

# FINAL

## 2004 Amador County Regional Transportation Plan Update

September 15, 2004

Prepared By  
**Amador County Transportation Commission Staff**  
With Assistance From  
**Fehr & Peers Associates, Inc.**



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## ***I. INTRODUCTION***

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### **AUTHORITY AND PURPOSE**

#### **The ACTC and the Regional Transportation Planning Process**

The regional transportation planning process was initiated by State law throughout California in 1972 (AB 69). The Amador County Transportation Commission (ACTC) was designated as the Regional Transportation Planning Agency (RTPA) for Amador County in that same year. Pursuant to State law, the ACTC is comprised of three members appointed by the County Board of Supervisors and three members appointed by the City's Selection Committee. An organizational chart is shown in Figure 1.

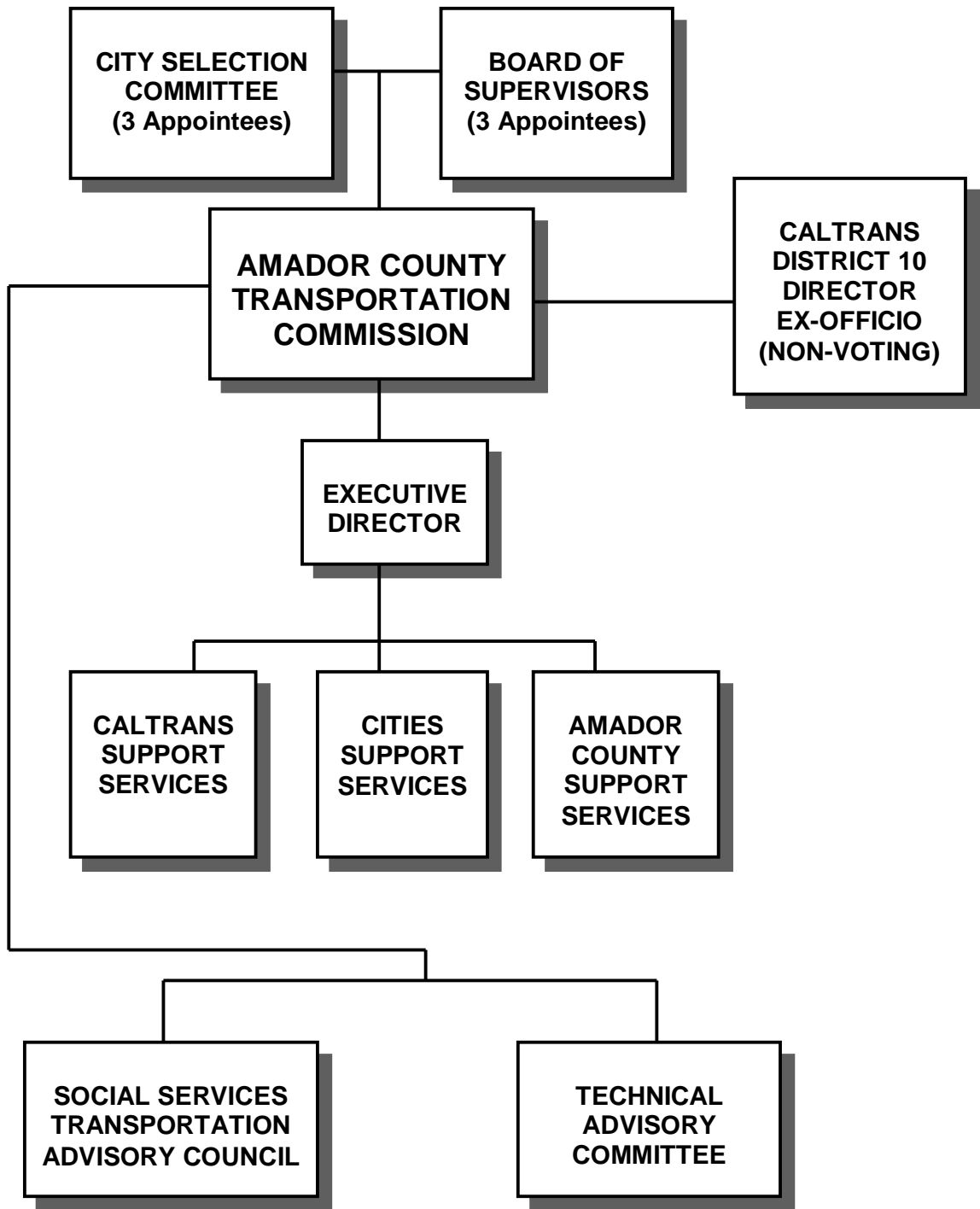
A primary responsibility of the ACTC is to adopt and update the Regional Transportation Plan (RTP) for the Amador County "region" in accordance with State law. The ACTC is also responsible, with city and County input, for determining the priorities for all proposed new transportation facilities shown in the RTP. Current State law requires that the RTP be submitted to the California Transportation Commission (CTC) and Caltrans by December 1 every fourth year beginning in 1998. Projects prioritized in each RTP Update are then submitted for funding consideration to Caltrans and the CTC in December of odd numbered years as part of the State Transportation Improvement Program (the STIP).

The ACTC completed an extensive update of its RTP in 1998. It resulted in adoption of the Amador County Regional Transportation Plan Circulation Element 1996/97 Update. The Amador County 2004 RTP Update is made necessary due to progress that has been made on previously prioritized projects and in order to comply with new statewide RTP Guidelines.

New RTP guidelines requirements are summarized 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.

#### **Amador County General Plan Circulation Element**

In 1998 the Amador County Board of Supervisors adopted the ACTC's RTP Update to serve as the County's General Plan Circulation Element. This is because certain provisions in the State's General Plan Guidelines overlap with similar requirements contained in the State's RTP Guidelines. In 2004 it is anticipated that the Board of Supervisors will again adopt the 2004 RTP Update to serve as the County's General Plan Circulation Element.



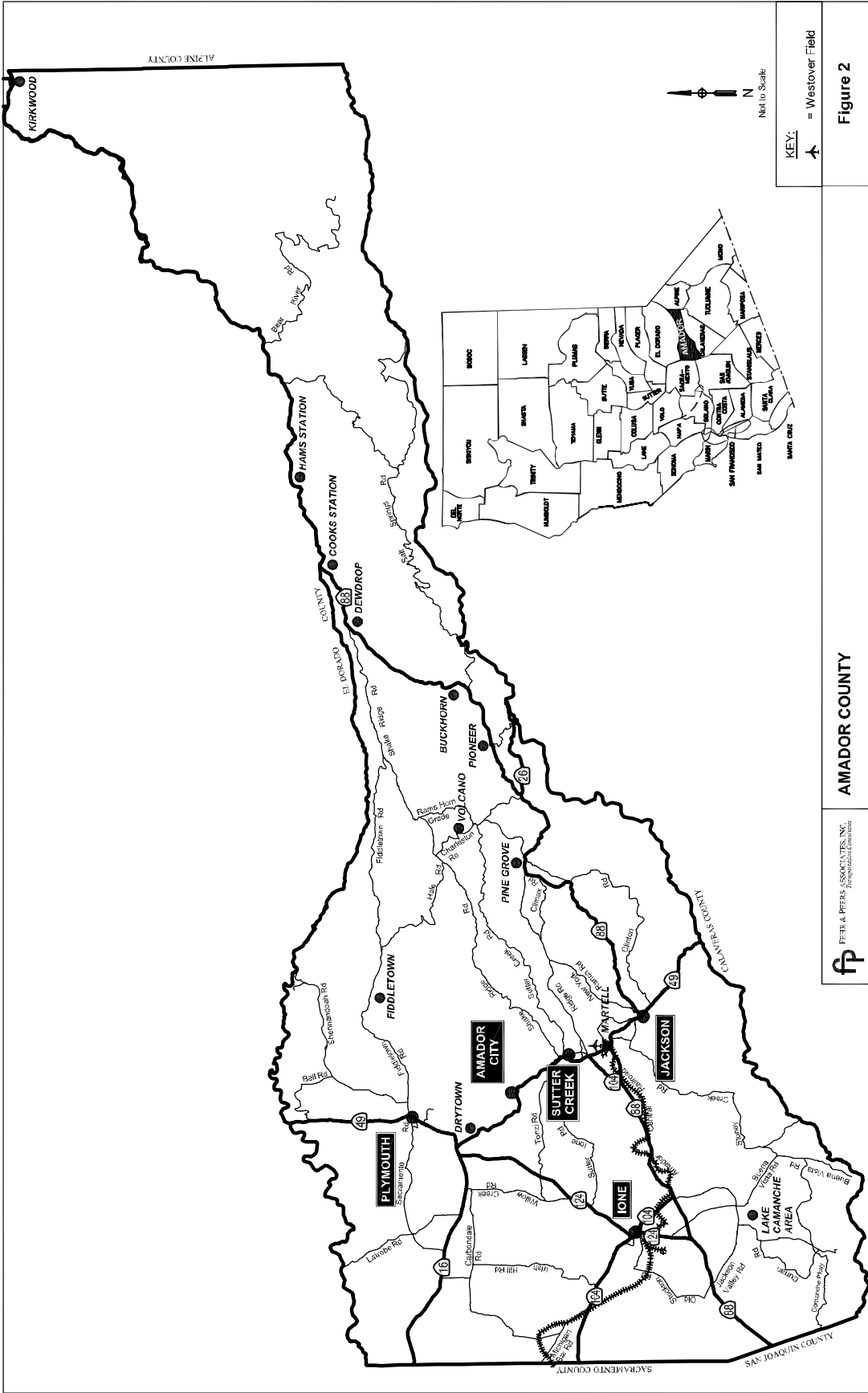
Amador County Transportation Commission	<b>ORGANIZATION CHART</b>	<b>Figure 1</b>
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## **REGIONAL SETTING**

Amador County is located approximately 30 miles southeast of Sacramento on the western slope of the Sierra Nevada. Amador County is part of California's historic Mother Lode region. The area was first settled by non-Native Americans around the Gold Rush of the early 1850's. Many of its roadways, especially those in Gold Rush cities such as Sutter Creek, Amador City, Plymouth, and Jackson were laid out by these early miners and settlers. Amador County is one of the smaller counties in the State (593 square miles). Amador County's population is 35,100 people (including approximately 5,000 persons in group quarters - Mule Creek Prison, etc.). The County's elevation ranges from 250 feet in the low foothills to 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 a forested "upcountry" and the lower foothills. The upcountry is generally steep and rugged. Lands here are predominately held in large ownerships and managed for timber production, watershed values, and recreation. Most upcountry lands are under the jurisdiction of the U.S. Forest Service. The upcountry contains several resort areas including Kirkwood, Silver Lake, and Bear River. Most upcountry private land development has occurred around the Highway 88 communities of Pine Grove, Pioneer, and Buckhorn.

The lower foothills are typified by rolling hills, oaks, and grasslands. The lower foothills still contain most of the County's population. This population tends to be concentrated within or around the County's five incorporated cities: Ione, Amador City, Plymouth, Sutter Creek, and Jackson (the County seat). Martell is an unincorporated area between the Cities of Sutter Creek and Jackson that is being developed generally as the commercial and industrial "hub" of the County. Other unincorporated communities of significance in the County include: Drytown, Fiddletown, Volcano, Pine Grove, Pioneer, Buckhorn, Kirkwood, and the Lake Camanche area.



AMADOR COUNTY

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Figure 2

Table 1 summarizes the 1990 and 2000 populations for each city and the County unincorporated area.

<b>Table 1 Amador County Population Totals</b>			
Location	1990	2000	Percent Change
Amador City	196	196	0.0%
Ione <sup>1</sup>	6,516	7,129	9.4%
Jackson	3,545	3,989	12.5%
Plymouth	811	980	20.8%
Sutter Creek	1,835	2,303	25.5%
Unincorporated Area	17,136	20,503	19.6%
Amador County (Total)	30,039	35,100	16.8%
Notes: <sup>1</sup> Includes Mule Creek Prison and other "institutionalized" populations (approximately 5,000 persons).			
Source: U.S. Census Bureau, 1990 and 2000 census data			

Historical census data indicates that between 1970 and 1980, Amador County's population increased by 63.4 percent. Between 1980 and 1990, population grew another 55.5 percent. However, the growth rate has slowed significantly since 1990, with only a 16.5 percent increase from 1990 to 2000. Table 2 shows some characteristics of the County's population obtained from the 2000 census. It also compares Amador County population characteristics with population characteristics of the entire State.

<b>Table 2 Comparison Of Amador County And State Of California Demographic Data 2000 Census</b>		
	Amador County	California
Total population	35,100	33,871,648
Persons per household	2.39	2.87
Persons under 18 years of age	20.6%	27.3%
Persons 65 years of age and older	18.0%	10.6%
White	85.8%	59.5%
Hispanic	8.9%	32.4%
Asian/Pacific Islander	1.1%	11.2%
Black	3.9%	6.7%
Native American	1.8%	1.0%
Median household income	\$37,829	\$39,595
Notes: Includes Mule Creek Prison and other "institutionalized" populations. Source: U.S. Census Bureau ( <a href="http://quickfacts.census.gov/qfd/states/06/06005.html">http://quickfacts.census.gov/qfd/states/06/06005.html</a> )		

## ***II. PLANNING PROCESS***

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### **THE 2004 UPDATE**

Much of the focus of the previous 1996/97 RTP Update and its Program-level Environmental Impact Report (PEIR) involved the County's highest priority, most expensive, and longest standing State highway improvement project: the Highway 49 Bypass of Sutter Creek and Amador City. With full funding for that project secured in the 1998 STIP, the 2004 RTP Update shifts focus to the Region's other previously identified priorities. These include, but are not necessarily limited to, the Highway 88 corridor through and/or around Martell and Jackson, the Highway 88 corridor through and/or around Pine Grove, the Highway 104 corridor through and/or around Ione, additional passing lanes on Routes 49 and 88, and improvements to Highway 49 through Plymouth. The 2004 Update also looks at major improvements or extensions of city streets and/or County roads including, but not limited to Wicklow Way, Argonaut Lane, Sutter Street, and Mission Boulevard. The focus of the 2004 RTP Update also shifts to look at the issue of city street and County road maintenance and rehabilitation, a serious concern of local governments. The 2004 RTP Update also looks beyond roads and highways to transit, new technologies, and other methods to transport people, goods, and services as the State and County face increasing demands with less funding.

For purposes of developing the 2004 RTP Update, the ACTC formed an RTP Update Oversight Committee. The Committee included two County representatives (one Supervisor and one Planning Commissioner), two city representatives (appointed by the City Selection Committee), one Caltrans representative, one ACTC representative, one Native American representative (Jackson Rancheria) and the California Highway Patrol (CHP). City, County and ACTC planners and Public Works officials were also invited to serve as support to the Oversight Committee. The Oversight Committee held five meetings between January 2001, and June 2003. The Oversight Committee meetings were used to review growth projections, resultant effects on transportation facilities, proposed project/program priorities, and policy recommendations.

### **PUBLIC INVOLVEMENT PROGRAM**

Efforts on the 2004 RTP Update began with public hearings conducted by the ACTC on December 20, 2000 and January 17, 2001. These hearings were held to consider public input concerning the content of the new RTP Update before the draft was written. No public or agency input was received at that time. After January 2001, completion of the Draft 2000 RTP Update was delayed until 2004 while various activities took place, many of which involved much public and private sector involvement. These included, but were not limited to:

1. Monthly review of the previous RTP's number one priority project, the 49 Bypass. The 49 Bypass was funded for construction in April, 2003.

2. Public workshops were held with the Amador County Board of Supervisors in 2003 concerning efforts in increase regional traffic mitigation fees and improve coordination of land use planning efforts with RTP policies and programs.
3. In 2002 and 2003, the Jackson Rancheria issued plans for two expansion projects (acquisition of trust land and hotel casino expansion). Efforts to review and address the transportation impacts of these projects in the RTP included citizen involvement. Casino expansion and public involvement lead to an adjustment of a major RTP priority. Improvements to the Ridge/Climax Road corridor is de-emphasized in the new RTP and capacity enhancements on Highway 88 through or around Jackson has been prioritized in the new RTP.
4. During January, February, and March 2004, the ACTC offered all public and private service organization in Amador County the opportunity to receive a presentation concerning the Draft 2004 RTP Update. ACTC staff conducted presentations before the following organizations: Amador County Council on Aging, Foothill Conservancy, Ione Rotary, and the Amador Board of Realtors. The ACTC Executive Director also appeared on two public access television programs in an effort to spread information and awareness about the RTP and the need for public involvement.

In January 2004, copies of the Draft RTP were distributed to all concerned or affected public and private agencies and organizations. A list of citizens desiring to be kept informed regarding the RTP Update were also notified and/or provided copies of the Draft RTP for review (see Appendix D). During January, February, and March 2004, the ACTC conducted an effort to solicit public interest awareness and involvement in the RTP by conducting presentations and discussions before all five city planning commissions and city councils in Amador County. ACTC offered the same presentation to Tribal councils serving the three recognized tribes in Amador County. The Jackson Rancheria participated. The ACTC held a joint public hearing with the Amador County Planning Commission to consider public input concerning the 2004 RTP on March 23, 2004. Written comments were also solicited and received from the public prior to and following the public hearing.

Public and interagency review and input concerning the RTP Update continued with public review of the RTP's Environmental Impact Report (which occurred during June and July 2004). Further detail concerning the ACTC's ongoing public involvement program are contained in Appendix C.

## **INTERAGENCY COORDINATION**

The State's RTP Guidelines require that the ACTC reconfirm and expand its efforts at interagency coordination. The list of State, federal, local, and regional agencies and organizations that were consulted for input to the RTP development process are identified in Appendix D. Interagency coordination efforts are summarized in Appendix E.

### ***III. EXISTING TRANSPORTATION SYSTEM***

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#### **ROADS AND HIGHWAYS**

##### **Description**

Figure 3 displays the major roads and highways in Amador County along with their functional classification. In Amador County, the arterial system consists of the State highway system including the Ridge Road/Climax Road corridor (legislated State Route 104). State highways serving the County include Routes 16, 26, 49, 88, 104, and 124. Arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds with minimum interference to through movement. The ACTC considers the system of State highways (arterials) and city and county roads of major significance (major collectors) to be the "regional road system".

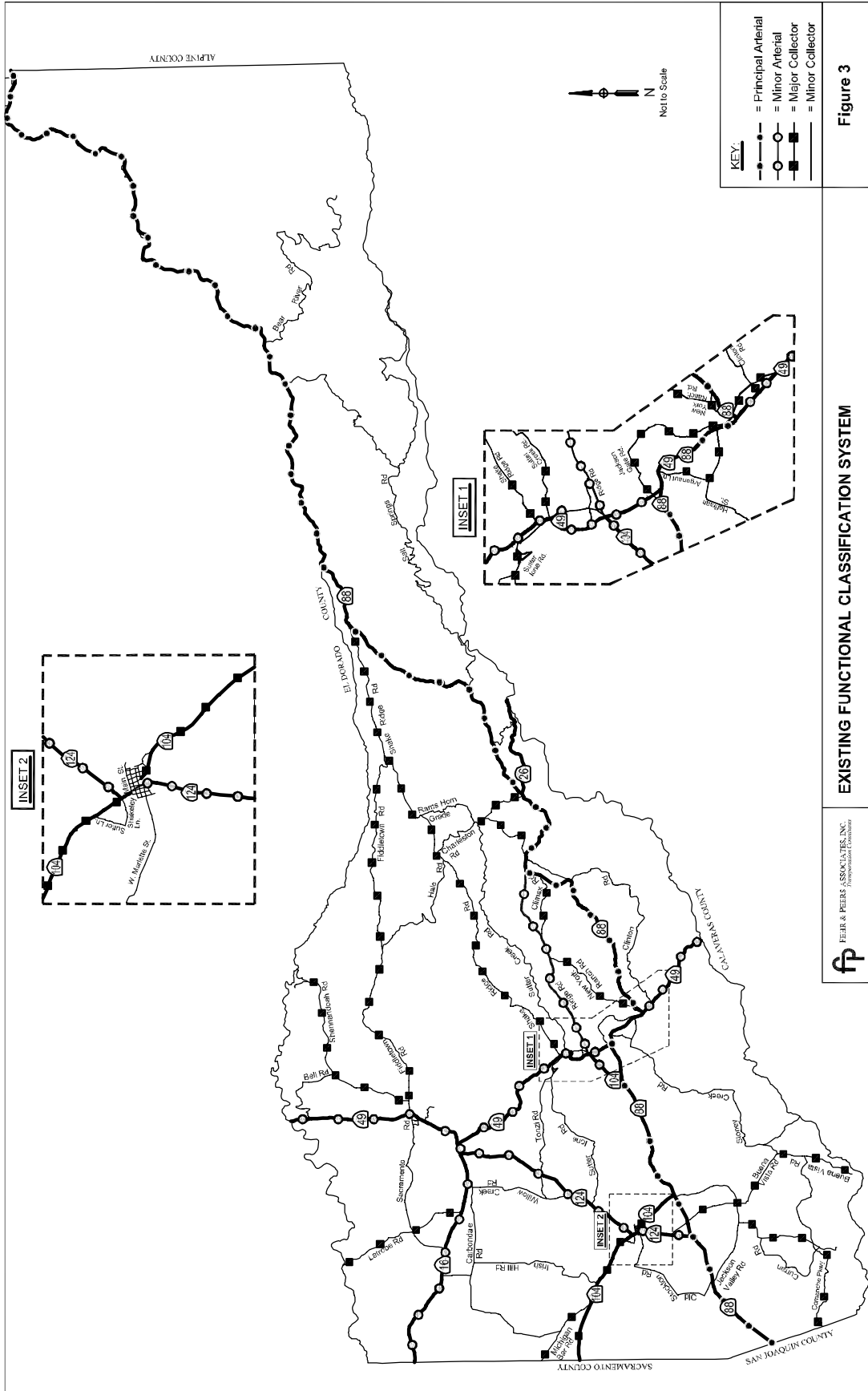
State highways form the "Main Streets" of seven of Amador County's incorporated cities or unincorporated communities (Plymouth, Ione, Drytown, Amador City, Jackson, Pine Grove, Pioneer/Buckhorn). Caltrans has established a new policy concerning "context sensitive solutions" which expresses the intention to work with communities to ensure that State highway projects are developed in keeping with the community's historic and rural character.

There are approximately 470 miles of County roads and city streets that interconnect with State highways in Amador County. Approximately 408 miles are County roads and 62 miles are city streets. Of these, approximately 97 miles are considered major collectors, 92 miles are minor collectors, and the balance of 281 miles are local roads.

##### **Levels of Service**

The growth in Amador County's population and through-County traffic over the past decades has resulted in a number of deficiencies on the current transportation system. A description of the region's current deficiencies is contained on the following pages.

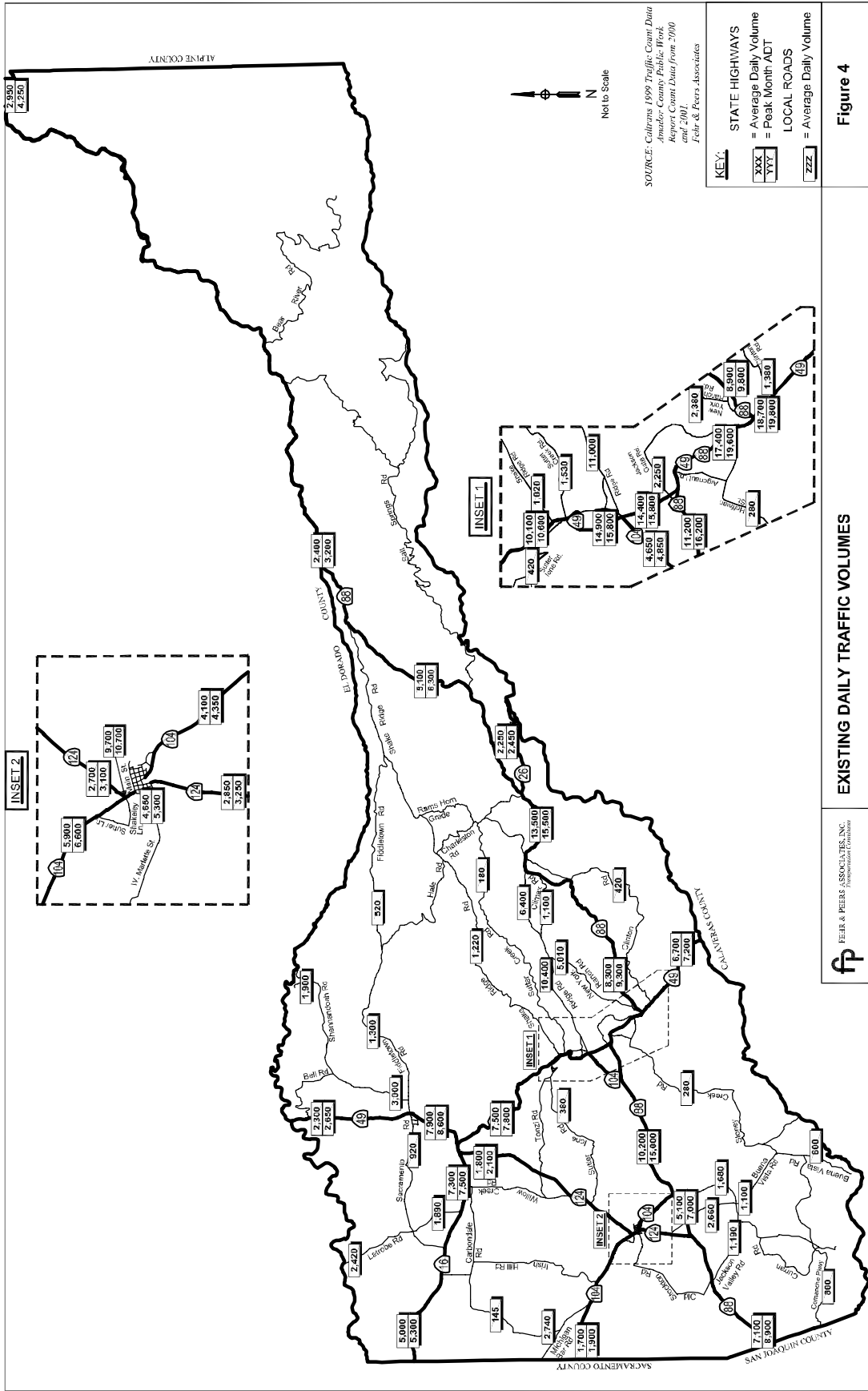
Figure 4 displays the most recent average daily traffic volumes for the major roadways within Amador County. Figure 4 also displays the average daily volumes during peak months on State highways. Counts along State highways were provided by Caltrans and counts for the local road systems were provided by the Amador County Public Works Agency. The dates and approximate locations of traffic counts provided by Caltrans and the County Public Works Agency are included in Appendix G.



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**EXISTING FUNCTIONAL CLASSIFICATION SYSTEM**

**Figure 3**



The quality of traffic operations is expressed in terms of level of service (LOS) ranging from LOS A (best) to LOS F (worst). Table 3 provides a general description of each category in a rural setting such as Amador County. Although this information was not used to determine the levels of service shown in Figure 5, it aids the reader's understanding of the concept. Please refer to Appendix G for more detail regarding the quantitative process for computing service levels.

<b>Table 3 Level of Service Descriptions For Rural Highways</b>				
Level of Service	Average Travel Speed	Percent of Time Delayed	Number of Cars Travelling Together	Comments
A	55-60 mph	<30%	1-2	Vehicles don't need to pass to maintain desired speed
B	52-55 mph	30-45%	2-4	Vehicles need to pass to maintain desired speed
C	49-52 mph	45-60%	4-6	Passing begins to become difficult
D	45-49 mph	60-75%	5-10	Passing becomes very difficult, left turns across traffic delayed
E	40-45 mph	75-95%	10-15	Passing is virtually impossible, left turns across traffic become very difficult
F	<40 mph	95-100%	>15	Very low speeds, no passing, left turns become extremely difficult
Source: Fehr & Peers Associates based on information contained in the Highway Capacity Manual - Special Report 209, Transportation Research Board, 2000.				

Figure 4 shows two different traffic counts for New York Ranch Road. The countywide map identifies traffic volumes on New York Ranch Road north of Bingo Way (the Jackson Rancheria Casino). Inset #1 on the map identifies traffic volumes on New York Ranch Road south of Bingo Way.

Figure 5 presents the existing average and peak month daily LOS results for Amador County's arterial and major collector roadways.



The previous 1996/97 RTP Update found that the following locations experienced conditions of worse than LOS C:

- SR 49 near downtown Sutter Creek LOS D
- SR 88 from SR 104 East to SR 49 Martell LOS D
- SR 88 in Pine Grove LOS E
- SR 49/88 from Martell to Sutter Street, Jackson LOS D

Based on updated traffic counts for the 2004 RTP Update, the following locations currently experience average daily levels of service that are worse than LOS C:

- SR 49 near downtown Sutter Creek LOS D
- SR 88 from SR 104 East to SR 49 Martell LOS D
- SR 88 Pine Grove LOS E
- SR 49/88 from Martell to Sutter Street, Jackson LOS D
- Ridge Road from SR 49 to New York Ranch Road LOS D
- New York Ranch Road from Ridge Road to Bingo Way LOS E

Significant levels of peak hour congestion have been observed on many other State and local roadways. These peak periods may occur during typical commuter hours on weekdays or during weekends resulting from tourist traffic. Specific locations include:

- Several intersections along State Route 49 in Jackson including Hoffman Street, Main Street, SR 88, Broadway Road and Clinton Road;
- Several intersections along State Route 49 in Martell including Argonaut Lane, SR 88, Jackson Gate Road and Ridge Road;
- Several intersections along State Route 49 in Sutter Creek including Spanish Street, Church Street, Eureka Street and Gopher Flat Road;
- Sections of State Route 49 through Plymouth, Amador City and Drytown;
- Intersections of State Routes 104 and 124 in downtown Ione; and
- Sections of State Route 88 throughout the entire County, particularly in Pioneer and Buckhorn and in the Jackson Valley area south of Ione;
- SR 88 from SR 26 to Shake Ridge Road operates at LOS D during peak month conditions; and
- SR 104 through downtown Ione operates at LOS D during peak month conditions.

## **City/County Road Pavement Conditions**

In March 1999, the ACTC completed an analysis of pavement conditions on all County roads and city streets. This study determined the Average Pavement Condition Rating (APCR) for all County roads and city streets and determined the current status of each local jurisdiction's Pavement Management Systems (PMS). The APCR is a system for rating the overall conditions of streets and roads on a scale of 1 to 100. PMS's are systems that should be adopted to monitor pavement condition and prioritize resources for maintenance of the existing streets and road system.

The Amador PMS study found that the current status of County roads and city streets in Amador County is less than satisfactory. The Average Pavement Condition Rating (APCR) for all County roads and city streets is less than 65 (on the scale of 1 to 100). It also determined that the one-time cost to bring all local roads up to an APC rating greater than 97 could be \$27.5 million. The amount of funds available for investment by the cities and County in their street and road networks was, in 1999, approximately \$700,000 per year. The average annual cost to bring all local streets and roads up to good condition (APCR 97 or above) in ten years would be approximately \$3.4 million per year (\$34 million total). To stretch an improvement effort over 20 years, approximately \$2 million per year would be needed (\$40 million total).

## **City/County Road Capital Improvement Programs**

Amador County maintains a local road capital improvement project (CIP) list of road improvement projects beyond those identified in the County's Pavement Management Systems (PMS). The Amador County Public Works Agency has compiled this list of curve corrections, intersection improvements, bridge improvements and other projects based upon accident information, citizen complaints, or other observations. Currently this list includes over 135 projects needing approximately \$100 million in funds (see Appendix I).

The County's five incorporated cities do not maintain similar "master lists" of needed street capital improvements. The countywide local road CIP funding need (including the cities) is therefore likely higher than that provided by County public works.

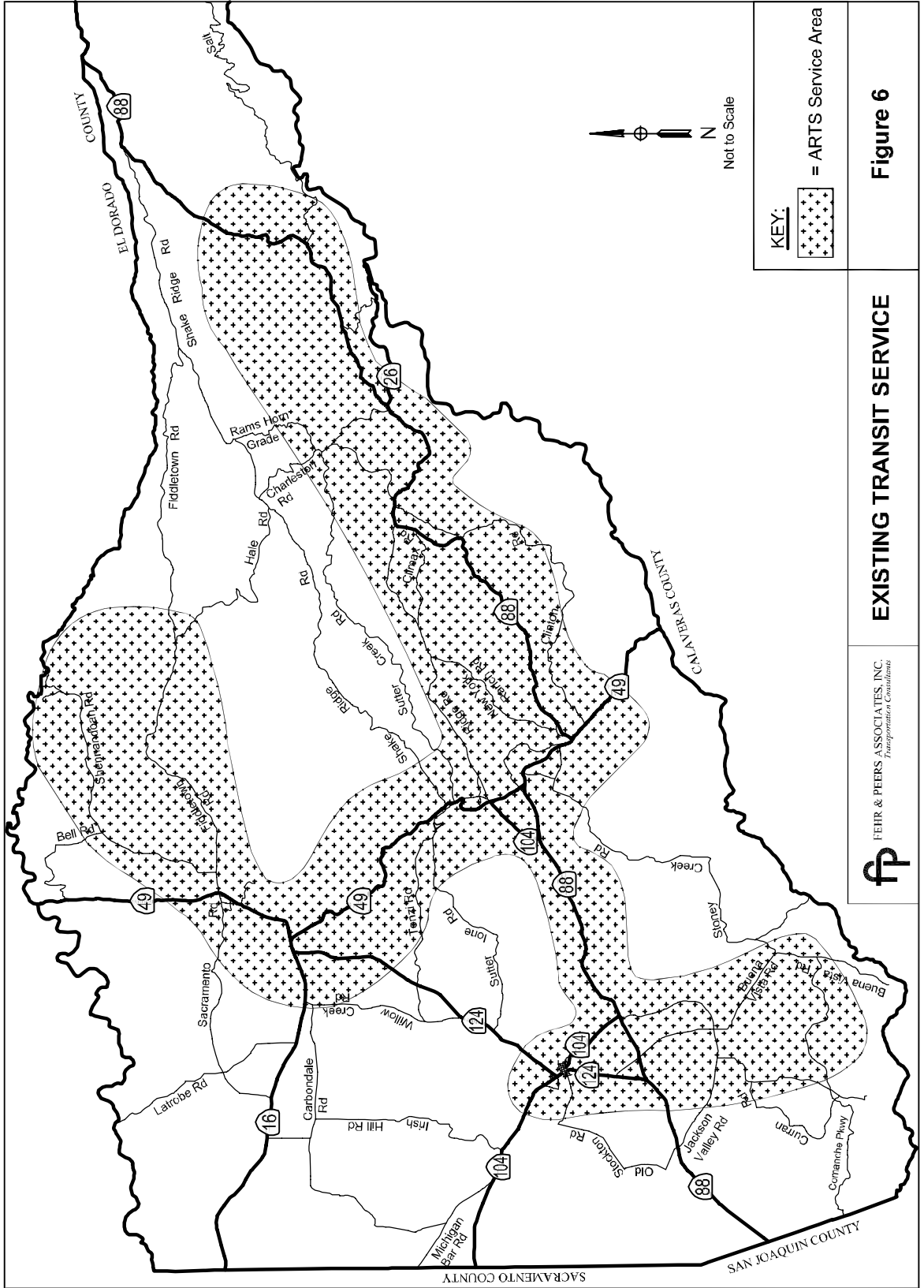
## **PUBLIC TRANSIT**

Amador Regional Transit System (ARTS) is the only public transit service in the County. There are a number of other special needs transit service providers that operate in the County. These include the following:

1. Amador County Unified School District provides school bus service for students.
2. Pioneer Cab Company and Delta Sierra Cab Co are the only taxicab companies.
3. Blue Mountain Transit is a private van service based in San Andreas that provides transit service to the ARC program in Sutter Hill.
4. Amulvan provides service to medical patients whose needs cannot be serviced within the County.

5. ARC provides service to the developmentally disabled.
6. New Beginnings provides services to people visiting the Mule Creek State Prison in Ione.
7. Calaveras Transit presently has three stops in Amador County as part of their linked service with ARTS (Calaveras transit is a public transportation service).
8. Jackson Rancheria provides a shuttle bus service to their casino and other operations.

The most extensive public transit service is provided by the Amador Regional Transit System. ARTS provides fixed-route/demand responsive bus service throughout the western portion of the County. Service can extend up to one-half mile from the designated routes. As shown on Figure 6, the service area encompasses all five Cities and other small communities including Drytown, Fiddletown, Pine Grove, Pioneer, Buckhorn, Camanche, and Buena Vista.



**EXISTING TRANSIT SERVICE**

**Figure 6**

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**KEY:**

 = ARTS Service Area

North Arrow  
 Not to Scale

DATE: 11/15/2011

## **AVIATION**

Westover Field, located near Martell, is the only public airport serving Amador County. The airport is classified as a 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.

Westover Field is owned by Amador County. It is managed by a contract airport manager under the County General Services Administration Director. There is an airport advisory committee appointed by the County Board of Supervisors to oversee and assist with airport matters.

According to airport management records, a total of 126 aircraft were based at the airport in 2001. This included 115 single engine aircraft, 5-twin-engine aircraft, 3 ultralights and 3 helicopters. The estimated annual aircraft operations ranges between 25,000 (FAA) and 44,000 (Caltrans). There is no commuter or airline reliever service to this airport at this time.

## **BICYCLE AND PEDESTRIAN FACILITIES**

Few designated bicycle routes currently exist in Amador County and a very small percentage of the local population is using their bicycles in lieu of autos for shorter distance transportation trips, probably less than 1%. This is largely because of the population's preference for automobiles, the County's widely disbursed pattern of urbanization, hilly terrain and traffic hazards. The popularity of bicycle touring by local and non-County residents is growing. More and more cyclists are seen touring the historic Mother Lode. Trans-Sierra crossings along SR 88 also occur. Recent Caltrans projects have included 8 foot shoulders to satisfy motor vehicle safety concerns, however, wider shoulders also allows roads to better accommodate bicycle travel.

The County roadway system is unprepared to accommodate on-street bicycle travel. In many places bicyclists will be forced to share the existing roadway. This is not a desirable condition in Amador County given that many County roads and even State routes are very narrow and without shoulders to allow vehicles enough room to safely pass a slower moving bicycle. As a result, the ACTC plans to develop a comprehensive Bicycle and Pedestrian Master Plan for all of Amador County. The project is expected to be completed as planning funds are available.

## **RAIL AND GOODS MOVEMENT**

Rail service in Amador County is limited to freight service since there is no direct rail passenger service available. Most County residents obtain rail passenger service in Stockton, Sacramento, Oakland, or San Francisco. Until recently, the Amador Foothills Railroad operated, on call, between Ione and Martell for rail freight service, serving the former Georgia Pacific Lumber Mill. In 1996, the mill was sold to Sierra Pacific Company. Since closure of the Mill, the Amador Foothills Railroad has continued to operate at a reduced level. Sierra Pacific Company has drafted a master plan to convert the former Georgia Pacific Mill site into the "Martell Business Park". The master plan anticipates the continued use of the Amador Foothills between Ione and Martell.

The rail line from Ione to Galt is used by Union Pacific three days per week for freight only. Freight is hauled from the Reed Mineral Plant near Ione. This "short-line" is approximately 27 miles long. The length of travel between Martell and Galt is approximately 55 miles.

With limited rail freight service in the County, trucks handle most of the freight entering and exiting Amador County. This statement is supported by the fact that 6-10 percent of the daily traffic on State routes consists of trucks according to Caltrans vehicle classification counts. Specific levels of truck traffic for each State route in Amador County are shown in Appendix J.

## **TRANSPORTATION DEMAND MANAGEMENT AND TRANSPORTATION SYSTEMS MANAGEMENT**

Transportation Demand Management (TDM) is a term for the management of all modes of transportation to create a more efficient transportation system. "TDM" refers to techniques for managing traffic circulation better to make maximum usage of existing circulation facilities without having to construct expensive new facilities. Examples of TDM include the coordinated use of public and social service transportation, ridesharing (carpool/vanpools), bicycling, the use of flexible work hours and variable work schedules by large employers, creation of adequate parking facilities, vanpool commuter lanes, and the proper timing of traffic signals. TDM techniques are intended to provide an economical, short-term improvement to efficiency and congestion. They can also result in energy conservation and reduced air quality emissions.

Currently, TDM activities are limited in Amador County. Several "informal" or undeveloped park-and-ride lots are becoming established as Amador County communities begin to ride-share. In 2004 Caltrans completed a park and ride plan which identifies needed park and ride facilities at two locations in Amador County (Sutter Hill/Martell and SR 16/124 near Plymouth). San Joaquin County maintains a ride-share service called "Commute Connection" by use of a website ([www.commutecconnection.com/vanpool.htm](http://www.commutecconnection.com/vanpool.htm)) or 800 number (1-800-52-Share). The Commute Connection can link Amador County commuters to other persons commuting to and from San Joaquin County. There is also a vanpool providing service from Sutter Creek to Sacramento for State workers (1-800-Commute).

Transportation Systems Management (TSM) represents short-range improvements intended to maximize the efficiency of the existing transportation system that, like TDM, provide a relatively high benefit for relatively low cost of investment. TSM strategies can include things like public transportation, traffic regulations, innovative roadway striping and signing, bicycle usage, and operational improvements that do not require the construction of additional traffic lanes. Except for the rural public transit service provided by ARTS, there is little use of TSM in Amador County at the present time. As population and traffic volumes grow, and projections for transportation funding remain constrained, the need for consideration of TSM in the County will increase.

### **Air Quality and the State Implementation Plan (SIP)**

In the previous 1996/97 Amador County RTP Update, it was reported that Amador County has been considered "attainment" meaning that air quality in the County meets all State and Federal standards. In July 1997, the U.S. Environmental Protection Agency (EPA) established a new 8-hour standard for ozone. It was determined that Amador and four other counties in the western Sierra Nevada foothills (Nevada, Calaveras, Tuolumne, and Mariposa) did not meet the new standards. The EPA's concern was that the previous standard did not provide adequate health protection against daylong exposure. Prolonged exposure to ozone levels results in adverse health effects including coughing, increased asthma attacks, chronic lung inflammation, decrease lung function, and decrease lung defenses against respiratory infections.

It is anticipated that Amador County will be required to begin efforts toward achieving the new 8-hour ozone standard in 2004. Amador and Calaveras Counties became defined as the Central Mountain Counties 8-hour ozone non-attainment area in April 2004. The counties need to complete required consultation process by April 2005 then an air quality plan that will show attainment for 8-hour ozone standards by April 2007.

The ACTC has initiated efforts with Caltrans to use information from the countywide traffic model to prepare air quality modeling information needed for the air quality attainment effort. One key requirement for implementation would involve Amador County working with State Air Quality officials to establish emission reduction programs and strategies that can achieve attainment in coordination with the State Implementation Plan (SIP). The SIP is the statewide plan for achieving national ambient air quality standards. The major concern imposed on the ACTC would be that the projects and strategies adopted in each RTP Update must reduce traffic congestion and automobile emissions (a primary source of ozone) or Federal funding to Amador County (a major source of transportation funding to the County) could be withheld.

## **Intelligent Transportation Systems (ITS) and the National Architecture**

The nationwide Intelligent Transportation Systems (ITS) Program was adopted by Congress as part of TEA-21. This program calls for the integration of ITS components into transportation plans, projects, and programs in all urban and rural areas of the country. The term "Intelligent Transportation System" applies to the use of computers, electronics, and modern communication technologies to improve transportation and circulation. Typically, ITS technologies are used to:

- Better manage surface transportation
- Provide travel information
- Create smarter vehicles

The ITS "National Architecture" refers to a common structure for the design of Intelligent Transportation Systems across the nation. The National Architecture "bundles" groups of user services into the following seven categories:

- Travel and traffic management
- Public transportation management
- Electronic payment
- Commercial vehicle operations
- Emergency management
- Advanced vehicle safety systems
- Information management

Detailed descriptions of a long list of user services from traffic control devices through pre-crash restraint deployment devices are listed for each of the seven user service subject areas. The National Architecture enables local or regional ITS plans to pick from, add to, or participate with any of the user services that are listed.

In California, Caltrans' New Technology and Research Program has led an effort to develop Strategic Deployment Plans for a number of regions (combined counties) throughout the State. One of these regions, the Sierra Nevada region, includes Amador as well as Alpine, Calaveras, Tuolumne, Mariposa, Inyo, and Mono Counties. On May 21, 2003, the ACTC adopted the Sierra Nevada ITS Strategic Deployment Plan by resolution. Copies of the plan are available for review at the ACTC office.