrections	(+20 year)	\$0.500							
83	County	Shenandoah Rd.; various locations	Widen shoulders, improve drainage, overlay	(+20 year)	\$1.120							
84	County	Fiddletown Rd. @ PM 6.45	Improve shoulders, pavement rehab, curve correction	(+20 year)	\$0.450							
85	County	New York Ranch Rd. @ PM 1.81	Improve shoulders, and rehab pavement	(+20 year)	\$0.860							
86	County	Ridge Rd./Running Gold	WB receiving pockets,left turn pocket, accel lane	(+20 year)	\$0.960							
87	County	Jackson Valley Rd. @ Boring Rd.	Improve shoulders, drainage, rehab pavement	(+20 year)	\$0.540							
88	County	Climax Rd.	Improve shoulders/drainage, rehab pavement, curve correction	(+20 year)	\$0.890							
89	County	Buena Vista @ Jackson Valley Rd.	Improve shoulders/drainage, rehab pavement	(+20 year)	\$0.280							
90	County	Shake Ridge Rd. corridor	Widne shoulders, drainage, crack seal	(+20 year)	\$1.010							
91	County	N.Y. Ranch Rd.; Ridge Rd. to Bingo Way	Widen shoulders, safety signage	(+20 year)	\$0.600							
92	County	Ridge Rd./Climax Rd.	Realign intersection and revise stop control	(+20 year)	\$0.780							
93	County	Climax Rd. to Ponderosa Way	Widen shoulders and improve drainage	(+20 year)	\$0.420							
94	County	Ponderosa Way to SR 88	Improve drainage, add sidewalks, safety signage	(+20 year)	\$0.510							
95	County	Sutter lone Rd.	Roadway rehabilitation	(+20 year)	\$3.350							
96	County	Camanche Rd. South of Jackson Valley Rd.	reconstruction	(+20 year)	\$15.300							
97	County	Climax Rd.; Ridge Rd. to SR 88	reconstruction	(+20 year)	\$16.130							
98	County	Jackson Valley Rd.; Buena Vista to SR 88	reconstruction	(+20 year)	\$3.110							
99	County	Ridge Rd.; New York Ranch Rd. to Climax Rd.	reconstruction	(+20 year)	\$8.960							
100	County	Michigan Bar Rd.	Improve 3 RR crossings	(+20 year)	\$1.550							
101	County	Ridge Rd.; Sutter Creek city limits to New York Ranch Rd.	reconstruction	(+20 year)	\$44.340							
102	County	Ridge Rd.; Climax Rd. to SR 88	reconstruction	(+20 year)	\$27.130							
103	County	Shenandoah Rd.; Norht of Fiddletown to El Dorado Co. Line	reconstruction	(+20 year)	\$27.730							
104	Ione	Shakeley Lane	sidewalks and bike signage	(+20 year)	\$0.660							
105	Ione	West Marlette	Bicycle and pedestrian improvements	(+20 year)	\$0.600							
106	Sutter Creek	Ridge Rd.; Sutter Hill Rd. to Old Ridge Rd.	widen shoudlers and rehab pavement	(+20 year)	\$0.420							
107	Sutter Creek	Ridge Rd./ Old Ridge Rd.	intersection improvements	(+20 year)	\$0.540							
108	Sutter Creek	Old Ridge Rd./Eureka Rd.	intersection improvements	(+20 year)	\$0.090							
109	Sutter Creek	Eureka Rd./Sutter Hill Rd.	intersection improvements	(+20 year)	\$0.120							
					\$242.4	\$0.000	\$0.000	0	\$0.000	\$0.000	\$0.000	
TIER II TOTAL:					\$242.4				\$0.000			

Table 5. Amador County Regional and State Highway Project Listing Tiers

Tier III: Regional State Highway Operation and Protection Program (SHOPP) Candidate Projects									
Location	Project Location	Description	Time Frame ¹	2024 Cost Estimate (1,000s)	Revenue				
					STIP	SHOPP	ACTC RTMF		Other Sources ²
Plymouth	SR 49 Plymouth Corridor PA/ED	PA/ED	(+/- 20) yr	\$1.300		x	x		
Plymouth	SR 49 Plymouth Corridor A: Main St to Poplar	Intersection & multi-modal improvements	(+/- 20) yr	\$3.000		x	x		
Plymouth	SR 49 Plymouth Corridor B: Poplar to Empire	Intersection & multi-modal improvements	(+/- 20) yr	\$3.500		x	x		
Plymouth	SR 49 Plymouth Corridor C: SR 49/Empire	Intersection & multi-modal improvements	(+/- 20) yr	\$3.500		x	x		
Plymouth	SR 49 Plymouth Corridor D: SR 49/Zinfandel Rd	Intersection & multi-modal improvements	(+/- 20) yr	\$2.600		x	x		
Plymouth	SR 49 Plymouth Corridor E: Zinfandel to City Limits	Add multi-modal pathway	(+/- 20) yr	\$2.600		x	x		
Plymouth	SR 49: SR 16 to Plymouth	Widen shoulder, add bike lane & safety signage	(+/- 20) yr	\$0.340		x	x		
Jackson	SR 49/88 Jackson Corridor PA/ED	PA/ED	(+/- 20) yr	\$1.200		x	x		
Jackson	SR 49/88 Jackson Corridor PS&E	PS&E	(+/- 20) yr	\$1.400		x	x		
Jackson	SR 49/88 Jackson Corridor ROW	ROW	(+/- 20) yr	\$1.800		x	x		
Jackson	SR 49/88 Jackson Corridor A: SR 49/88 from "Jackson Local Collector" to Main St	Curb ramps & sidewalks	(+/- 20) yr	\$2.400		x	x		
Jackson	SR 49/88 Jackson Corridor B: SR 49/88 from Main St to SR 88 Intersection	Curb ramps & sidewalks, crosswalks	(+/- 20) yr	\$6.700		x	x		
Jackson	SR 49/88 Jackson Corridor C: SR 49/88 Intersection	Widen bridge & add left turn pockets, improve ped crossing	(+/- 20) yr	\$6.400		x	x		
Jackson	SR 49/88 Jackson Corridor D: SR 49 from SR 88 to Clinton Rd & from South Ave. Bridge to French Bar	Add SB lane & sidewalk from French Bar to Clinton	(+/- 20) yr	\$3.600		x	x		
Jackson	SR 49/88 Jackson Corridor E: SR 49/So. Broadway	Realign & signalize intersection	(+/- 20) yr	\$2.400		x	x		
Jackson	SR 49/88 Jackson Corridor F: SR 88 from Broadway to Court Street	Curb ramps, sidewalks, ped crossing, signalize SR 88 / Mission and SR 88/Court Intersection	(+/- 20) yr	\$7.200		x	x		
Jackson	SR 49/88: Argonaut to Vogan Toll Rd	Widen shoulders	(+/- 20) yr	\$1.200		x	x		
lone	SR 104 / Golf Links Dr	Intersection Improvements	(+/- 20) yr	\$1.500		x	x		
lone	WIRIS A	Construct collector w/ new development	(+/- 20) yr	\$6.900		x	x		
lone	WIRIS B	Construct Collector w/ new development	(+/- 20) yr	\$6.000		x	x		
lone	WIRIS C	Upgrade to Collector standard	(+/- 20) yr	\$0.722		x	x		
lone	WIRIS D	Upgrade to Collector standard (bridge)	(+/- 20) yr	\$0.629		x	x		
lone	WIRIS E	Upgrade to Collector standard	(+/- 20) yr	\$2.700		x	x		
lone	WIRIS F	Construct Bypass	(+/- 20) yr	\$8.100		x	x		
lone	WIRIS G	Construct Bypass	(+/- 20) yr	\$22.300		x	x		
lone	WIRIS H	Construct Bypass	(+/- 20) yr	\$11.000		x	x		
lone	WIRIS I	Construct Bypass	(+/- 20) yr	\$46.000		x	x		
lone	SR 104 @ PM 5.82	WB turn lane	(+/- 20) yr	\$1.200		x	x		
lone	SR 104: E.Main to Elementary School	Sidewalks, bike lanes, school access & safety	(+/- 20) yr	\$0.350		x	x		
lone	SR 104: Michigan Bar to Foothill Blvd	Minor Improvements	(+/- 20) yr	\$15.000		x	x		
County	SR 104 / Michigan Bar	Intersection Improvements	(+/- 20) yr	\$0.149		x	x		
lone	SR 104: Shakely Ln to Sutter Ln	Sidewalks and bike signage	(+/- 20) yr	\$0.250		x	x		
lone	SR 124 / Howard Park / lone Parkway Dr	Turn pockets and intersection improvements	(+/- 20) yr	\$1.500		x	x		
lone	SR 124: E. Main St to Howard Park	Complete sidewalks and pedestrian crossings	(+/- 20) yr	\$0.175		x	x		
lone	SR 124: E. Main St to Sutter lone Rd	Major improvements	(+/- 20) yr	\$21.000		x	x		
lone	SR 124/104/Preston Avenue/Shakeley Lane	Intersection improvements	(+/- 20) yr	**		x	x		
Sutter Creek	SR 104/Prospect Dr./Bowers Dr	Signalize intersection	(+/- 20) yr	\$1.600		x	x		
County	SR 26 / Bobbie Ln	Intersection Improvements	(+/- 20) yr	\$0.090		x	x		
County	SR 88/Pine Grove Improvements B: SR 88 from Climax Rd to Berry St	Realign SR 88 Climax Rd intersection, add receiving pocket, Ridge rd in imps, add ED	(+/- 20) yr	\$14.200		x	x		
County	SR 88/Pine Grove Improvements C: SR 88 from Hilltop to Tabaud Rd	Signalize intersection	(+/- 20) yr	\$8.200		x	x		
County	SR 88 Pine Grove A. SR 88 Berry St. to Hilltop Rd.	Rehabilitation and widening of SR 88, signalize intersections, ped crossing, revise school access, add sidewalks	(+/- 20) yr	\$10.800		x	x		
County	Wicklow Way Extension A: SR 88/Wicklow Way	Align intersection w/ Sierra Pacific Dr. & signalize	(+/- 20) yr	\$4.000		x	x		
County	SR 104: SR 88 to SR 49	Widen	(+/- 20) yr	\$4.200		x	x		

Table 5. Amador County Regional and State Highway Project Listing Tiers

County	SR 16/Latrobe Rd	Add WB right turn lane & EB receiving pocket	(+/- 20) yr	\$0.750			x	x		
County	SR 16/SR 124	Intersection Improvements	(+/- 20) yr	\$1.400			x	x		
County	SR 49/88/Argonaut Lane Intersection	Realign & signalize intersection	(+/- 20) yr	\$3.000			x	x		
County	SR 49 / Bell Rd	Curve correction, widen shoulders, intersection imps	(+/- 20) yr	\$0.281			x	x		
County	SR 49/Martell Rd./Jackson Gate	Add left turn lane and sidewalks	(+/- 20) yr	\$0.875			x	x		
County	SR 49/SR 104/Ridge Rd	Add right turn lanes & add sidewalks to Sutter Hill Rd	(+/- 20) yr	\$1.800			x	x		
County	SR 49: SR 16 to Drytown	Widen shoulders, improve ped crossing, safety signage	(+/- 20) yr	\$0.250			x	x		
County	SR 88/Aqueduct Rd	Intersection improvements	(+/- 20) yr	\$0.700			x	x		
County	SR 88/Buckhorn Ridge Rd	Widen EB shoulder, correct sight distance	(+/- 20) yr	\$0.300			x	x		
County	SR 88/Buena Vista Rd	Intersection Improvements	(+/- 20) yr	\$1.500			x	x		
County	SR 88 / Clinton Rd	Intersection Improvements	(+/- 20) yr	\$0.642			x	x		
County	SR 88/Jackson Valley Rd. (E)	Signalize intersection	(+/- 20) yr	\$1.500			x	x		
County	SR 88 / Pioneer Cr. Rd	Intersection Improvements	(+/- 20) yr	\$0.149			x	x		
County	SR 88 / Raven Rd	Intersection Improvements	(+/- 20) yr	\$0.149			x	x		
County	SR 88/SR 124	Intersection Improvements	(+/- 20) yr	\$0.150			x	x		
County	SR 88/SR 26	Intersection Improvements	(+/- 20) yr	\$0.350			x	x		
County	SR 88 / Silver Drive	Intersection Improvements	(+/- 20) yr	\$0.149			x	x		
County	SR 88/Sugar Pine Dr	Correct sight distance	(+/- 20) yr	\$0.600			x	x		
County	SR 88/Taves Rd	Add WB left turn pocket	(+/- 20) yr	\$0.650			x	x		
County	SR 88/Tiger Creek Rd	Intersection Improvements	(+/- 20) yr	\$0.500			x	x		
County	SR 88/Toyon Rd	Add WB left turn pocket	(+/- 20) yr	\$0.600			x	x		
County	SR 88; Columbia Dr. to Antelope Dr	Nob Hill curve correction	(+/- 20) yr	\$2.500			x	x		
County	SR 88; SR 104 to Wicklow Way	Widen	(+/- 20) yr	\$4.600			x	x		
County	SR 88; Wicklow Way to SR 49	Widen	(+/- 20) yr	\$2.800			x	x		
County	SR 88/Jackson Valley Rd. (W)	Signalize intersection	(+/- 20) yr	\$1.500			x	x		
County	SR 88/Omo Ranch Rd.	Intersection Improvements	(+/- 20) yr	\$0.250			x	x		
County	SR 88/Molano Rd.	Add EB left turn pocket	(+/- 20) yr	\$0.650			x	x		
County	SR 88/Martell Cutoff	Signalize intersection, access control, safety improvements	(+/- 20) yr	\$1.500			x	x		
County	SR 88 / Inspiration Drive	Add left turn pocket	(+/- 20) yr	**			x	x		
		State Highway SHOPP Candidate Total		\$268.391						

4. SUMMARY OF COSTS, REVENUES, AND SHORTFALLS

In order to help identify the total funding shortfalls facing the entire Regional Transportation System, the CTC's 2017 Regional Transportation Plan Guidelines require that the RTP include a summary of the costs needed and revenues available to maintain and improve all aspects of the Regional Transportation System. This includes the regional roadway improvements shown in the Tier I and Tier II project listings, as well as the figures associated with other modes of transportation, as derived from parallel transportation planning documents such as the Transit Development Plan, Long Range Transit Development Plan, Amador Countywide Pedestrian and Bicycle Transportation Plan, Westover Field Airport Master Plan, etc.

The purpose of this section of the Financial Element is to identify the funding shortfalls anticipated across all modes of transportation based on the best cost and revenue information available. It is important to note that the methodologies, level of detail, and degree of accuracy varies among the different sources cited. For example, transit costs have been purposefully constrained to the "Maintain Existing Service Quality" alternative identified in the 2013 Long Range Transit Development Plan in order to fit within forecast revenues. Conversely, the costs associated with local road rehabilitation projects have been updated through recent submittals by local jurisdictions for inclusion to this 2024 RTP Update. . For projects not submitted recently and for any changes in project prioritization, , it is recommended that the ACTC review the information contained within the Financial Element on an annual basis, in order to reflect changing conditions, revised estimates, or any new information that might become available over time.

The Policy of updating the RTP annually is particularly important for improving the accuracy of the Financial Element over time, because much of the information contained within it is provided by agencies other than the ACTC. Given that small rural agencies such as those in Amador County frequently have small staffing levels and competing priorities that may prevent them from regularly updating their planning documents, this policy simultaneously fulfills two purposes: A) it allows the ACTC to draw attention to important areas of the Region's transportation system where better information is desirable in order to improve accuracy and better position the Region for outside competitive funding, and; B) it allows the ACTC to incorporate any new direction or information that might become available over time.

State Highway System

Caltrans has estimated short-term (10-year) and long-term (20-year) maintenance and operational needs for the State Highway System in Amador County. These needs include pavement resurfacing, bridge rehabilitation, operational improvements, safety enhancements, shoulder widenings, and a variety of regulatory requirements such as mitigating storm-water runoff and ensuring its compliance with the ADA. As noted in Caltrans' Final 2024 Ten-Year State Highway Operations and Protection Program Plan, which covers Fiscal Years 2024/25 through 2027/28. State Highway projects identified for potential improvements to be programmed through the Caltrans SHOPP program are listed separately in Tier III.

Local Roads

Currently, local jurisdictions are facing severe deferred maintenance costs throughout the local roadway system. Despite the passage of SB 1, costs for routine, on-going roadway maintenance are far out-pacing available revenues. To address this deficit, some local jurisdictions are actively seeking additional revenue sources, including the possible enactment of local sales tax measures dedicated to roadway maintenance projects.

The 2024 RTP Tier I and Tier II project listings show the total estimated cost of implementing all of the regional roadway improvement projects that have been planned throughout the Region to be \$282 million. Of this total amount, approximately \$39 million is assumed to represent costs over the next 20 years.

As previously mentioned, approximately \$39 million in total funding is considered reasonably available from various sources in order to implement the Amador region jurisdictions' planned improvements. By comparing these projected revenues with estimated costs, The Tier II (unfunded) project listing shows that a total shortfall of approximately \$242 million is anticipated. This deficit will continue to limit the number of planned regional roadway improvements that can be constructed within 20 years until additional funding sources are created. However, two funding sources could potentially be coordinated to help meet regional roadway needs and are worth brief consideration.

Local Traffic Impact Mitigation Fees (TIM)

Similar to the RTMF program, the cities and county each have local traffic impact mitigation (TIM) fee programs that are used to construct projects that are needed to serve new development. There are 6 (six) separate local TIM programs in Amador County. Given that these funds are tied to each jurisdiction's rate of growth, it can be assumed that the mitigation fees collected will mirror the trends affecting the RTMF program. Greater coordination among jurisdictions and the ACTC RTP implementation effort may result in project delivery scope and cost efficiencies.

Developer Mitigations

In addition to the RTMF fees discussed above, new development often creates the need for improvements that would not otherwise be required by the traveling public. These improvements are typically needed to satisfy CEQA requirements that new development projects adequately mitigate their traffic impacts. They are also often needed to meet the cities and county's building and/or road improvement standards. These mitigation projects are often built directly by developers and may include regionally significant improvements such as lane-widenings, intersections, local collectors, sidewalks, etc. In addition to these developer-built improvements, the cities and county may also require new development to make other financial commitments such as frontage improvements, right of way dedications needed to accommodate

planned improvements, or “fair-share payments” needed to off-set the additional percent of traffic that they contribute to facilities that are already needed under “cumulative,” or long-term conditions.

It is difficult to determine with precision when a specific development will actually occur after its original approval and thereby when its required mitigation measures would be constructed. Also, some development projects that are approved do not get completed and their mitigation measures do not become constructed. Further, it is difficult to determine when the various “fair-share” funds collected by individual agencies will be coordinated to build projects that are shared regional responsibilities. For these reasons, the construction of traffic impact mitigation measures and related financial contribution cannot be assumed at any specific point within the RTP’s planning horizon, without guidance from city/county representatives. Therefore, the Tier I and II Listings as well as the Financial Element will be amended as further direction is provided through implementation documents such as Conditions of Approval, Developer Agreements, etc. that are adopted by each City Council and the Board of Supervisors in order to mitigate the new development that they approve.

Local Streets and Roads

As noted previously, local roadway maintenance costs are rising faster than available revenue. For routine, preventative, and deferred maintenance projects, the cities and county have identified 129 local roadway improvement projects estimated to cost over \$176 million to construct within 20 years. These local projects are not considered regionally significant and therefore ineligible for expenditure of regional funding. The projects are included as Appendix H for information.

The primary source of revenue available to meet these needs are collected by the state through gasoline and diesel sales and excise taxes that are put into the Highway User Tax Account (HUTA). These funds are redistributed by a formula directly back to the cities and counties from which they originate for local road maintenance and improvement purposes. Due to passage of SB 1 in 2017, revenues for Local Road Rehabilitation projects have increased, but still not at the level to fully fund the accrued deferred maintenance costs of the jurisdictions.

Other revenues available to the cities and county are those from various sources such as road permit fees and vehicle code fines, as well as the federal “Secure Rural Schools” program, which is intended to offset decreases in county sale-tax receipts that have resulted from significant reductions to timber harvests in the Amador Ranger District of the El Dorado National Forest. When combined, these miscellaneous sources are anticipated to provide an approximate total of \$3 million within 20 years. It is assumed that all of these funds will likely be used to fund on-going road maintenance as opposed to implementing local road improvements.

Lastly, the Amador County Board of Supervisors and individual City Councils can use General Fund revenues to augment available transportation funds, if they choose. However, these funds, which are generated primarily from local sales and property taxes, are typically not considered a strong source of

transportation funding due to the high demand on them to serve other public priorities. Therefore, none are assumed over the next 20 years.

Transit

As described in the ACTC's Long Range Transit Development Plan (LRTDP), the total cost needed to operate, maintain, and improve Amador Transit's public transportation services for the next 20 years was determined through the selection of a "preferred service scenario". This plan alternative, "Maintain Current Service Quality," was used to determine the transit system's short and long-range costs and to identify what revenues would be available to provide the level of service desired. The operational and maintenance costs identified therein included various items such as driver salaries, tires, fuel, and the acquisition of maintenance equipment and tools. Future capital improvement costs included various items such as fleet replacement vehicles, bus stops, new technologies, and maintenance facility upgrades. Because the planning period for the LRTDP extends to 2030, the figures cited below have been adjusted to match the RTP's planning horizon of 2044 by adding 14 additional years to estimated costs and projected revenues.

Based on the information provided, Amador Transit's maintenance and operating costs are expected to total over \$54 million, whereas its capital improvement costs are anticipated to approach \$12.8 million over the next 20 years. Of these figures, approximately \$18 million will be needed to support on-going service and \$10.3 million will be needed for planned improvements within the next 10 years.

The LRTDP states that, "In total, financial resources through 2030 will be more than adequate to fund capital improvements and on-going operating costs over the plan period." For example, Amador Transit is expected to receive \$6.2 million in farebox revenues, \$1.6 million through its service contract with Sacramento County's Regional Transit for support of the Sacramento Express route, \$1.7 million in advertising revenues, and \$45.5 million from the various state and federal formula and grant sources, only if the same grants continue to be funded by FTA or through the State. When combined, these revenues are expected to total \$55 million. By comparing these projected revenues with the estimated costs needed to support the "Maintain Current Service Quality" alternative, the LRTDP shows that \$10.3 in excess funds are expected to be available for capital costs related to Amador Transit's future improvement needs. It is further stated that because most transit capital grants only require a 20% local-match, these excess operating funds should be "more than adequate" to address AT's improvement needs. By following this logic (e.g. only 20% of the available operating surplus will be required for use as local-match), it can be assumed that there will be a surplus of transit capital funds in the amount of \$8.2 million within the next 20 years. Consequently, Table 6 shows that Amador Transit is not expected to experience any operational or improvement shortfalls over the next 20 years. However, if the Commission chooses to switch plan alternatives (e.g. either the "reduced" or "increased" service alternatives) or make system adjustments (e.g. increase fares, change routes, etc.), then the costs, revenues, and shortfalls/surpluses cited above would need to be amended accordingly.

Goods Movement; Rail/Trucking

With the limited exception of a private “short line” operation serving mineral resource extraction industries near the City of Lone, the Amador region does not maintain public transportation facilities that are specifically associated with goods movement such as port terminals, intermodal transfer stations, heavy truck weigh-stations, or commercial aviation hubs. Therefore, the cost to operate, maintain, and improve goods movement in the Region is included within the arterial State Highway System, as discussed under regional roadways above.

Aviation

The total cost of operating, maintaining, and improving Westover Field is estimated to be approximately \$6.8 million over the next 10 years and \$13.6 million over the next 20 years (see Table 6). This figure was determined by referring to the Westover Field Airport Master Plan, consulting with the county’s Airport Manager, reviewing Westover Field’s annual operating budget for a 5-year period, and incorporating the estimated cost of inflation. However, it is important to note that the information provided through this plan combine all costs associated with the airport, as well as all related revenues under a single budget. Therefore, it is difficult to independently identify and separate costs that are associated with on-going operations as opposed to those that could be considered related to “improvements.” This difficulty is compounded when reviewing the Airport Capital Improvement Program, which is largely comprised of maintenance projects and “operational” enhancements. For this reason, Table 6 shows all aviation costs under operations and maintenance. If these costs are more distinctly separated through an update of the Westover Field Airport Master Plan in the future, then Table 6 can be amended accordingly.

The primary sources of state and federal funds available to meet these operational and improvements needs are the California Aid to Airports Program (CAAP) and the Airport Improvement Program (AIP). CAAP funds are administered by Caltrans’ Division of Aeronautics to provide annual discretionary grants in the amount of \$10,000 each for general aviation airports such as Westover Field for operations and capital improvements, as well the award of matching funds needed to acquire additional funds from FAA grants. The AIP provides competitive grant funding from the Federal Aviation Administration (FAA) for projects that address airport safety, capacity, and security improvements. AIP funds can be used on almost all planned aviation improvements, with the exception of terminals, hangers, and non-aviation development. Because the demand for AIP funds exceeds their availability, the FAA bases distribution of these funds on national priorities and objectives. Based on the success Amador County has had in applying for these funds in the past, it is assumed that up to \$10.2 million in funding from these programs will be acquired over the next 20 years.

Westover Field also collects an important portion of its annual operating revenue in the form of hanger rents and fuel sales paid by pilots who store and operate their planes out of the airport. In consultation with the Airport Manager, these revenues are anticipated to be \$4.6 million over the next 20 years.

By combining these sources, Table 6 shows the total amount of estimated revenues available to fund Westover Field's ongoing operations and planned improvements over the next 20 years is approximately \$14.8 million. By comparing these revenues with the costs noted above, Table 6 shows that the airport is expected to generate a surplus of approximately \$60,000 over 20 years. This projection is supported by a statement made in the Westover Field Airport Master Plan that, "the airport will have positive net revenues..." and the fact that the airport has generated annual average surplus of approximately \$3,000 over the last 5 years. Similar to the Region's transit system, this lack of funding deficit is because the Airport Manager and county's General Services Administration have been able to structure Westover Field's annual operating budget in a way that aligns with projected revenues such as aviation operating grants and hanger rents noted above.

Pedestrian / Bicycle

The 2017 Amador Countywide Pedestrian and Bicycle Transportation Plan Update notes that a significant amount of "uplift" and cracking is prevalent throughout the Region's existing sidewalks. Similarly, the study notes that many of the paved shoulders that currently serve as "Class III" bicycle routes are in need of repair due to the loss of pavement along the edge of many roadways. However, the plan does not identify costs associated with ongoing or deferred maintenance of existing pedestrian or bicycle facilities. Therefore, the 2024 RTP Update does not specifically report on these costs. However, the plan does identify a total of \$265 million in planned pedestrian and bicycle improvements throughout the Region.

While it is possible that the cities and county could use or acquire other funds to complete planned pedestrian and bicycle projects, this is not currently anticipated. For example, the cities and county could choose to use some of its local gas-tax funds (i.e. HUTA revenues) to build new sidewalks or bike lanes. Similarly, recent changes enacted under the federal transportation funding bills now allow both transit operators and local jurisdictions to apply for FTA 5310 transit funds in order to improve ADA accessibility improvements such as sidewalks and curb ramps within proximity to bus stops. Yet such revenues are not currently assumed given competing priorities and the significant local road maintenance deficits that the cities and county are facing. Therefore, \$265 million in pedestrian and bicycle improvement costs are identified in total as an anticipated funding shortfall. However, if additional pedestrian and bicycle revenues become available or if the cities and county allocate their local revenues toward these purposes, thereby lowering this deficit, the Financial Element would be amended accordingly.

Alternative Strategies

As noted in Chapter VI (Existing Conditions), the ACTC has recently implemented various alternative strategies and taken advantage of emerging technologies in order to help improve the existing transportation system. Some of these costs such as operating Amador Transit's Mobility Management program and maintaining the ACTC's Transfer Station and Park and Ride facilities are part of the transit operational costs described above. However, other costs such as those needed to maintain the Sutter Hill Transit Center's Teleconference Center or the Region's Emergency Signal Preemption System (ESPS) are borne by ACTC. These costs are identified distinctly in Table 6, which shows that approximately \$600,000 is needed to operate and maintain the ACTC's existing alternative strategies over the next 20 years, of which approximately \$300,000 is expected to be needed within 10 years. This figure includes the annual cost needed to operate and maintain the Emergency Signal Preemption System and SHTC Teleconference Facility, as well as the costs needed to replace the both systems within the next 20 years as their technologies evolve.

In addition to the cost needed to maintain and operate the alternative strategies that are currently in place, it is estimated that approximately \$1.43 million and \$3.35 million will be needed over the next 10 and 20 years respectively in order to implement additional alternative strategies such as recently-installed solar-power generating parking shade structures at the Sutter Hill Transit Center.

There are various funding sources that can be used to maintain the Region's existing alternative strategies, as well as to implement new ones over time. Table 6 shows of the total need, \$600,000 is currently expected to be available to operate, maintain, and replace or otherwise upgrade the Emergency Signal Preemption System and SHTC Teleconference Facility over the next 20 years as technologies evolve. Given that all other reasonably available capital funds are otherwise identified for regional roadway purposes, Table 6 shows that a deficit of \$4.78 million is anticipated for alternative strategy improvements. In the event that the ACTC chooses to re-allocate funds that are currently identified for regional roadway projects in order to complete alternative strategies at some point in the future, the Financial Element would need to be amended accordingly.

In summary, approximately \$68 million in combined costs would be needed to operate and maintain all aspects of the existing Regional Transportation System over the next 20 years.

Table 6 also shows that more than \$640 million in combined costs would be needed to implement proposed improvements across all modes of transportation. However, only \$125.5 million is projected to be available to meet these needs. Therefore, the Region's total improvement deficit is anticipated to be \$514 million for the RTP's 20-year planning horizon.

Table 6: Summary of Costs, Revenues, and Shortfalls

Improvement Projects	Short-Range Costs (2024-2034)	Long-Range Costs (2024-2044+)	Projected Revenues	Funding Shortfall
<u>Operations & Maintenance</u>				
- State Highway System - Regional Roadways - Public Transit - Aviation - Pedestrian & Bicycle - Alternative Strategies	NA	NA	NA	NA
	NA	NA	NA	NA
Total:	\$17.2m	\$52m	\$52m	\$0m ¹
	\$8.1m	\$16.3m	\$16.3m	\$0
	NA	NA	NA	NA
	\$300k	\$600k	\$600k	\$0
	\$25.6m ²	\$68.9m ²	\$68.9m ²	\$0m ²
<u>Planned Improvements</u>				
- State Highway System - Regional Roadways - Public Transit - Aviation - Pedestrian & Bicycle - Alternative Strategies	NA	NA	NA	NA
	\$19.5m	\$39m	\$39m	- \$245.7m
Total:	\$8.3m	\$17.3m	\$17.3m	\$0m
	\$6.6m	NA	\$6.3m	\$330k
	\$0m	\$0m	\$340k	- \$265m
	\$1.4m	\$3.4m	\$0	- \$3.4m
	\$29.2m	\$59.7m	\$56.6m	\$514m
Total:	\$45.1m²	\$128.6m²	\$125.5m²	\$514m²
Foot Notes				
1. Assumed in LRTDP as revenue for planned transit capital improvements.				
2. Summary of Operational and Maintenance Costs, Revenues, and Shortfalls does not include Local Streets and Roads or Pedestrian and Bicycle needs due to a lack of accurate data. Therefore, overall shortfalls may be larger than can be reported. New information from pending studies will be used to update Table 6 when available.				

As previously noted, it is recommended that the Commission review the information cited above on an annual basis and revise as needed in order to reflect changing conditions, revised estimates, and new information. This will result in continual improvements to the Financial Element over time, which would help the Commission determine if any changes are warranted to its investment priorities or the financial strategies outlined in the following section. However, the information cited above is designed to provide a basic analysis for regional transportation planning purposes. An analysis of these figures suggests the conclusions provided below.

- The public transit and aviation sectors can be considered fully funded. Given the projections shown in the Long-Range Transit Development Plan, it may be possible for surplus revenues generated by transit operations to be made available for service expansions or local road maintenance, if so, directed by the Amador Transit Board of Directors.
- Conversely, there is no reasonable expectation that the 2017 Amador Countywide Pedestrian and Bicycle Transportation Plan can be implemented beyond the few improvements that can be efficiently integrated with planned regional roadway projects unless new funding sources are created or current funding sources are re-allocated to pedestrian and bicycle purposes. Given the lack of funding available to implement this plan, and it also serves as the cities' and county's Americans with Disabilities ACT (ADA) Transition Plan for Public Rights of Way, jurisdictions may have difficulty demonstrating the active steps needed (i.e. construction of identified ADA improvements) to meet their legal responsibilities under the ADA to remove identified access barriers and ensure equal access to the facilities that they own, unless additional funding is made available.
- Maintenance and improvement of Regional Roadways represents the second largest portion of costs shown on Table 6 yet have the fewest and smallest sources of funding available to them. This observation suggests that more efforts are needed to better analyze local road needs, to better understand how local road funds are utilized, to investigate "industry standards" and "best management practices" that can help maximize the efficient use of these funds, and to consider the creation of additional revenues sources to help the cities and county care for their local facilities.
- The largest portion of costs (shown on Table 6 as NA) is related to maintenance, operations, and improvement of the State Highway System implemented through the State Highway Operation & Protection Program (SHOPP). These state-owned facilities provide important regional and interregional connectivity and are an essential part of the nation's transportation infrastructure. Given that the ultimate responsibility for these facilities rests with the state and federal governments, this suggests that they should increase the level of investment currently being made through existing programs in order to address these deficits.
- In light of the impacts made to the Regional Transportation System by the development planned for and approved by the cities and county, it is similarly important that the full costs of these

impacts are adequately identified and off-set by related mitigation measures. If mitigation measures are effectively coordinated and implemented in a timely fashion, then they could add significant value toward addressing needed improvements.

Due to the effects of inflation and cost escalation, it is anticipated that these shortfalls will continue to grow over time. This will remain the case until additional sources of new revenue are created to adequately address the outstanding shortfall. However, there are options that the Region could pursue to address these anticipated funding shortfalls. An example is provided below and a suite of financial strategies are provided in the following section.

In 2006, the Amador County Board of Supervisors placed a regional transportation “Self-Help” sales-tax measure on the General Election ballot in order to seek the required 2/3rds voter support needed to pass a local, ½ cent sales tax that could raise a total of \$378 million in funds dedicated solely to transportation purposed over a 40-year period. These funds were proposed to support a variety of transportation improvements throughout the Region such as major widening and by-pass projects, smaller safety projects, local road maintenance, pedestrian and bicycle facilities, and improved transit service. If enacted, it was estimated that “Measure K” could have provided approximately \$15 million each for transit and pedestrian/bicycle improvements, \$143 million for local road maintenance, and \$197 million for improvements to the State Highway System. However, it is important to note that the revenue projections and proposed expenditures cited above reflect the economic times and public preferences at the time Measure K was developed. Given new economic forecasts such as the lower growth rates provided by the Department of Finance, it is possible that new revenue projections may be lower or require a longer horizon over which improvements should be planned for implementation. Given the analysis provided above, it is also possible that public preference could shift since they were last surveyed. Nonetheless, Measure K provides a basic vision and “order of magnitude” example to highlight what could be done to help address the various shortfalls facing the Regional Transportation System.

As hypothetical examples, the funds potentially available through a regional transportation “Self-Help” sales-tax measure could be used for any one of the following purposes:

- These funds could be used to fully fund all deferred and on-going local road maintenance needed though out the Region over the next 20 years, or;
- These funds could be used to construct some of the regional roadway projects identified on Tier II, or;
- These funds could be used to build local road projects and a portion of proposed pedestrian and bicycle improvements, or;

- These funds could be matched with other local and regional funds in order to help acquire additional state and federal funding needed to carry out an “all of the above” strategy to address each of these areas.

These are only illustrative examples of what this level of potential funding could be used to achieve. If the cities and County support the essential concept of creating a local funding program such as Measure K, which would be solely dedicated to serve the needs that the Region’s citizens value most, then the previous measure would need to be updated and revised based on new data and public polling.

5. FINANCIAL STRATEGY

An analysis of the costs, revenues, and shortfalls discussed above shows that significant funding constraints will continue to affect the ability of ACTC and its partners to implement planned improvements across all modes of transportation. These constraints will also continue to limit ongoing maintenance of the existing transportation system. In addition, much of the funding that is considered reasonably available is not guaranteed and will require concerted efforts by the ACTC and its partners for it to be acquired and coordinated in order to address the Region’s priorities in a timely manner.

For these reasons, proactive and strategic financial strategies are warranted in order to maximize the efficiency and effectiveness of the Region’s existing transportation funds and acquire additional funding to the greatest extent feasible. As outlined below, these strategies fall into six basic categories that collectively reflect the essential points of the 2024 RTP’s Goals and Policies. The bulleted lists under each strategy provide brief examples of the various ways that each essential strategy could be carried out. Additional actions should be considered based on the overarching guidance offered in the RTP and specific direction provided the Commission.

(1) Maximize the effectiveness of currently available funding.

It is important to note that *some* funding *is* currently available to help the Region address its needs. Since these funds are very limited, it is critical to ensure their use is as efficient and effective as possible. Therefore, actions such as those listed below are recommended.

- Screen proposed improvements and project alternatives for potential obstacles and fatal flaws early in the transportation planning and project scoping planned process.
- Limit investment in the development and delivery of costly bypasses and widening projects unless regional priority, community support, and a feasible funding plan are demonstrated first.

- Help Amador Transit identify and implement any productivity improvements needed to increase ridership and reduce operational costs.
- Incorporate pedestrian and bicycle improvements in the design and construction of new roadway projects where efficient and feasible.
- Pursue low-cost alternative strategies, emerging technologies, and innovative approaches that can help address existing and future transportation needs and reduce the need for expensive infrastructure investments.

(2) Aggressively pursue existing and new funding opportunities.

As discussed in Chapter VI (Alternatives and Analysis), limited maintenance and little improvement to the Regional Transportation System is possible unless the maximum level of reasonably available and potentially available funding is acquired by the ACTC and its partners. As shown in the Financial Element, there are existing funding opportunities that are reasonably available to help fund a certain number of the Region's planned improvements. There are also new funding opportunities that are potentially available to fund additional improvements, if enacted by voters or adopted by the cities and county. However, funding from these sources is not guaranteed and will take a concerted effort by the ACTC and its partners to acquire. Therefore, actions such as those listed below are recommended.

- Assist the cities and county with pursuing state and federal competitive funds by assisting with project screening and providing preliminary analysis, designs, cost estimates, and grant support as requested.
- Use a flexible approach to submit projects for funding as opportunities present themselves and be prepared to capitalize on any additional, unforeseen opportunities that might become available.
- Help the cities and county identify and acquire adequate funding for their local road maintenance and improvement needs.
- If warranted by voter support, assist with developing and implementing a regional transportation "Self-Help" sales-tax measure in order to generate additional transportation funding.

(3) Leverage limited local and regional funds to obtain additional state and federal funds.

- Use available RSTP, CMAQ, RTMF, and local TIM funds to pay for the local-match needed to acquire additional state and federal competitive funds.
- Identify regional priorities that are competitive for SHOPP, Minor, and IIP funding and strongly encourage Caltrans' partnership toward the completion of these projects by contributing local or regional matching funds.
- Prioritize project development costs with local and regional funds to develop shovel-ready projects in order to attract competitive state and federal funds that can be used toward construction.

(4) Increase the efficiency and timeliness of project development and delivery.

Given the growing administrative burdens placed on local agencies by increasing state and federal requirements, transportation improvement projects are frequently costing more and taking longer to develop and deliver. Caltrans and FHWA are also imposing tighter timelines within which local agencies have to complete their projects. Consequently, local agencies are regularly mired by these procedural challenges and are often "red-flagged" for not meeting delivery deadlines. This prevents them from applying for new funding opportunities to complete additional projects. For this reason, it is important to improve the efficiency and timeliness of the Region's project development and delivery efforts. Therefore, actions such as those listed below are recommended.

- Maintain the level of project development and delivery support that the ACTC provides to the cities and county in order to help resolve "critical-path" issues and accelerate project completion.
- Develop increased expertise and efficiency in addressing Caltrans and FHWA process requirements and identify any means available to help reduce the time and costs associated.
- Prioritize the investment of limited transportation funding and project development and delivery assistance in projects that have been screened for "feasibility" and "readiness" by helping the cities and county develop thorough scopes and schedules that adequately anticipate any environmental, design, right of way, or other issues anticipated.

(5) Enhance collaboration and coordination between the ACTC and its partners.

Many of the transportation improvements and funding opportunities identified in the Financial Element expressly require close collaboration between more than one party. This is particularly true for regionally significant improvements that often require the coordination of local, regional, state,

federal, and/or private funding and decision making. Therefore, actions such as those listed below are recommended.

- Regularly convene meetings of the ACTC's Technical Advisory Committee to monitor the status of priority projects, the funding available for those projects, and any action items needed to accelerate their delivery.
- Help the cities, county, and Caltrans develop and implement the funding strategies and partnerships needed to complete the Region's priority improvements in a timely fashion.
- Help the cities and county implement adopted traffic impact mitigations and coordinate required "fair-share" financial contributions to complete regionally significant projects.
- Assist the cities and county with maintaining and implementing local Pavement Management Systems and Capital Improvement Programs, as requested.

(6) Influence state/federal regulation and legislation that affect transportation costs and funding availability.

Both State and Federal regulatory requirements and legislative mandates directly affect the cost of developing and delivering transportation improvements. These requirements and mandates also affect the funding available to implement those improvements and the conditions imposed upon the recipient of those funds. Given the persistent funding constraints previously noted, small rural agencies such as the ACTC, the cities, and county are all at a disadvantage to meet these ever-growing obligations. For these reasons, it is important to engage and influence state and federal officials on priority issues that affect the Region's interests. Therefore, actions such as those listed below are recommended.

- Maintain memberships in various state and national organizations, committees, and/or workgroups that are involved with transportation funding and related policy issues.
- Participate in relevant transportation needs assessment and legislative advocacy efforts in order to help achieve equitable levels of funding for rural transportation needs.
- Develop recommended state and federal process reforms that can be used to streamline and reduce the costs associated with project development and delivery.
- Participate in efforts to adequately identify and advocate for increased funding required to meet local street and road maintenance needs.