



Newsletter of the El Dorado County Transportation Commission



VOLUME 5 MARCH 2009

### State Route 49 Realignment Coloma to El Dorado

The El Dorado County Transportation Commission (EDCTC) was awarded a \$250,000 Partnership Planning grant by Caltrans to study the realignment of State Route (SR) 49 between the towns of Coloma and El Dorado. The purpose of the study is to explore alternative alignments of SR 49 between Coloma and El Dorado that will improve interregional and regional conditions on the state and regional transportation system by improving traffic operations. The SR 49 Realignment Study began in February 2009 and will conclude by the end of June 2010.

The study is examining alternatives that eliminate the existing alignment of SR 49 through Marshall Gold Discovery State Historic Park and the at-grade intersection of SR 49 and US 50 in Placerville in order to reduce travel times and congestion in the corridor. The study will also explore alternatives that relieve SR 49 traffic impacts to densely populated residential areas and business districts of the City of



Placerville and the towns of Diamond Springs and El Dorado. Public involvement and outreach are major components of the State Route 49 Realignment Study.

In an effort to involve a broad range of potentially affected interests, the project will include two public open houses and the involvement of a Stakeholder Advisory Committee made up of representatives from groups and organizations within the project area. <http://www.edctc.org/SR49Realignment.htm>

### Broadway Village Corridor Multi-Modal Implementation Plan

In October of 2007, the Broadway Village Association held a "Design Day" event where Broadway business and property owners, community members, and experts in the fields of planning, architecture, and transportation gathered to develop ideas of how to improve the Broadway Corridor. Ideas ranged from signage, traffic safety and access, outdoor art, landscape/streetscape, and architecture to public opinions about issues along the corridor. Shortly after that event, the EDCTC was approached by members of the Broadway Village Association



to pursue grant funding on behalf of the organization and the City of Placerville. After receiving approval from the City of Placerville for the EDCTC to lead the effort, the grant was developed. In October of 2008 EDCTC was awarded \$125,000 in Community Based Transportation Planning grant funds to develop the Broadway Village Multi-Modal Corridor Implementation Plan.

The Broadway Village Multi-Modal Implementation Plan will help take the Design Day ideas from concept to implementation. The Plan will develop a long- and short-range vision for improved transportation and land use throughout the Broadway Village Corridor. The Plan will include proposals for improved non-motorized transportation facilities and improved landscape, streetscape, and transit facilities that encourage transit use and bicycle or pedestrian travel. The Plan will also propose safety,

mobility, and operational improvements to improve vehicular circulation along the Broadway Corridor through improved access management to adjoining businesses.

The Broadway Village Multi-Modal Implementation planning effort kicked off in February 2009 with a Technical Advisory Committee meeting. The establishment of the Stakeholders Advisory Committee to advise the consultants, City of Placerville, and EDCTC staff throughout the process will take place during the month of March. <http://www.edctc.org/BroadwayVillageCorridor.htm>



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**Dave Machado**

Councilmember  
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**EDCTC now serves as the Airport Land Use Commission**

On July 3, 2008 the El Dorado County Transportation Commission was designated as the Airport Land Use Commission for El Dorado County.

The EDCTC will provide technical and advisory support on airport land use planning issues for the Georgetown and Placerville Airports and the Cameron Park Airport District.

Local airports play an important role in the safety, efficiency, and sustainability of communities. Airports better the quality of life and enhance mobility by connecting communities with business services, emergency response, fire suppression, law enforcement, tourism, and travel. Airports are a critical element of the regional transportation network and must be maintained as development pressures grow and communities expand. The EDCTC understands the importance of local airports and the necessity to effectively plan airport area land uses that function in agreement with airport operations.

**What is EDCTC?**

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency for El Dorado County and the City of Placerville and is the forum for making policy decisions about the regional transportation system in El Dorado County. Those decisions are reflected in the Commission's planning and programming of local, state, and federal transportation funds.

The EDCTC meets the first Thursday of the month at 2:00 p.m. in the Building C Hearing Room, 2850 Fairlane Court in Placerville.

**What We Do**

EDCTC programs and allocates local, state, and federal funds for a variety of transportation projects in El Dorado County. The projects improve highway and road maintenance and safety, relieve traffic congestion, and promote economic development. Examples include: airport projects, air quality improvement projects, bicycle paths, roadway beautification, pedestrian walkways, congestion mitigation, new traffic lanes, pavement, and local public transit systems.

**Introducing**

**Woodrow Deloria** joined EDCTC staff in July of 2008 as an Assistant Transportation Planner.

**Nykki Morris** joined EDCTC staff in March of 2009 as the Administrative Services Officer.

**EDCTC STAFF**

**Kathryn Mathews**

AICP  
Executive Director

**Jerry Barton**

Senior  
Transportation  
Planner

**Dan Bolster**

Senior  
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Planner

**Woodrow Deloria**

Assistant  
Transportation  
Planner

**Nykki Morris**

Administrative  
Services Officer

**Joni Rice**

Executive Assistant/  
Secretary to the  
Commission

**EDCTC-CONTROLLED FUND SOURCES**

**State Transportation Improvement Program (STIP)**

STIP projects are capital projects needed to improve transportation. Typical STIP-funded projects include state highway and local road improvements, public transit, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, sound walls, intermodal facilities, safety, and environmental enhancement and mitigation.

**Regional Surface Transportation Program (RSTP)**

A broad variety of transportation projects and modes are eligible for RSTP funds, including: highway projects, bridge projects, transit capital improvements, carpool, parking, bicycle and pedestrian facilities, safety improvements, research, traffic management systems, surface transportation planning, transportation enhancements, and environmental mitigation.

**Congestion Mitigation and Air Quality Program (CMAQ)**

Eligible CMAQ projects include public transit improvements, high-occupancy vehicle (HOV) lanes, Intelligent Transportation Systems infrastructure, traffic management and traveler information systems, employer-based transportation management plans and incentives, traffic flow improvement programs, shared ride services, and bicycle and pedestrian facilities.

**Transportation Enhancements (TE)**

TE projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the surface transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people.

**Transportation Development Act (TDA)**

Local Transportation Funds (LTF) and State Transit Assistance funds comprise the TDA. The primary focus of TDA funds is to operate transit systems. LTF is funded from a quarter cent of sales tax collected within the County.

## Rural Urban Connections Strategy



The SACOG Rural Urban Connections Strategy (RUCS) began in January of 2008. RUCS follows the lead of the SACOG Blueprint which engaged a new approach to addressing land use, transportation, and environmental quality issues. It is expected that this project will be an economic and environmental sustainability strategy for rural areas. EDCTC has been involved throughout the RUCS process to ensure El Dorado County's interests are represented in this analysis of the region's rural growth and sustainability objectives. The RUCS will continue to be incorporated into the Regional Transportation Plan as well as other local plans.

For commute information, go to



## The American Recovery and Reinvestment Act of 2009

President Obama signed the American Recovery and Reinvestment Act (ARRA) on February 17. This economic stimulus bill includes funding for an assortment of transportation projects. The ARRA includes \$27.5 billion for transportation projects. California's distribution of the ARRA is estimated to be \$2.6 billion.

Discussions continue at the state and federal level regarding the process and formulas for disbursement of these funds; however, it is estimated that the EDCTC region will receive approximately \$6.5 million for highway/streets/roads projects and \$1.5 million for transit projects.

On March 12, EDCTC ratified a list of candidate projects, developed in partnership with the El Dorado County Department of Transportation, City of Placerville Public Works Department, and El Dorado County Transit Authority. The candidate projects include the Missouri Flat Interchange Phase 1B project, rehabilitation of several regionally significant arterial and collector roadways and replacement of buses and Dial-a-Ride vans.

Expedited delivery is a key component of the ARRA. Fifty percent of the funding must be 'obligated' within 120 days and the remainder within a year. The ARRA also provides unprecedented oversight and accountability to ensure that taxpayer dollars are invested effectively, efficiently, and quickly.

This project will construct High Occupancy Vehicle (HOV) lanes in the eastbound and westbound directions

### U.S 50 High Occupancy Vehicle Lanes Project



of US 50 from the end of the existing HOV lanes west of Latrobe Road to Greenstone Road. The project will be constructed in three phases: Phase 1 will complete the segment to Bass Lake Grade; Phase 2 will continue from the Phase 1 limits to the Cameron Park Drive Interchange; Phase 3 will extend the project from Cameron Park Drive Interchange to Greenstone Road.

At their meeting on September 25, 2008, the California Transportation Commission allocated \$20 million in Corridor Mobility Improvement Account funds to Phase 1 of the HOV lane project. In November 2008, the El Dorado County Board of Supervisors awarded the construction contract for Phase 1, and construction began in December 2008. Phase 1 is scheduled to be complete by August 2010. In addition to HOV lanes, Phase 1 includes closing the one mile gap in the truck climbing lane between the El Dorado Hills/Latrobe Road Interchange and the beginning of Bass Lake grade, replacing the eastbound off ramp bridge to Latrobe Road/El Dorado Hills Boulevard and replacing the Latrobe Road/El Dorado Hills Boulevard undercrossing bridge. [http://www.edctc.org/\\_50hovlanes.htm](http://www.edctc.org/_50hovlanes.htm)

## City of Placerville Non-Motorized Transportation Plan and El Dorado County Bicycle Transportation Plan Update

EDCTC is currently updating the 2005 Non-Motorized Transportation Plan for the City of Placerville and the 2005 Bicycle Transportation Plan for the County of El Dorado. The plans provide a blueprint for the development of a bicycle transportation system on the western slope of El Dorado County including the City of Placerville. The development of the proposed system will provide better bicycle access to various activity centers throughout the City and County and will encourage increased use of the bicycle as a transportation mode. An increase in bicycle transportation benefits the entire region in terms of improving air quality, reducing congestion, and improving health and overall quality of life for residents of the City and County.

Updating the plans will continue to make the City of Placerville and El Dorado County eligible to apply for grants funded by the Statewide Bicycle Transportation Account which is annually funded at \$7.2 million. Updating the plans includes a review of the current plans, a review of the status of on-going non-motorized transportation projects, and advisory committee meetings. The Final City of Placerville Non-Motorized Transportation Plan and El Dorado County Bicycle Plan Updates will be presented to the Placerville City Council, the El Dorado County Board of Supervisors, and the El Dorado County Transportation Commission.



### Million Mile Challenge

Ride your bike to work in May  
[www.mayisbikemonth.com](http://www.mayisbikemonth.com)



## Intelligent Transportation System in Camino

In August 2008, the Federal Highway Administration (FHWA) notified EDCTC that it had been awarded \$304,000 in Rural Safety Innovation Program Federal-aid funds for construction of the Camino Corridor Intelligent Transportation System (ITS) project. The project will implement a Collision Countermeasure System at the uncontrolled, non-signalized intersection of US 50 and Still Meadows Road. The system will consist of two types of actively illuminated warning signs located on the east and westbound directions of US 50 and a vehicle detection pavement loop located on Still Meadows Road. As drivers on Still Meadows Road approach US 50 the system will automatically activate signs to graphically advise drivers on east- and westbound US 50 of the presence of approaching cross traffic entering the highway from Still Meadows Road. The project will be an innovative use of ITS technology as it will be the first project of its kind on the US 50 corridor in California and will serve as a Caltrans demonstration project. The project is scheduled to be constructed in the summer of 2010.

## Camino Corridor Project Study Report

Several at-grade local roads and private driveways intersect the Camino Corridor of US 50 between the Smith Flat Interchange and the Cedar Grove Interchange, resulting in uncontrolled left turn movements by local traffic and interregional travelers using this segment of US 50 for trips between the San Francisco Bay Area, Sacramento, and recreation areas in the Lake Tahoe region. Accident rates on US 50 between the Smith Flat Interchange and the Cedar Grove Interchange are higher than the state average due to the uncontrolled left turn movements and the speed differential between the local traffic and the interregional travelers on US 50. The higher than average accident rates indicate there is a need to improve safety for local and interregional travelers along the Camino Corridor of US 50.

In an effort to identify relatively lower cost, near-term alternatives addressing the existing safety and operational issues on U.S. 50 in the Camino area, the EDCTC, in collaboration with El Dorado County Department of Transportation (DOT) and Caltrans, began the "Camino Corridor Project Study Report" (PSR) in May of 2008. The PSR involves preliminary engineering and environmental analysis to more closely identify alternatives to provide safe access to and from the north and south sides of US 50 and safe east-west access on and off US 50 in the Camino Corridor and is scheduled to be completed in August 2009.

[http://www.edctc.org/\\_camino\\_corridor\\_PSR.htm](http://www.edctc.org/_camino_corridor_PSR.htm)