

Appendix B

Glossary of Terms and Acronyms

The Glossary of Terms and Acronyms is organized in three parts:

- (1) General
- (2) Road and Highway Classifications
- (3) Transportation Funding Programs

(1) General

ACTC (Amador County Transportation Commission):

The ACTC is established under requirements of State Government Code Section 29535 and is composed of three members appointed by the board of supervisors and three members appointed by the city selection committee. The functions of the Transportation Commissions are essentially:

1. development and yearly accomplishment of the overall work program (OWP);
2. biennial preparation of the Regional Transportation Plan (RTP) Update;
3. administration of Local Transportation Funds (LTF) according to the Transportation Development Act (TDA)
4. preparation of a biennial Regional Transportation Improvement Program (RTIP).

ADT (Annual Average Daily Traffic):

A measure of the amount of traffic being generated from a source, utilizing a route or corridor, and/or arriving at or through a destination or point.

ARTS (Amador County Regional Transit System):

ARTS is a joint powers entity that includes Amador County and the Cities of Amador City, Ione, Jackson, Plymouth, and Sutter Creek. ARTS began operation in December 1976 with funding provided from SB 325, the Local Transportation Fund. ARTS provides bus service to each city in the county on a regular schedule.

Caltrans (The California Department of Transportation):

The State level department responsible for oversight of the statewide multi-modal transportation system, maintenance of the State Highway System, and other related tasks as assigned by the State Government.

Caltrans' System Planning:

Section 65086 of the State's government code requires Caltrans to perform long-rang State highway system planning.

CEQA (California Environmental Quality Act):

State law (Public Resources Code 21000 etseq.) requires that every public agency in California assess the environmental impacts of every discretionary plan, program, and project that it sees to undertake. Further, the State Clearing House has promulgated rules and guidelines for the orderly processing and review of environmental documents (CEQA Guidelines).

Context Sensitive Designs:

An approach to planning, designing, constructing and maintaining transportation facilities including highways through communities that utilize innovative and inclusive approaches that integrate and balance community, aesthetic, historic and environmental values with transportation safety, maintenance, and performance goals. (See also Caltrans' Director's policy concerning context sensitive solutions available at ACTC office.)

CTC (California Transportation Commission):

The CTC is an 11 member state commission appointed by the Governor and charged with advising and assisting the Legislature and the Administration in formulating and evaluating state policies and plans for transportation programs in California. Special responsibilities include adopting a STIP, preparing the Biennial Report to the Legislature concerning significant transportation issues, and evaluating the proposed State transportation budget.

IRRS (Interregional Roadway System):

The IRRS is a series of interregional state highway routes outside of Urbanized Areas, that provides access to and between the state's economic centers, major recreational areas, and urban and rural regions.

ITIP (Interregional Transportation Improvement Program):

The ITIP is a list of projects nominated by Caltrans for STIP funding by the California Transportation Commission. ITIP projects are to include capacity increasing projects on interregional routes and/or transit facilities generally outside of urbanized areas. The ITIP has a four year planning horizon and is updated every two years by the CTC.

ITS (Intelligent Transportation system)

ITS is the application of advanced sensor, computer, electronics, and communications technologies and management strategies to increase the safety and efficiency of the surface transportation system.

ITSP (Interregional Transportation Strategic Plan):

The ITSP describes the framework in which the State will carry out its responsibilities and fund projects pursuant to the ITIP.

LOS (Levels-of-Service):

A qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic conditions, is assigned to an intersection or section of roadway.

NEPA (National Environmental Protection Act)

NEPA is Federal legislation which creates an environmental review process similar to CEQA but pertaining only to projects having Federal involvement through financing, permitting, or Federal land ownership.

OWP (Overall Work Program):

Annual work programs that are prepared by local transportation commissions for the purpose of applying for State Planning Funds and other available financial resources toward the continuous update and improvement of regional transportation plans and the transportation system.

PA&ED (Project Authorization and Environmental Document)

This is known as the first phase (for constructing a State highway project). It includes a report about the project and adoption of environmental documents to satisfy both CEQA and NEPA.

PCR (Pavement Condition Rating)

An engineer's method for measuring the condition of a street or road using numbers 1 through 100 where 100 is the best possible condition.

PEIR (Program Environmental Impact Report)

CEQA requires that an Environmental Impact Report be prepared if a plan or project could have a significant affect on the environment or cause substantial public controversy. Special provisions of CEQA allow preparation of a "Program EIR" which is applicable for purposes of Amador County RTP Updates.

PS&E (Plans, Specifications, and Estimates)

This is generally known as the second major milestone in delivery (construction) of State highway projects. PS&E are details of design required to refine project cost estimates, conclude right-of-way acquisitions, and issue bid documents to contractors for construction.

PSR (Project Study Report):

The PSR is a preliminary report required to establish definition (purpose and need) including preliminary design factors, cost estimates, community and environmental concerns, etc. A PSR is required for funding State highway projects in the STIP. A PSR "equivalent" is required for funding local projects in the STIP.

"Reasonableness Criteria":

The criteria used to determine if an identified unmet transit need is reasonable to serve using TDA funds as established by the RTPA pursuant to Section 99401.5 (c) of the State Government Code.

RTIP (Regional Transportation Improvement Program):

Document adopted biennially by RTPAs to present transportation improvement funding nominations to Caltrans and the California Transportation Commission.

RTP (Regional Transportation Plan):

The transportation planning document required by Section 65080 (et. seq.) of the State Government Code "Directed at the achievement of a coordinated and balanced regional transportation system" within the area of responsibility of the recognized RTPA.

RTPA (Regional Transportation Planning Agency):

The regional transportation planning agency established by Government Code Section 29532; the RTPA in Amador County is the ACTC.

SB 45 (Senate Bill 45; Chapter 622, Statutes of 1997, KOPP)

SB 45 mandated major transportation reform legislation impacting many areas of transportation planning, funding, and development. Most specifically it combined numerous transportation "pots of money" into the STIP program and apportioned funds 75% to the regions (RIP) and 25% to Caltrans (IIP).

SSTAC (Social Services Transportation Advisory Council):

The SSTAC is an advisory committee to the ACTC on matters pertaining to the transit needs of transit dependent and transit disadvantaged persons. The SSTAC's input shall be considered in and made an integral part of the Commission's annual "unmet transit needs" hearing and findings process. The composition of the SSTAC, the terms of SSTAC appointments, and precise responsibilities of the SSTAC are found in the Public Utilities Code.

TAC (Technical Advisory Committee):

The Technical Advisory Committee is advisory to the Commission on all matters relating to regional transportation planning including the development of the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Overall Work Program (OWP). The TAC consists of the County Director of Public Works, County Land Use Director, the City engineers, and planning directors of each of the cities within the county, or, in the case of cities having no such technical staff, any other person designated to serve on behalf of that city, the Manager of ARTS, the Manager of the Amador County airport, a representative from Caltrans District 10, and the area Highway Patrol Commander. Other city, County and Caltrans staff members may attend and participate in TAC meetings. The TAC meets at least annually but no more than quarterly as needed.

TEA-21 (Transportation Equity Act for the 21st Century):

TEA-21 signed into law and amended in 1998 set forth a number of changes in metropolitan transportation planning processes to accompany guidance and expenditure of Federal transportation funds for the six-year period ending in FY 2002/03.

Tri-County MOU:

In the Amador County 2000 RTP the Tri-County MOU generally refers to the Memorandum of Understanding established between the Transportation Commissions and the Boards of Supervisors of Amador, Alpine, and Calaveras Counties. This MOU calls for pooling RIP county shares under SB 45 and the STIP for purposes of construction four prioritized State highway projects within the three counties. The MOU was initiated in 1996. It is anticipated to sunset or be extended for a new set of projects after full funding of the four highway projects in the 2002 STIP.

TDM (Transportation Demand Management):

TDM refers to policies, programs, and actions that are directed toward decreasing the use of single occupant vehicles. TDM can also include activities to encourage shifting or spreading peak travel periods.

TSM (Transportation Systems Management):

Short-range improvements to maximize the efficiency of the existing transportation system; includes traffic engineering, public transportation, traffic regulations, pricing structures, bicycle usage, and operational improvements not requiring construction of additional through lanes.

Unmet Needs Hearing:

Hearings that are required to be held annually by the RTPA to determine whether or not there are any unmet transit needs that can reasonably be met before TDA funds may be used for streets and roads purposes (see Section 99401.5 and 99401.6, California Government Code).

(2). Road And Highway Classifications

Local Roads:

Local roads constitute the rural mileage not classified as arterial or collector.

The rural local road system should have the following characteristics:

1. serves primarily to provide access to adjacent land
2. provides service for travel over relatively short distances as compared to collectors or arterial systems.

Major Collector Roads (Routes):

Major collectors should:

1. provide service to any County seat not on an arterial route, to the larger towns not directly served by the higher road systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, County parks, important mining and agricultural areas, etc.
2. link these places with nearby larger towns or cities, or with routes of higher classification
3. serve the more important intracounty travel corridors.

In Amador County the "Major Collector" system consists primarily of the major County roads and SR 104. ISTE A required functional reclassification of these to FHWA by 12/31/92.

Minor Collector Roads (Routes):

These routes should:

1. be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road
2. provide service to the remaining smaller communities
3. link the locally important traffic generators with their rural hinterland.

Minor Arterial Highways (Routes):

In Amador County the "Minor Arterial" system consists basically of most State highways, although, as the County grows, some new or existing County roads may achieve minor arterial status. Minor arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement. ISTE A required functional reclassification of these to FHWA by 12/31/91.

Principal Arterial Highway (Route):

In Amador County, includes only State Route 88 and SR 49 between Jackson and Martell, designated as principal arterials in conjunction with the functional reclassification required by ISTE A. Principal arterials are routes of state and regional significance whose design should provide for relatively high travel speeds with minimum interference to the through movement.

(3). Transportation Funding Programs

CMAQ (Congestion Management and Air Quality)

CMAQ funds are Federal funds made available to "non-attainment" counties, those counties that do not achieve Federal air quality standards. CMAQ funds may only be used for a specific transportation improvements that will reduce air pollution by automobiles and other vehicles.

EEMP (Environmental Enhancement and Mitigation Program)

The EEMP is a grant program maintained by the California Transportation Commission and the State Resources Agency. TEA grants are eligible to agencies throughout the State including cities and counties. EEMP grants are awarded annually for specific types of projects related to environmental enhancements such as urban forestry and resource protection.

FTA (Federal Transit Administration)

The FTA is a component of the U.S. Department of Transportation that is responsible for administering the Federal Transit Program under the Federal Transit Act as amended. The FTA provides funding for transit and transit planning purposes.

HBRR (Highway Bridge Replacement and Rehabilitation Program)

The HBRR is a grant program whereby Caltrans provides Federal funds to cities and counties for replacement or rehabilitation of bridges on arterials, collectors, or local roads.

HES (Hazardous Elimination and Safety Program)

HES are Federal grant funds provided through Caltrans for specific safety related projects on eligible county roads and city streets.

IIP (Interregional Improvement Program):

Under the STIP reforms of SB 45 the IIP is funded with 25% of State highway account revenues. They are programmed through the STIP consistent with Caltrans ITIP.

LTF (Local Transportation Funds):

A form of TDA funding, which is derived from 1/4 cent of the state sales tax.

PPM (Planning, Programming and Monitoring)

PPM usually refers to a percentage of STIP funds that may be used for "planning, programming, and monitoring" purposes. Under SB 45 RTPAs were given increased responsibility for programming better transportation projects for funding and then monitoring their successful construction according to clear milestones and cost estimates.

RPA (Rural Planning Assistance)

RPA funds are provided to rural counties out of the Caltrans budget on an annual basis for purposes of carrying out transportation planning activities as approved in the annual OWP.

RIP (Regional Improvement Program):

Under the STIP reforms of SB 45, the STIP now consists of two broad programs, the RIP and IIP. The RIP is funded from 75% of the new STIP funds, divided by formula among fixed county shares. Each county selects the projects to be funded from its county share and its RTIP.

RSTP (Regional Surface Transportation Program)

RSTP funds are Federal funds passed through the State of California to RTPAs. In rural counties the State has a policy whereby these Federal funds may be exchanged for State dollars which can be used for a broader range of transportation purposes.

SHA (State Highway Account)

The SHA is the State's primary source for funding transportation improvements. Revenues from State fuel tax, truck weight fees, and Federal highway funds are deposited into the SHA. The SHA provides funding for (1) Caltrans maintenance operations capital outlay support, etc., (2) the STIP, (3) the SHOPP, (4) Caltrans Local Assistance, (5) etc.

SHOPP (State Highway Operation and Protection Program):

A state program to rehabilitate and improve safety and operational characteristics on the SHS. SHOPP programs are not included in the STIP and are not counted against county minimums.

SP&R (State Planning and Research)

SP&R funds are transportation planning funds generally available only to urbanized areas cities and counties. Some SP&R funds may be made available to rural counties usually in the form of competitive grants for special purposes.

STA (State Transit Assistance Fund (also STAF))

These are funds derived from the public transportation account which are apportioned to counties for transit purposes.

STIP (State Transportation Improvement Program):

A biennial CTC adopted 7-Year program and state funding document listing major projects to be funded from state transportation funds. The STIP represents the CTC's statement of intent for allocation of funds from the IRRS, FCR, soundwall and intercity rail programs. The STIP is adopted by the CTC by April 1st of even numbered years. This document includes costs by category and fiscal year of implementation. In Amador County, only IRRS and FCR programs are currently eligible for funding in the STIP.

TDA (Transportation Development Act):

A pool of funds from a 1/4% of the 6% general sales tax established by SB 325 for local transportation purposes, e.g., community level bus service, bikeways, transportation planning, and streets and roads. TDA funds can be spent on streets and roads if and only if there are no reasonable unmet transit needs.

TEA (Transportation Enhancement Activities Program)

TEA grants are Federal funds made available to cities, counties, and other qualified agencies for purposes of constructing or installing enhancements that go beyond normal environmental mitigation requirements of a transportation project. TEA projects in the Amador County region have included restoration of Middlebar Bridge, Plymouth Highway 49 Beautification, and restoration of the Kennedy Mine Tailing Wheels in Jackson.

Appendix C

Amador County Transportation Commission

**Public Involvement
Procedures**

For

Transportation Planning

**Document
September 15, 2004**

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Amador County Transportation Commission Public Involvement Procedures

September 15, 2004

Introduction

The Amador County Transportation Commission (ACTC) and its member agencies (Amador County and the cities of Ione, Jackson, Sutter Creek, Amador City, and Plymouth) are responsible for deciding transportation policies and adopting transportation plans and programs to carry out these policies. The ACTC's Public Involvement Procedures document is intended to give public officials, local agency staff persons, and the public information about how best to include public participation in the regional transportation planning process. The Public Involvement Procedures contain the ACTC's current policies as well as implementation measures to improve public involvement in the transportation planning process.

The federal government has provided seven planning factors in the Transportation Equities Act for the 21st Century. These factors are used to help guide the ACTC's Public Involvement procedures.

- Support economic vitality, especially by enabling global competitiveness, productivity, and efficiency.
- Increase safety and security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance integration and connectivity of the transportation system across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize preservation of the existing system.

The ACTC maintains a long history of encouraging and facilitating public involvement in the planning process. The proposed 2004 Public Involvement Procedures expands and clarifies this commitment. It is the ACTC's objective to provide full access to public records and public documents, to help explain these documents and the planning processes surrounding them whenever necessary, to encourage participation in public meetings and to involve public input in all transportation planning decisions.

The ACTC's objective in developing the public involvement process is to be proactive, to provide timely public notice, to provide full public access to information, and to provide early and continuous opportunities for public input.

It is the ACTC's desire that citizens in Amador County and its cities assist in determining the values, goals, objectives, and programs for the Regional Transportation Plan (RTP). Furthermore, it is the ACTC's desire that citizens of Amador County and its cities participate in establishment of the General Plan Circulation Elements for Amador County and its cities and that these Circulation Elements remain consistent with the countywide RTP. It is also the ACTC's goal to provide adequate information to, and solicit input from, historically under-served communities within Amador County (i.e., elderly, minority groups, youth, disabled, and lower-income people).

Background

The regional transportation planning process was initiated by State law throughout California in 1972 (AB 69). The ACTC was designated as the Regional Transportation Planning Agency (RTPA) for Amador County in that same year. A primary responsibility of the ACTC is to adopt and update the 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 on regional roads (State highways) shown in the RTP. The highest priority projects are then submitted for State or federal funding through the Regional Transportation Improvement Program (RTIP). Each year the ACTC prepares an Overall Work Program (OWP) within which it uses planning funds provided by the State and federal government for carrying out planning studies and implementation programs in support of the RTP and the RTIP. Included in these planning and implementation efforts, the ACTC has worked with Caltrans, the County, and the cities to maintain General Plan Circulation Elements for Amador County and each of the cities inside Amador County.

Related Regulations

ISTEA/TEA 21

The ACTC has traditionally maintained a "open door" policy concerning public involvement. Public involvement in the transportation planning process took on an increased emphasis when Congress passed the Federal Intermodal Surface Transportation Act of 1991 (ISTEA). Federal regulations to implement ISTEA called for a proactive public involvement process. The process must respond not only to the requirements of ISTEA, but also those of related federal acts, such as the Clean Air Act and the Americans with Disabilities Act.

The Transportation Equity Act for the 21st Century (TEA-21) succeeded ISTEA after September 30, 1997. TEA-21 is the federal legislation which authorizes a balance of federal highway, highway safety, transit, and other surface transportation programs. The bill was signed into law on June 9, 1998, and covers the period from October 1, 1997 through September 30, 2003. TEA-21 builds on the initiatives established in ISTEA. It continues most of ISTEA's programs and policies including the necessity for enhanced Public Involvement Procedures.

The Brown Act (Government Code Sections 54950-54962)

The Ralph M. Brown Act governs the meetings and actions of governing boards of local public agencies and their created bodies. Requirements of the Brown Act also apply to any committee or other subsidiary body created by a governing board, whether permanent or temporary, whether decision-making or advisory.

The Brown Act sets minimum standards for open meetings and public access to them, location of meetings, posting notice, agenda distribution, and public input. The public agency may adopt reasonable regulations ensuring the public's right to address the agency, including regulations to limit the total amount of time allocated for public testimony. The ACTC and its standing committees all adhere to Brown Act requirements including proper notice, access, and the ability to address the ACTC and its committees.

Due to time constraints, unscheduled comments by the public may be limited to five minutes in length during any ACTC or committee meeting, however, the agency encourages interested citizens to provide written comments, particularly if the comments are too long to be presented within three minutes time. Citizens that are unable to attend meetings may submit their comments in writing to staff. Staff will then present the comments to the ACTC or the applicable committee.

Americans with Disabilities (ADA)

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. All events held for programs or projects with federal aid that are open to the general public must be made accessible to everyone, including the disabled.

ACTC is in compliance with the ADA by having accessible formats, public meetings, and public hearings. ACTC also consults with individuals from the disabled community and by including representatives from or for the disabled and transportation disadvantaged on the ACTC's Special Services Transportation Advisory Committee.

Title VI and Environmental Justice (EJ)

Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. The Civil Rights Restoration Act of 1987 clarified the intent of Title VI to include all programs and activities of federal-aid recipients, sub recipients and contractors whether those programs and activities are federally funded or not.

The National Environmental Policy Act of 1969 (NEPA) stressed the importance of providing for "all American's safe, healthful, productive, and esthetically pleasing surroundings", and it provides a requirement for taking a "systematic, interdisciplinary approach" to aid in considering environmental and community factors in decision-making.

The California Environmental Quality Act of 1970 ("CEQA") was intended to inform governmental decision-makers and the public about potential environmental effects of a project. CEQA was also intended to identify ways to reduce adverse impacts, offer alternatives to the project and disclose to the public why a particular project is approved.

This approach was further emphasized in the Federal-aid Highway Act of 1970, which established further basis for equitable treatment of communities being affected by transportation projects. It requires consideration of the anticipated effects of proposed transportation projects upon residences, businesses, farms, accessibility of public facilities, tax base, and other community resources.

On February 11, 1994, the President of the United States signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.

In April 1997, the U.S. Department of Transportation (DOT) issued the DOT Order on Environmental Justice to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice. The Order generally describes the process for incorporating environmental justice principles into all DOT existing programs, policies, and activities.

In December 1998, the FHWA issued FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations that requires the FHWA to implement the principles of the DOT Order 5610.2 and E.O. 12898 by incorporating environmental justice principles in all FHWA programs, policies and activities.

The FHWA and the Federal Transit Administration (FTA) issued a memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning on October 7, 1999. The memorandum provides clarification for field offices on how to ensure that environmental justice is considered during current and future planning certification reviews. While Title VI and environmental justice have often been raised during project development, it is important to recognize that the law also applies equally to the processes and products of planning. The appropriate time for FTA and FHWA to ensure compliance with Title VI in the planning process is during the planning certification reviews conducted for the Transportation Management Areas (TMAs) and through the statewide planning finding rendered at approval of the Statewide Transportation Improvement Program (STIP). The Federal Highway Administration considers three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The ACTC's Public Involvement Procedures are one means of helping to achieve environmental justice, through outreach activities that make the transportation-planning process responsive to the needs of all segments of the Amador County population including those possibly impacted by any transportation planning or funding decision. For example, outreach activities included in the ACTC's Public Involvement Procedures include provisions for additional public notification tools, such as participation in radio television programs, display ads, and workshops. As another example, ACTC will provide transit service to ACTC and ACTC committee meetings upon request to serve the disabled or transportation disadvantaged individuals.

As the RTPA serving Amador County, the ACTC implements and integrates the principles of environmental justice into its transportation planning process. This involves enhancing public participation in planning and development procedures. It insures the benefits and burdens of our transportation investments are distributed fairly. ACTC will use census information, where necessary special studies, and always public input, in determining whether a particular population of people are receiving and inordinate number of government funded projects that negatively impact their neighborhoods, communities or areas. ACTC will also use this method to evaluate whether or not a particular population of people are receiving their fair share of transportation projects resulting in appropriate improvements to their neighborhoods, communities, or regions.

Native Americans are also protected under Title VI and Environmental Justice laws and outreach efforts to the Tribes are considered to be an important part of a comprehensive public involvement process. Indian Tribal Governments must be consulted with and their interests considered during the development of RTPs and RTIPs. There are three federally recognized tribes in Amador County: the Jackson Rancheria, the Ione Band of Miwok, and the Buena Vista Rancheria of Me-Wuk Indians. ACTC is striving to develop government-to-government working relationships with each of these tribes. ACTC directly contacted with all three tribal governments for input when developing the 2004 RTP Update. ACTC has worked with representatives of the Jackson Rancheria in development of the 2004 RTP Update. Representatives of the Jackson Rancheria have been appointed to the ACTC's Technical Advisory Committee to assist ACTC in promoting environmental justice to maintain and improve the environment, the economic equality and community character.

ACTC Committees:

The following is a description of each of the ACTC's current standing committees. Separate, special task, "ad-hoc" committees may be established from time to time to accomplish specific purposes. All ACTC meetings and all ACTC standing committee or ad-hoc committee meetings are open to the public.

Technical Advisory Committee (TAC): The Technical Advisory Committee is advisory to the Commission on all matters relating to regional transportation planning including the development of the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Overall Work Program (OWP). The TAC consists of the County Director of Public Works, County Land Use Director, the City engineers, and planning directors of each of the cities within the county, or, in the case of cities having no such technical staff, any other person designated to serve on behalf of that city. The Manager of ARTS, the Manager of the Amador County airport, a representative from Caltrans District 10, and the area Highway Patrol Commander are also members of ACTC TAC. In 2003, the Jackson Rancheria, the Amador County Unified School District, and the Amador County Sheriff's emergency response representative were also invited to join the ACTC TAC. Other city, County and Caltrans staff members may attend and participate in TAC meetings. The TAC meets at least once per year, in January, to review mid-year progress on the annual OWP and to recommend programs or projects for the next year's OWP.

Social Services Transportation Advisory Council (SSTAC): The SSTAC is an advisory committee to the ACTC on matters pertaining to the transportation needs of transit dependent and transportation disadvantaged persons. The SSTAC's input shall be considered in and made an integral part of the Commission's annual "unmet transit needs" hearing and findings process. The composition of the SSTAC, the terms of SSTAC appointments, and precise responsibilities of the SSTAC are found in the Public Utilities Code.

Administrative Committee: The Administrative Committee, which consists of Chairman and Vice Chairman, meets as necessary to review matters relative to administration and management of the ACTC and ARTS. The Administrative Committee may take recommendations to the full Commission or Board about agency administration or management.

Personnel Committee: Each year the ACTC Chairman appoints two Commissioners to serve on the Personnel Committee. The Personnel Committee conducts annual review of management employees. They also meet to review and provide recommendations to the full Commission about other personnel matters as warranted.

Regional Traffic Mitigation Fee Oversight Committee: The Regional Traffic Mitigation Fee Oversight Committee meets no less than once per year to oversee and guide implementation of the Memorandum of Understanding (MOU) concerning collection and expenditure of regional traffic mitigation fees. The committee consists of one representative from each participating city, the County, and the ACTC.

Ad Hoc Committees: The ACTC Chairman may appoint Commissioners to serve on "Ad Hoc" committees which are established to serve short-term, temporary special purposes. The RTP Update oversight committee or consultant selection committees are examples of ACTC Ad Hoc committees.

ACTC Public Involvement Policies and Implementation Program

Policies:

1. No person shall be denied participation in ACTC meetings and activities unless specific instruction to the contrary are provided by ACTC legal counsel.
2. The ACTC is a "public service" agency which maintains an "open-door" policy with respect to public involvement. The ACTC office is open for public visitation during normal working hours and normal working days. Citizens are encouraged to visit the ACTC offices and ask questions or express concerns regarding issues associated with regional transportation plans, programs, or projects. All citizens will be treated in a courteous and professional matter by ACTC staff.
3. The ACTC maintains an "open-file" policy wherein all documents in the ACTC office are subject to public review except those that are deemed confidential as they relate to employee or personnel matters and except those that may be deemed "off limits" by specific advice of the ACTC's legal counsel. All ACTC public documents that are requested for public review shall be viewed in the presence of a member of ACTC staff. No original ACTC documents or files should leave the ACTC office. ACTC may recoup actual costs for providing copies of file documents per public request. "Loaner copies" of ACTC publications or library documents may be provided. Persons requesting to own an ACTC publication or document may be charged the cost to produce the publication or document that is requested. The request shall not be denied.
4. Near the beginning of every ACTC meeting, an agenda item shall include "public matters not otherwise on the agenda". The ACTC Chairman uses this time to allow any member of the public to address the ACTC on any subject. This may be limited to five minutes at the Chairman's discretion. ACTC discussion of such items should be limited. No ACTC decisions can be made on any item not specified on the agenda; public matters not on the agenda that require a decision may be agendized for decision at a future ACTC meeting.
5. Any member of the public may place an item on the ACTC agenda for consideration. Such items should be presented to the ACTC Executive Director no later than one week prior to the respective ACTC meeting date. The ACTC generally meets on the third Wednesday of each month. Agenda items should be submitted before the second Wednesday of each month. Some items needing response, comments, analysis, etc., may need to be submitted up to two weeks prior to the meeting depending on the item's complexity.
6. All ACTC meetings will be held in ADA compliant facilities.
7. The ACTC does not, at the present time, perceive a need for bilingual services. If a request is made for language or interpretive services, the ACTC will endeavor to provide these services as necessary to fulfill the intent of complete public involvement in public policy matters.
8. Any meeting of the ACTC or an ACTC standing committee that is not held on the regular ACTC meeting night (7:00 p.m. on the third Wednesday of each month, 500 Argonaut Lane, Jackson, CA) will be advertised by public notice placed in the legal advertising section of at least one newspaper of general circulation in Amador County. Any "public hearing" scheduled by the ACTC will also require public notice

regardless of whether it is at the regular ACTC meeting time and place or not. All notices of public meetings or hearings shall include the following:

- Date, time, and place of public meeting/hearing
 - General explanation of the matter to be considered
 - Offer of public transportation service to those who cannot otherwise attend (citizens will be requested to provide Amador Regional Transit Service with 24 hour notice if public transportation service is needed)
9. The ACTC will provide thorough background reports and listed recommendations for all meeting agenda items. Extra copies of the complete agenda report will be available at every ACTC meeting. Members of the public can request to receive copies of the complete agenda or any part of the agenda. A fee may be charged for the ACTC to recoup direct costs in providing extra agenda material per public request.
 10. ACTC staff will maintain a mailing list of persons who desire to be kept informed about progress or activity associated with any ACTC project or program. ACTC staff will provide progress reports and other relevant documents to persons on the mailing list to keep them informed about the project(s) of their concern.
 11. ACTC complies with RTP guidelines and the California Environmental Quality Act (CEQA) Guidelines when the guidelines recommend or require a specific public meeting, hearing, and notification requirements pertaining thereto.
 12. ACTC will form special (ad hoc) project "oversight committees" for the development of all RTP Updates and for the development of all special plans, projects, or programs necessary to complement or implement the RTP Update. Although the oversight committees are temporary committees that meet for a special purpose, all oversight committee meetings will be open to the public. The Chairman of any oversight committee may announce during the meeting that public involvement will be limited to public observation of the meeting; that opportunities for public comments or questions may be limited while the committee carries out its work. In cases where public concerns or public controversy may exist, one or more members of the public representing the public's concerns may be appointed to the oversight committee. In any such case, committee work should conclude with findings and recommendations that will be presented before the ACTC, the County, the city, or another body of government for consideration and made available for public review and comment before any final decision is made.
 13. Meeting agendas and minutes are made available to the public upon request. Agendas are always posted at meeting locations. Seventy-two hour notice and posting is provided before all regular meetings of the ACTC. Twenty-four hour notice and posting is provided for all special ACTC meetings, planning committee meetings, or ad-hoc committee meetings. Per the Brown Act, any person may request a copy of the agenda or a copy of all documents constituting the agenda packet of any meeting of the ACTC to be provided by mail before the subject meeting. That request is valid for the calendar year in which it is filed and must be renewed following January 1 of each year. The ACTC may establish a fee for mailing the agenda or agenda packet, which fee will not exceed the cost of providing the service.
 14. Public hearings will be held prior to a decision point as a formal means to gather citizen comments and positions from all interested parties for public record and input

- into the decision making process. ACTC hearings are required for the adoption of major plans, programming of money and for the annual Unmet Transit Needs analysis. Notices for public hearings will be published in a general circulation newspaper. ACTC will accept prepared comments from the public during the period between the notice and hearing date. These comments will be considered part of the public record. Also during this period, ACTC will accept questions and provide clarification on issues raised by the public.
15. Non-traditional approaches, such as radio advertising, direct mail and posted flyers will be used to encourage involvement of the under-served and transit dependant in project development and public workshops.
 16. ACTC will provide news releases or communicate with reporters working for local newspapers, radio stations, or television in the effort to provide public information and insight about ACTC business or particular plans, programs, or projects.

Implementation Measures:

1. The ACTC will develop and maintain a website in fiscal year 2004/05. The website will contain meeting agendas, announcements, planning documents, related links to other informational or helpful websites, requests for electronic meeting notifications, contact information, and a variety of other information intended to make public outreach and involvement easier.
2. Amador Regional Transit (ARTS) should provide for public notices to be visually displayed on ARTS buses.
3. If ACTC receives significant written and/or oral comments on the draft transportation plan (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the United States EPA's conformity regulations, ACTC shall include a summary, analysis, and report on the disposition of such comments in its final plan and TIP.

Appendix D Agencies Consulted

Agency	LastName	FirstName	Job/Title	Address1	City	ST	Zip	Code	Notice	Misc
	Aparicio	Joe		14321 Ridge Road	Sutter Creek	CA	95685	IC	4c	c
	Bastin	Mark		13401 Ridge Court	Sutter Creek	CA	95685	IC	2, 3e, 3f, 4c	c
	Berry	Ken		10567 Mariposa Ave	Jackson	CA	95642	IC	2, 3e, 3f, 4c	c
	Bragstad	Susan		P. O. Box 79	Amador City	CA	95601	IC	2, 3b, 3f, 4b	b
	Carleton	Warren		10162 Amador St.	Jackson	CA	95642	IC	2, 3b, 3f, 4b	b
	Dutsche	Dwight		9820 Five Mile Dr.	Ione	CA	95640	NA	1, 2, 3e, 3f, 4c	c
	Edmonds	Jim		12750 New York Ranch Rd	Jackson	CA	95642	IC	2, 3e, 3f, 4c	c
	Evitt	David		P. O. Box 74	Sutter Creek	CA	95685	IC	2, 3e, 3f, 4c	c
	Grimes	Debra		579 Bald Mountain Rd.	West Point	CA	95255	NA	1, 2, 3e, 3f, 4c	c
	Nunn	Louise		P. O. Box 4	Sutter Creek	CA	95685	IC	2, 3e, 3f, 4c	c
	Pawloski	Tom		P.O. Box 502	Jackson	CA	95642	IC	4c	c
	Reis	Al		15556 Ridge Road	Sutter Creek	CA	95685	IC	2, 3e, 3f, 4c	c
	Scott	Robert		unknown				IC	4c	c
	Simpson	Sheryl		806 North Main Street	Jackson	CA	95642	IC	4c	c
	Solaja	Marie- Louise		629 Pitt Street	Jackson	CA	95642	IC	2, 3b, 3f, 4b	b
	Swift	Ed		P. O. Box 128	Sutter Creek	CA	95685	IC	2, 3e, 3f, 4c	c
	Van Horn	Marilyn		4193 King Arthur Ct.	Palo Alto	CA	94306	IC	2, 3e, 3f, 4c	c
	Villa, Jr.	Glen		P. O. Box 1132	Ione	CA	95640	NA	1, 2, 3e, 3f, 4c	c
	Villa, Sr.	Glen		P.O. Box 1132	Ione	CA	95640	NA	1, 2, 3e, 3f, 4c	c
	Waters	Kristine		P. O. Box 1418	Sutter Creek	CA	95685	IC	2, 3e, 3f, 4c	c
	Yonemura	Randy		4305 39th Ave.	Sacramento	CA	95824	NA	1, 2, 3e, 3f, c	c

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
A.E.S.	Wymer	Larry		2021 N Street, Ste. 200	Sacramento	CA	95814		3e, 3f, 4c	c
Adult Day Care	Beaty	Jackie	Sutter Amador Hospital	200 Mission Blvd.	Jackson	CA	95642	SST	2, 3d, 4b	b
Alpine County Planning Dept.	Peters	Brian	County Planner	17300 SR 89	Markleevill e	CA	96120	OC	2, 3b, 4b	b
Alpine County Public Works and LTC	Turnbeaugh	Leonard	Director	50 Diamond Valley Rd.	Markleevill e	CA	96120	OC	2, 3b, 3f, 4a	a
Amador Central Railroad Co.	Polte	Annette		P.O. Box 66	Martell	CA	95654	UD	2, 3c, 4b	b
Amador Co. Chamber of Commerce	Lucido	Jackie	Ex. Director	P.O. Box 596	Jackson	CA	95642	UD	2, 3d, 4b	b
Amador County	Blacklock	Patrick	County Administrative Officer	500 Argonaut Lane	Jackson	CA	95640	AC, TAC	2, 3b, 3f, 4a	a
Amador County	Hahn	John	County Counsel	500 Argonaut Lane	Jackson	CA	95642	AC, OS	1, 2, 3b, 3f, 4a	a
Amador County Air Pollution Control Dist	Harris	James	Air Pollution Control Officer	500 Argonaut Lane	Jackson	CA	95642	AC, OS	1, 2, 3b, 3f, 4b	b
Amador County Airport - Westover Field	Sheppard	Dave	Airport Manager	500 Argonaut Lane	Jackson	CA	95642	AC, OS, TAC	1, 2, 3b, 3f, 4b	b
Amador County Board of Supervisors	All members			500 Argonaut Lane	Jackson	CA	95642	OS	1, 2, 3c, 4a	a
Amador County Board of Supervisors	Forster	Richard		500 Argonaut Lane	Jackson	CA	95642	ACTC	3b, 4a	a
Amador County Board of Supervisors	Vinson	Richard		500 Argonaut lane	Jackson	CA	95642	OS, ACTC	3b, 4a	a
Amador County Land Use Agency	Clark	Gary	Director	500 Argonaut Lane	Jackson	CA	95642	AC	1, 2	na
Amador County Land Use Agency	Grijalva	Susan	Planning Director	500 Argonaut Lane	Jackson	CA	95642	AC, OS, TAC	1, 2, 3b, 4a	a
Amador County Office of Emergency Services				500 Argonaut Lane	Jackson	CA	95642		3c, 3f, 4b	b
Amador County Planning Commission	All members			P.O. Box 313	Plymouth	CA	95669	OS	1, 2, 3c, 3a, 4a	a

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
Amador County Planning Commission	Fleissner	Manny		500 Argonaut Lane	Jackson	CA	95642	OS	3b, 4a	a
Amador County Public Library					Jackson			AC	3a, 4a	a
Amador County Public Works	Marty	Price		500 Argonaut Lane	Jackson	CA	95642	TAC	1, 2, 3b	b
Amador County Public Works	Schuler	Rod	Director	500 Argonaut Lane	Jackson	CA	95642	AC, OS	1, 2, 3a, 3f, 4a	a
Amador County Sheriff	Anderson	Mark		700 Court St.	Jackson	CA	95642	TAC	1, 2, 3b, 3f, 4b	b
Amador County Sheriff	Prizmich	Michael	Sheriff	700 Court St.	Jackson	CA	95642	AC	1, 2, 3b, 4b	b
Amador County Social Services	Russell	Tracy	Work Services	12200 Airport Rd.	Jackson	CA	95642	SS	2, 3d, 4b	b
Amador County Transportation Commission	Breiner	Bill	Chairman	11400 American Legion Drive	Jackson	CA	95642	OS	3a, 4a	a
Amador County Unified School Dist.	Carey	Mike	Superintendent of Schools	217 Rex Ave.	Jackson	CA	95642	AC	1, 2, 3c, 4b	b
Amador County Unified School Dist.	Muchmore	Dale	Director of Transportation	217 Rex Ave.	Jackson	CA	95642	SS, UD, TAC	2, 3b, 3f, 4b	b
Amador County Unified School Dist. - Triglia School	Hicks	Gary		217 Rex Ave.	Jackson	CA	95642	SS	2, 3d, 4b	b
Amador Foothills Railroad	Deason	Winston	Superintendent	P.O. Box 115	Martell	CA	95654	IC	2, 3b, 3f, 4b	b
Amador Regional Transit System	Ireland	Patrick	General Manager	11400 American Legion Dr.	Jackson	CA	95642	AC, OS, TAC	1, 2, 3b, 3f, 4b	b
Amador Water Agency	Hoover	Tom		12800 Ridge Rd.	Sutter Creek	CA	95685	UD	2, 3d, 4b	b
Amador/Calaveras Ledger Dispatch	Snyder	Eloise	Reporter	13410 Lagunita Way	Jackson	CA	95642	IC	2, 3b, 3f, 4a	a
Amador-Behavioral Health Clinic				15505 Daltons Dr.	Jackson	CA	95642	NA	1, 3d, 4b	b
Amador-Calaveras				11960 Highway 88,	Jackson	CA	95642		2, 3d, 4b	b

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
Indian Health Clinic				Ste 3016						
Amador-Tuolumne Community Action Agency	Reeves	Brian		935 S. State Hwy 49	Jackson	CA	95642	SS, SST	2, 3d, 4b	b
American Legion Ambulance Service	Lennox	Al	General Manager	P.O. Box 480	Sutter Creek	CA	95685	UD	2, 3d, 4b	b
Best Best & Krieger	Cota	Dennis	Managing Partner	400 Capitol Mall, Ste. 1650	Sacramento	CA	95814	ACTC	3a, 3f, 4a	a
Best Best & Krieger	DeBaun	Steve	Attorney at Law	P.O. Box 1028	Riverside	CA	92502	ACTC	3a, 3f-	na
Blue Mountain Transit	Wiegand	Patricia		P.O. Box 1299	San Andreas	CA	95249	SS, SST	2, 3d, 4b	b
Buena Vista Rancheria	Potts	Donnamarie	Chairperson	4650 Coal Mine Rd.	Ione	CA	95640	NA	1, 2, 3b, 3f, 4a	a
Calaveras Band of Miwok	Wilson	Harry	Chairperson	P.O. Box 104	West Point	CA	95255	NA	1, 2, 3c, 4b	b
Calaveras Co. COG	Dondero	George	Executive Director	P.O. Box 280	San Andreas	CA	95249	OC	2, 3a, 3f, 4a	a
Calaveras Co. Planning Dept.	Sellman	Robert	Interim Planning Director	891 Mountain Ranch Rd.	San Andreas	CA	95249	OC	2, 3b, 4b	b
Calaveras Co. Public Works Dept.	Kawasaki	Robert	Department Head	891 Mountain Ranch Rd.	San Andreas	CA	95249	OC	2, 3c, 4b	b
Calif. Air Resources Board	Chang	Eddie	Manager, StateImplem. Plan. Dev.	P.O. Box 2815	Sacramento	CA	95812	SF	1, 2, 3c, 4b	b
Calif. Alliance for Advanced Transportation Sys.	Andosca	Bob	President & CEO	1127 11th Street, Ste 452	Sacramento	CA	95814	IC	2, 3d, 4b	b
Calif. Div. of Mines & Geology	Davis	Jim	Div. Chief	801 K Street, MS 12-30	Sacramento	CA	95814	SF	1, 2, 3d, 4b	b
Calif. Energy Commission	Keese	William	Chairman	1516 9 th Street, MS-32	Sacramento	CA	95814	SF	1, 2, 3d, 4b	b
Calif. Highway Patrol	Erik	Knudsen	Area Commander	301 Clinton	Jackson	CA	95642	AC, OS, TAC	3f, 4b	b
Calif. Highway Patrol	John	Hardey		301 Clinton	Jackson	CA	95642	AC, OS, TAC	1, 2, 3b, 4b	b
Calif. Highway Patrol	Sweeney	Ray	Area Commander	301 Clinton	Jackson	CA	95642	AC, OS,	1, 2, 3b, na	na

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code TAC	Notice	Misc
Calif. Resource Agency	Nichols	Mary	Dept. Secretary	1416 9th Street, Ste. 1311	Sacramento	CA	95814	SF	1, 2, 3d, 4b	b
California Transportation Commission	Eidam	Diane	Executive Director	1120 N Street, MS-52	Sacramento	CA	95814	SF	3a, 4b	b
Caltrans	Anbiah	Denix	New Technology Program	P.O. Box 942874	Sacramento	CA	94274	CT	4b	b
Caltrans	Borucki	Joan	Local Projects Program	1120 N Street	Sacramento	CA	95814	CT	1, 2, 4b	b
Caltrans	Boyle	Julie	New Technology Program	P.O. Box 942874	Sacramento	CA	94274	CT	1, 2, 4b	b
Caltrans	Dong	Norman	Environmental Planning	2015 E. Shields Ave	Fresno	CA	93726	CT	2, 3d, 4b	b
Caltrans	Gomez	Cynthia	Office of Policy Analysis 7 Research Planning Program	P.O. Box 942874	Sacramento	CA	94274	CT	3a, 4b	b
Caltrans	Johnson	LaKeda	Chief, Native American Liaison Branch	P.O. Box 942874	Sacramento	CA	94274	CT	3a, 4b	b
Caltrans	McIntyre	Gale	Chief, Office of Fed. Transit Assist., FTA/MIS Program	Mass Transportation P. O. Box 942874	Sacramento	CA	94274	CT	2,	na
Caltrans	McKim	Cindy	Supervising Transportation Planner	Mass Transportation P. O. Box 942874	Sacramento	CA	94274	CT	1, 2, 3a, 4b	b
Caltrans	Neumann	Tom	Office of Core Program Mgmt & Support	1120 N Street	Sacramento	CA	95814	CT	1, 2	na
Caltrans	Nordahl	Richard	Acting Chief, Office of Community Planning	P. O. Box 942874	Sacramento	CA	94274	CT	1, 2, 3a, 4b	b
Caltrans	Randolph	Stan	Office of Goods Movement	1120 N Street, MS 32	Sacramento	CA	95814	CT	1, 2, 3a, 4b	b
Caltrans	Scherzinger	Sharon	Truck Strategy Specialist, Office of Goods Movement	P.O. Box 942874	Sacramento	CA	94274	CT	2	na
Caltrans	Semerjian	Judy	Chief, Office of Regional & Interagency Plan.	P.O. Box 942874	Sacramento	CA	94274	CT	1, 2, 3a, 3f, 4b	b
Caltrans	Smith	Nathan	Division of Research & Innovations	P.O. Box 942874	Sacramento	CA	94274	CT	3a, 4b	b
Caltrans	Smith	Jake	Office of State Planning	P.O. Box 942874	Sacramento	CA	94274	CT	1, 2, 4b	b
Caltrans	Smith	Jake	Office of Mass	P.O. Box 942874	Sacramento	CA	94274	CT	3a, 4b	b

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
Caltrans	Snow	Leslie	Transportation Office of Aviation Planning	1120 N Street	Sacramento	CA	95814	CT	1, 2, 3a, 4b	b
Caltrans	Weber	Warren	Rail Program	1120 N Street	Sacramento	CA	95814	CT	1, 2, 4b	b
Caltrans	Weston	Patricia	Office of Advanced & System Plan.	P.O. Box 942874	Sacramento	CA	94274	CT	1, 2, 4b	b
Caltrans Dis. 10	Ajise	Kome	District 10 Director	P. O. Box 2048	Stockton	CA	95201	CT		
Caltrans Dist. 10	Sayre	Chris	Assoc. Transp. Planner, Intermodal Planning (FTA)	P. O. Box 2048	Stockton	CA	95201	CT	2, 3a, 4b	b
Caltrans District 10	Baxter	Ken	Deputy Dir. in Charge of Planning	P. O. Box 2048	Stockton	CA	95201	AC, TAC	3f, 4a (6 copies)	a
Caltrans District 10	Cowell, Dana	replaced by Ken Baxter	Deputy Dir. in Charge of Planning	P. O. Box 2048	Stockton	CA	95201	AC	1, 2 na	na
Caltrans District 10	Dumas	Tom	Chief, Office of Intergovernmental Review & Community Planning	P. O. Box 2048	Stockton	CA	95201	CT	3a, 4b	b
Caltrans District 10	Dunning	Julie	Acting District Director	P.O. Box 2048	Stockton	CA	95201	CT	3f, na	na
Caltrans District 10	Leja	Mark	District Director	P.O. Box 2048	Stockton	CA	95201	CT	1, 2, na	na
Caltrans District 10	McClaflin	Kathleen	Assoc. Transportation Planner	P.O. Box 2048	Stockton	CA	95201	OS	1, 2	na
Caltrans District 10	Nguyen	Vu	Chief, Office of Traffic Operations	P. O. Box 2048	Stockton	CA	95201	CT	3a, 4b	b
Caltrans District 10	O'Connor	Lynn	Intergovernmental Review & Community Planning	P. O. Box 2048	Stockton	CA	95201	CT	3a, 4b	b
Caltrans District 10	Perez	Jane	Chief, Office of System & Reg. Planning	P.O. Box 2048	Stockton	CA	95201	OS, TAC	1, 2, 3a, 4b	b
Caltrans District 10	Rodriguez	Maria	Title VI Coordinator	P. O. Box 2048	Stockton	CA	95201	CT	3a, 4b	b
Caltrans District 10	Sandhu	Bill	Chief, Office of Local Assistance	P. O. Box 2048	Stockton	CA	95201	CT	3a, 4b	b
Caltrans District 10	Yamzon	Carlos	Chief, Office of Travel Analysis and Metropolitan Planning	P. O. Box 2048	Stockton	CA	95201	CT, TAC	3a, 4b	b
Caltrans District 10	Youmans	David	Acting District Deputy Director, Project Mgmt.	P. O. Box 2048	Stockton	CA	95201	CT	3a, 4b	b
CDF-Sutter Hill				11600 Highway 49	Sutter	CA	95685	SF	1, 2, 3d, 4b	b

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
Central Sierra Miwok Cultural & Historic Preservation Committee	Fuller	Reba		P.O. Box 699	Tuolumne Creek	CA	95379	NA	1, 2, 3c, 4b	b
Charles R. Leitzell	Leitzell	Bob		4895 Lyle Court	Mokelumne Hill	CA	95245	ACTC	3a, 4b	b
Childcare Resources				201 Clinton Rd Ste 204	Jackson	CA	95642	SS	2, 3d, 4b	b
City of Amador City	City Council		c/o Hope Luxemburg, Mayor	P. O. Box 200	Amador City	CA	95601	AC	1, 2, 3c, 4b	b
City of Amador City	Knox	Tim	Council Member	P. O. Box 200	Amador City	CA	95601	OS	3b, 4b	b
City of Amador City	Luxemburg	Hope	Mayor	P. O. Box 200	Amador City	CA	95601	TAC	1, 2, 3b, 3f, 4b	b
City of Amador City	McKenna	Mark	Council Member	P. O. Box 200	Amador City	CA	95601	ACTC	3b, 4a	a
City of Amador City	Oberholzer	Laurie	Amador City Planner	310 Nevada St.	Nevada City	CA	95959	OS, TAC	1, 2, 3b, 4b	b
City of Amador City	Planning Commission			P.O. Box 200	Amador City	CA	95601	AC	3c, 4b	b
City of Ione	City Council		c/o Jim Ulm, Mayor	P. O. Box 398	Ione	CA	95640	AC	3c, 3f, 4b	b
City of Ione	Flint	Steve	City Planner	P.O. Box 398	Ione	CA	95640	AC, OS, TAC	1, 2, 3b, 4b	b
City of Ione	Pietronave	Lou	City Administrator	P.O. Box 398	Ione	CA	95640	AC, TAC	1, 2, 3b, 3f, 4b	b
City of Ione	Planning Commission			P. O. Box 398	Ione	CA	95640	AC	2, 3c, 4b	b
City of Ione	Ulm	Jim	Mayor	1 East Main St.	Ione	CA	95640	ACTC	3b, 4a	a
City of Jackson	City Council		c/o Gene Taylor	33 Broadway	Jackson	CA	95642	AC	2, 3c, 3f, 4b	b
City of Jackson	Daly	Michael	City Manager	33 Broadway	Jackson	CA	95642	AC, TAC	1, 2, 3b, 3f, 4b	b
City of Jackson	Peters	Susan	City Planner	P.O. Box 1196	Sutter Creek	CA	95685	AC, OS, TAC	1, 2, 3b, 4b	b
City of Jackson	Planning			33 Broadway	Jackson	CA	95642	AC	3c, 4b	b

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Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
City of Jackson	Commission	RosaLee	Council Member	33 Broadway	Jackson	CA	95642	OS	2, 3b, 4b	b
City of Jackson	Taylor	Gene	Mayor	33 Broadway	Jackson	CA	95642	OS, ACTC	1, 2, 3b, 4b	b
City of Plymouth	City Council		c/o Gene Beck, Mayor	P. O. Box 429	Plymouth	CA	95669	AC	1, 2, 3c, 3f, 4b	b
City of Plymouth	Gardner	Charles	City Administrator	P. O. Box 429	Plymouth	CA	95669	AC	3b, 3f, 4b	b
City of Plymouth	Planning Commission			P. O. Box 429	Plymouth	CA	95669	AC	2, 3c, 4b	b
City of Plymouth	Shaw	Eileen	City Planner c/o Northfork Assoc.	110 Maple Street, Ste. 100	Auburn	CA	95603	AC, TAC	3b, 4b	b
City of Sutter Creek	Baracco	Bruce	City Planner	P.O. Box 1415	Sutter Creek	CA	95685	AC, OS, TAC	1, 2, 3b, 4b	b
City of Sutter Creek	City Council		c/o Brent Parsons, Mayor	18 Main Street	Sutter Creek	CA	95685	AC	2, 3c, 3f, 4b	b
City of Sutter Creek	Duke	Rob	City Administrator	18 Main St.	Sutter Creek	CA	95685	AC, TAC	1, 2, 3b 3f, 4b	b
City of Sutter Creek	Planning Commission			18 Main Street	Sutter Creek	CA	95685	AC	2, 3c, 4b	b
County of Sacramento Public Works	Clark	Jeffrey	Senior Civil Eng.	906 G Street #510	Sacramento	CA	95814 -1812	OC	2, 3b, 4b	b
Department of Fish & Game				1701 Nimbus Road	Rancho Cordova	CA	95670	SF	2, 3d, 4b	b
Dept. of Water Resources	Salinas	Janet Marie	Transportation Coordinator	1416 9 th Street	Sacramento	CA	95814	SF	1, 2, 3d, 4b	b
Div. of Water Resources	Schuller	Harry	Division Chief	P.O. Box 2000	Sacramento	CA	95814	SF	1, 2, 3d, 4b	b
Dokken Engineering	Griggs	Matt	Project Mgr.	11171 Sun Center Dr. Ste 250	Rancho Cordova	CA	95670	ACTC	3a, 4b	b
Dowling Associates	Holland	Joe	Treas/Sec	129 Palm Avenue	Ripon	CA	95366	ACTC	3a, 4b	b
Drytown County Water Dist.	Bruns	Betty		P.O. Box 234	Drytown	CA	95685	UD	2, 3d, 4b	b
El Dorado Co. Planning Dept.	Montgomery	Conrad	Planning Director	2850 Fairlane Court	Placerville	CA	95667	OC	2, 3b, 4b	b
El Dorado Co.	Mathews	Kathryn	Executive Director	550 Main Street, Ste.	Placerville	CA	95667	OC	2, 3b, 3f, 4a	a

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Agency	LastName	FirstName	Job/Title	Address1	City	ST	Zip	Code	Notice	Misc
Transportation Commission				C						
El Dorado National Forest	Yandoh	Judith		26820 Silver Dr.	Pioneer	CA	95666	SF	2, 3b, 4b	b
Federal Highway Administration	Hobbs	Wade	Planning	650 Capitol Mall, Ste. 4-100	Sacramento	CA	95814	SF	1, 2, 3c, 4b	b
Fehr & Peers Associates, Inc.	Henry	Matt		3685 Mt. Diablo Blvd. Ste 301	Lafayette	CA	94549	OS	1, 2, 3a, 4a	a
Fiddletown CSD	Strauss	Margie		P.O. Box 35	Fiddletown	CA	95629	UD	2, 3d, 4b	b
First Mace Meadow Water Assoc.	MacFarland	Joe		17633 Antelope Ct.	Pioneer	CA	95666	UD	2, 3d, 4b	b
Foothill Conservancy	Evatt	Katherine James	President	P.O. Box 1255	Pine Grove	CA	95665	UD	2, 3b, 3f, 4a	a
Foothill Indian Education	Marquez	James		P.O. Box 1418	El Dorado	CA	95623	NA	1, 2, 3d, 4b	b
Ione Band of Miwok Indians	Ramey	Kathryn	Chairperson	19 East Main St P. O. Box 1190.	Ione	CA	95640	NA	1, 2, 3b, 3f, 4b	b
Jackson Rancheria	Dalton	Margaret						OS	3b, 3f, 4a	a
Jackson Valley Irrigation Dist.	Willy	Hank		5751 Buena Vista Rd.	Ione	CA	95640	UD	2, 3d, 4b	b
King Video	Wade	Brian		P.O. Box 490	San Andreas	CA	95249	UD	2, 3d, 4b	b
Kirkwood Meadows PUD	Cangelosi	Giselle	Secretary	P.O. Box 247	Kirkwood	CA	95646	UD	2, 3d, 4b	b
Kit Carson Convalescent Hospital				811 Court Street	Jackson	CA	95642	SS	2, 3d, 4b	b
Lake Camanche Village Owners Assoc.	Ferguson	Vera		P.O. Box 4032	Ione	CA	95640	UD	2, 3d, 4b	b
Lehman-English-Kelly & O'Keefe	English	Jeannine		1215 K St., #1010	Sacramento	CA	95814	NA, OS, TAC	1, 2, 3b, 3f, 4b	b
Maas & Associates	Maas	Scott		1009 Orchard St.	Susanville	CA	96130	ACTC	3a, 4b	b
Miwok Indian Community of the Wilton Rancheria	McKean	Kenneth		9344 Rancheria Dr.	Wilson	CA	95693	NA	1, 2, 3c, 4b	b
Mother Lode Job	Peters	Laura	Job Connection	245 New York Ranch	Jackson	CA	95642	SS	2, 3d, 4b	b

Appendix D Agencies Consulted

Agency	LastName	FirstName	JobTitle	Address1 Rd., Ste. A	City	ST	Zip	Code	Notice	Misc
Training Agency				Rd., Ste. A						
New Beginnings Visitors Center				4001 Highway 104	Ione	CA	95640	SS	2, 3d, 4b	b
Operation Care Crisis Program				427 Broadway	Jackson	CA	95642	SS	2, 3d, 4b	b
Pacific Bell Telephone Co.	Hoskins	Helen		951 South Highway 49	Jackson	CA	95642	UD	2, 3d, 4b	b
Pacific Gas & Electric	Scapuzzi	Carol		2626 Jackson Gate Road	Jackson	CA	95642	UD	2, 3d, 4b	b
Pine Grove Civic Improvement Club	Burman	Linda		P.O. Box 284	Pine Grove	CA	95665	IC	2, 3d, 3f, 4b	b
Pine Grove CSD				P.O. Box 367	Pine Grove	CA	95665	UD	2, 3d, 4b	b
Rabb Park CSD – ACWD				P.O. Box 2024	Pioneer	CA	95666	UD	2, 3d, 4b	b
Ranch House Estates	Johnson	June		P.O. Box 1076	Pine Grove	CA	95665	UD	2, 3d, 4b	b
Regional Water Quality Control Board	Martinson	Stan	Division Chief	11020 Sun Center Drive #200	Rancho Cordova	CA	95870 -6114	SF	1, 2, 3d, 4b	b
Ridgeview Acres CSD				13070 Ridgeview Dr.	Sutter Creek	CA	95685	UD	2, 3d, 4b	b
River Pines Public Utility Dist.				P.O. Box 70	River Pines	CA	95665	UD	2, 3d, 4b	b
Sacramento Area COG	Tuttle	Martin	Executive Director	3000 S Street, Suite 300	Sacramento	CA	95816	OC	2, 3b, 3f, 4a	a
Sacramento Co. Dept. of Transportation	Zlotkowski	Tom	Director	906 G Street	Sacramento	CA	95814	OC	2, 3b, 4b	b
Sacramento Rideshare Program	Behrens	Debra		3000 S St. Ste 300	Sacramento	CA	95816	SF	2, 3c, 4b	b
San Joaquin Co. Public Works	Flinn	Tom	Director	1810 E. Hazelton Ave.	Stockton	CA	95205	OC	2, 3b, 4b	b
San Joaquin COG	Greene	Julia	Executive Director	555 East Weber Ave.	Stockton	CA	95202	OC	2, 3b, 3f, 4a	a
Senior Service Inc.	Beaudry	Paul		229 New York Ranch Rd.	Jackson	CA	95642	SS, SST	2, 3c, 4b	b
Sierra Business Council	Forbes	Janice	Chairman	P.O. Box 2428	Truckee	CA	96160	IC	2, 3c, 4b	b
Sierra Native	Baugh	Sam	Chairperson	1580 Longgate Rd.	Plymouth	CA	95669	NA	1, 2, 3c, 4b	b

Appendix D Agencies Consulted

Agency	LastName	FirstName	JobTitle	Address1	City	ST	Zip	Code	Notice	Misc
American Council										
Sierra Native American Council	Walloupe	Alvin	Chairperson	P.O. Box 1204	Ione	CA	95640	NA	1, 2, 3c, 4b	b
State of California	Garcia	Gregoria	Office of Planning & Research	P. O. Box 3044	Sacramento	CA	95812	SF	2, 3b, 4b	b
Sutter Amador Hospital	Windle	Joanne	Activity Coordinator	1925 Gold Strike Rd. Rt. 2 Box 746	San Andreas	CA	95249	SS, SST	2, 3d, 4b	b
Sutter Creek Fire Prot. Dist.				P.O. Box 365	Sutter Creek	CA	95685	UD	2, 3d, 4b	b
T.Y. Lin International	Odonlami	Francis		10365 Old Placerville Rd. #200	Sacramento	CA	95826		3e, 4c	c
The Arc	Sweeney	Michael		75 Academy Dr.	Sutter Creek	CA	95685	SS, SST	2, 3d, 4b	b
Toma & Anderson	Toma	Ciro		41 Summit Street	Jackson	CA	95642	IC	2, 3e, 3f, 4b	b
U.S. Army Corp of Engineers	Denton	Debbie	Logistics	1325 J Street	Sacramento	CA	95814	SF	2, 3d, 4b	b
U.S. EPA Region 9	Nastri	Wayne	Administrator	75 Hawthorne St.	San Francisco	CA	94105	SF	2, 3d, 4b	b
U.S. Fish & Wildlife Service				2800 Cottage Way, RM W-2605	Sacramento	CA	95825	SF	2, 3d, 4b	b
Valley Mountain Regional Center	Murray	Wilma	Transportation Coordinator	P.O. Box 692290	Stockton	CA	95269	SS, SST	2, 3d, 4b	b
Volcano CSD				P.O. Box 72	Volcano	CA	95689	UD	2, 3d, 4b	b
Volcano Telephone/Volcano Vision	Luckey	Jay		P.O. Box 1070	Pine Grove	CA	95665	UD	2, 3d, 4b	b
Weber, Ohio & Associates	Weber	Roark	City Engineer	P.O. Box 251	San Andreas	CA	95249	AC, TAC	1, 2, 3b, 3f, 4b	b
Wilton Cultural Protective Assn.	Hatch	James	Chair	P.O. Box 349	Wilton	CA	95693	NA	1, 2, 3c, 4b	b
Wilton Rancheria	McKean	Clifford		9301 Rancheria Dr.	Wilton	CA	95663	NA	1, 2, 3c, 4b	b

Appendix D Agencies Consulted

- Notices:
- 1 Notice sent concerning initial public hearing on 12/20/00
 - 2 Notice of Preparation sent 8/27/03
 - 3
 - a. Draft RTP with technical appendices sent (1/1/04)
 - b. Draft RTP without technical appendices sent (1/1/04)
 - c. Executive Summary, notice of availability sent (1/1/04) , may request free copy (public or non-profit agency)
 - d. Notice of availability sent (1/1/04) may request free copy (public or non-profit agency)
 - e. Notice of availability sent (1/1/04) may purchase copy or review at ACTC office or public library
 - f. Notice of public hearing (3/23/04) regarding draft RTP
 - 4
 - a. Draft Program EIR document sent (4/16/04)
 - b. Notice of completion, may request free copy (public or non-profit agenda)
 - c. Notice of completion, may purchase a copy or review at ACTC office or public library

Code

We have assigned the following codes to each entry so we can sort them by agency/category

- AC Amador County and City agencies
- CT Caltrans Departments
- IC Interested citizens
- NA Native Americans
- OC Other Counties
- OS Oversight Committee
- SS Social Service agencies
- SST Social Service Transportation Advisory Council
- SF State and federal agencies
- UD Utility providers and other special districts

Appendix E

Interagency Coordination Efforts

Interagency coordination in preparation of the 2004 RTP Update considered the following listed efforts consistent with requirements of the State's RTP Guidelines: (1) Native American Organizations, (2) Environmental Review and Resource Agencies, (3) Environmental Justice and Social Service Agencies, (4) City and County Land Use Planning, (5) Other Regions and the State, (6) Caltrans Planning and Programs.

Native American Organizations/Tribal Organizations

The following list includes the Native American organizations in or near Amador County who were contacted for input concerning the RTP and its Program EIR. Other Native American individuals and organizations were sent public notices as part of the "interagency coordination effort" as well (see Appendix D).

- Buena Vista Rancheria of Me-Wuk Indians
- Ione Band of Miwok Indians
- Jackson Rancheria Band of Miwok Indians
- Calaveras Band of Me-Wuk Indians
- Sierra Native American Council
- Amador/Calaveras Indian Health Clinic

ACTC is required to consult and coordinate with Tribal Governments when developing/updating the RTP, under Title 23, U.S.C., Chapter 1, Sections 134 and 135, as amended by TEA-21, which provides statutory guidance relative to the planning requirements and pursuant to the California Government Code, Section 14522, the Regional Transportation 1999 Guidelines, and 2003 Supplement to the Guidelines. Transportation agencies consult with Tribal Governments when the planning and programming process involves Tribal Governments, and in addition Native Americans are included in the public participation efforts. For clarification, the word Consultation means that one party confers with another identified party and, prior to taking action(s), considers that party's views. A Tribal Government refers to a recognized government, or political unit, of a Tribe. Each Tribe is a sovereign government with its own protocol for conducting business. Communication is usually most effective through correspondence directed to the Tribal Chairperson, and meeting with that Tribal Government.

Of all the Native American organizations that were contacted for input, only the Jackson Rancheria provided input at the initial stages of the RTP Update development. The Jackson Rancheria provided information concerning their plans to expand the Jackson Rancheria and Casino development. These expansion plans were included in the growth assumptions for the RTP Update. The Jackson Rancheria is proposing to construct a new collector route between New York Ranch Road and Highway 88 as a part of the new

development. This collector route is also considered among the alternatives for new transportation facilities being considered in the RTP Update.

In 2001, after work was initiated on the RTP Update, the RTP Oversight Committee learned of the Buena Vista Rancheria of Me-Wuk Indian's desires to construct a gaming facility in Buena Vista near Ione and the Lake Camanche area. In 2003, the ACTC also learned of a proposal by an Ione Band of Miwok Indians to construct a hotel and casino near Plymouth. The ACTC obtained information about both projects and developed alternative growth scenarios for the 2004 RTP Update. Neither the Buena Vista nor the Ione/Plymouth casinos are approved by the State or federal governments. Neither of the proposed casino projects are included in or consistent with the 2004 RTP Update at this time.

Environmental Review and the Resource Agencies

The California Environmental Quality Act (CEQA) requires that the potential environmental impacts of a Regional Transportation Plan be addressed. Federal and State guidelines require that the "transportation planning process consider projects and strategies that protect and enhance the environment". The State's RTP Guidelines also require that the ACTC "consult with Federal and State resource and permit agencies to ensure early coordination with environmental resource protection and management plans".

In developing the 2004 RTP Update, the ACTC sent notices to State and Federal resource agencies (see Appendix D). None of these agencies responded to the notification and request for input pertaining to the RTP.

As was done for the 1996/97 Amador County RTP Update, the ACTC is preparing and processing a Program Level Environmental Impact Report (PEIR) with the 2004 RTP Update. A Notice of Preparation will be sent to all concerned agencies asking for input before the PEIR is developed and copies of the Draft PEIR will be distributed for comment after it is developed.

Environmental Justice and Social Service Agencies

Federal law and the State's new RTP Guidelines require that RTP Updates consider social and economic factors as well as environmental factors when considering options and alternatives for transportation projects and strategies. To fulfill this requirement, demographic data for each census tract within Amador County was compared to the location of each major transportation project prioritized within the 2004 RTP Update (see attached Census Tract table and map). This analysis showed that the upcountry area of Amador County has the lowest median household income. This area is scheduled to receive one of the County's next three priority major highway projects (the Pine Grove corridor project, see RTP Table 5). Based on the 2000 census, the County's Ione area has the highest percentage of non-white populations (with or without inclusion of the Mule Creek prison population). The Ione Interim West Bypass is, again, one of the Region's

top three priority highway projects. The highest percentage of population under the age of 18 and over the age of 65 are also located in the Ione and upcountry areas. All socio-economic groups are served by the capital improvements prioritized for funding by the 2004 RTP Update.

Amador County boasts one of the State's better rural county transit systems (Amador Regional Transit System - ARTS). Transit services also serve socially and economically disadvantaged groups. The ACTC Social Services Transportation Advisory Council (SSTAC) provides direct input to the ACTC through the State required Unmet Transit Needs process. This input is also considered in development of the RTP Update. During the annual Unmet Needs processes, the SSTAC has expressed general satisfaction with the ARTS service.

City and County Land Use Planning

The ACTC coordinates its regional transportation planning efforts with the land use and circulation planning efforts of the County and each of its five incorporated cities in three general ways. First, the ACTC has, over the recent past, provided funding and services necessary to accomplish Updates of each of the cities' General Plan Circulation Elements. The contents of each city Circulation Element is then integrated into the RTP Update. The County of Amador has, in recent years, adopted the RTP Update itself to serve as the County's General Plan Circulation Element.

Secondly, the ACTC has established and maintains the countywide traffic model in cooperation with the cities and County. Development of the model considers existing land uses in all jurisdictions as well as the growth in new land uses that is anticipated by the planning agency serving each jurisdiction.

The third method whereby the ACTC insures coordination with its local land use agencies is in the process of reviewing new development projects for their traffic and circulation needs and/or impacts, and in implementing funding strategies and other programs that are identified through the RTP to serve local needs.

Other Regions and the State

The Regional Transportation Plans for surrounding counties (El Dorado, Sacramento, San Joaquin, Calaveras, and Alpine Counties) have been considered in development of the Amador County 2004 RTP Update. In addition, the ACTC, Caltrans, and surrounding counties worked together to develop the Valley to Foothill Intermodal Subarea Study (Fehr & Peers Associates, Inc., 1995) which also identifies areas of interregional concern.

In preparing the 2004 RTP Update, the ACTC considered the "Draft California Transportation Plan 2025" and found that the visions, principles, and goals of the new State plan are consistent with those within the Amador County RTP Updates (and visa-versa). The preliminary draft statewide plan has a section concerning rural issues which includes the following:

- With only eight percent of California's population, rural areas comprise 94 percent of the land area.
- Integrity of the existing road system is a significant concern. With approximately 80 percent of the road miles located in rural areas, the proportion of road miles to population creates a far greater responsibility, without the economic means to address it.
- California's rural areas are some of the largest agricultural producers in the nation. This makes truck access of particular importance in bringing food and timber to the world. These large trucks take a substantial toll on the local road systems that feed into the State highway.
- Nationally, over 58 percent of the total fatalities occur in rural areas. The fatality rate per 100 million vehicle miles traveled is more than twice that of urban areas.

In accordance with the State's 1999-2000 Budget Act, the California Business Transportation and Housing Agency is supposed to develop a "California Transportation Planning Direction Statement" in cooperation with the CTC. This document is to "provide strategic objectives and guidance for the development of Regional Transportation Plans, Regional Transportation Improvement Programs, and the Interregional Transportation Improvement Program...". When Caltrans provides Transportation Planning Directions Statements, they are considered in RTP Updates and in the annual overall work programs which help to implement them.

Caltrans Planning and Programs

State planning for highways is accomplished through several planning processes that identify improvement projects as they are needed. California Department of Transportation (Caltrans) District 10 Office of System Planning and Mountain County Regional Planning is developing three system planning tools: (1) Transportation Concept Reports (TCRs), (2) "The Transportation System Development Program", and (3) the "District System Management Plan". TCRs are being updated for each State highway in Amador County. They will provide a planning level "concept" of how each highway will need to be expanded based on projections of future traffic. The TCRs do not dictate what will be built, rather they conceptualize needs and problem areas.

When TCRs are updated, Caltrans District 10 will develop the "Transportation System Development Program" which will list project priorities on a district-wide basis. District 10 will also develop the "District System Management Plan" which goes beyond highway projects to manage transportation investments in the broader context (including freight, transit, intermodal connectivity, etc.).

Caltrans District 10 Office of System Planning and Mountain County Regional Planning products that have been consulted in preparation of the 2004 Amador County RTP Update include the Draft Highway SR 26, 104 and 124 Transportation Concept Reports (TCRs) which are in the process of being updated by Caltrans. TCRs for Highways 49 and 88 are also undergoing update. They are not yet available. Likewise Caltrans

"Transportation System Development Program" and "District System Management Plans" have not yet been made available to ACTC for consideration.

The Amador County 2004 RTP Update is consistent with Caltrans' overall "vision and mission".

State and Interregional Linkages

The ACTC has established a model for building and maintaining State and interregional partnerships. In 1996 and 1997, the ACTC worked with neighboring Calaveras and Alpine Counties to form a Memorandum of Understanding (MOU) whereby the three counties have "pooled" together their allocations of State highway (STIP) funds for use on mutually prioritized State highway projects. This effort was maintained through the 2002 STIP at a time when many rural counties have been "going their own way" by using their STIP fund allocations on needed local road projects. Caltrans and the California Transportation Commission have joined the Tri-County partnership by providing more than \$18 million in State discretionary interregional STIP funding to the three counties' State highway projects.

The Amador Regional Transit Service has also linked service with Calaveras Transit and Sacramento Regional Transit to provide interregional transit service. Long-term plans for interregional rail service and cooperation with State and regional deployment of Intelligent Transportation Systems are also ongoing efforts. The 2004 RTP Update utilizes information from the Valley to Foothill Intermodal Subarea Study (Fehr & Peers Associates, Inc. 1995), as well as surrounding counties' RTPs and State policies concerning interregional travel to identify programs, policies, and projects that help to address connectivity between Amador County and other parts of California.

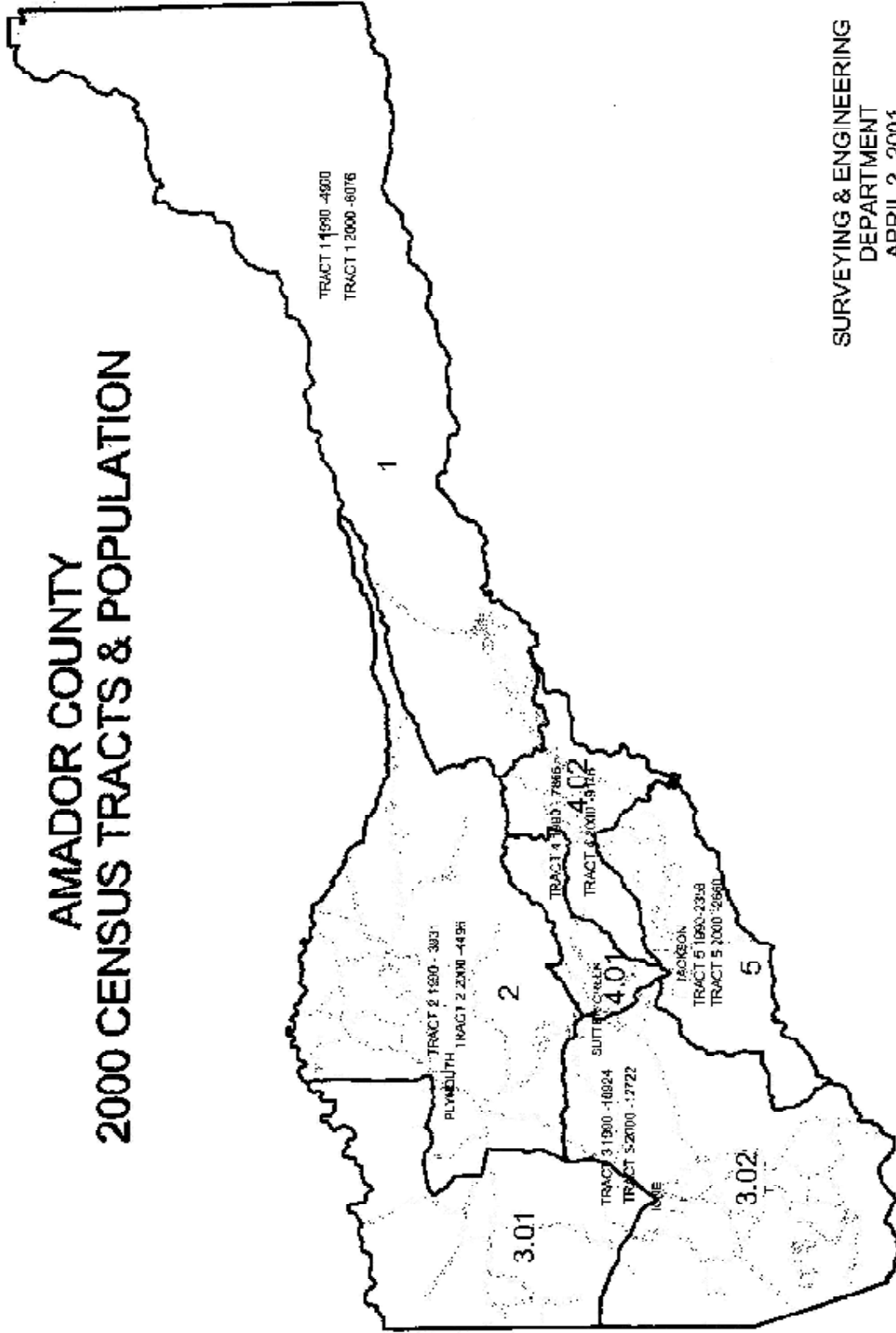
**Amador County Demographic Data By Census Tract
2000 Census**

	Tract 1	Tract 2	Tract 3.01	Tract 3.02	Tract 4.01	Tract 4.02	Tract 5	Total
Percentage of Population	17%	13%	16%	20%	13%	13%	8%	100%
Persons under 18 years of age	3%	3%	2%	6%	3%	3%	2%	22%
Persons 65 years of age and over	4%	2%	1%	3%	3%	3%	2%	18%
White	16%	12%	8%	18%	12%	12%	7%	85%
Non-White	0.8%	0.9%	8%*	2%	0.9%	1%	0.5%	14%
Median Household Income	\$28,534	\$30,401	\$32,785		\$27,045		\$32,049	

Source: Census.gov December 2000 Census data (except median household income, source: 1990 census - database C90STF3A)

*Includes Mule Creek State Prison

AMADOR COUNTY 2000 CENSUS TRACTS & POPULATION



SURVEYING & ENGINEERING
DEPARTMENT
APRIL 2, 2001

Appendix F

References Consulted

The following pages list local and regional plans which were reviewed for conformity with the 2004 RTP Update and transportation studies that were considered in preparation of the 2004 RTP Update.

Airport Land Use Plan for Westover Field, Amador County, Amador County Airport Land Use Commission, Jackson, CA, July 1990

Alpine County General Plan, prepared by Alpine County, adopted by Alpine County Board of Supervisors, May 1999

Alpine County 2001 Regional Transportation Plan, Draft Report, prepared by Fehr & Peers Associates, Inc., Roseville, CA, for Alpine County Local Transportation Commission, October 2001

“Amador County and Cities Pavement Management Systems Summary Report” prepared by Amador County Transportation Commission, Jackson, CA, March 1999

Amador County Economic Profile, prepared by Amador Economic Development Corporation, 1995

Amador County General Plan; Land Use, Open Space, Conservation, and Scenic Highways Elements, Amador County Board of Supervisors, Jackson, CA, June 5, 1973 and subsequent revisions. Noise Element amended 1988.

Amador County Local Road Capital Improvement Projects, prepared by LSC Transportation Consultants, Inc., Tahoe City, CA, June 2002

Amador County Regional Transportation Plan/Circulation Element 1996/97 Update, prepared by Fehr & Peers Associates, Inc., Roseville, CA, for the Amador County Transportation Commission, June 1998. RTP adopted by the ACTC April 15, 1998 and by the Board of Supervisors on June 2, 1998.

Amador County Rail Transit Study, prepared by Transportation Marketing Services, Pleasant Hill, CA, for the Amador County Transportation Commission, February 1993

Amador Regional Transit System Transit Marketing Plan Final Report, prepared by Crain and Associates, Inc., Menlo Park, CA, for the Amador County Transportation Commission, June 1999

2000 Annual Average Daily Truck Traffic on the California State Highway System, prepared by Traffic and Vehicle Data Systems, State of California, Business, Transportation and Housing Agency, Department of Transportation, December 2001

Calaveras County Regional Transportation Plan Update 2001, Draft Report, prepared by Fehr & Peers Associates, Roseville, CA, for Calaveras Council of Governments, July 2001

California Transportation Plan 2025, Draft, prepared by the California Department of Transportation, Sacramento, CA, March 2002

California Transportation Plan, 1993 Final Draft, prepared by the California Department of Transportation, Sacramento, CA, 1994, including:

- 1994 Technical Addendum, Final Draft
- 1998 Statewide Goods Movement Strategy
- 1998 Transportation System Performance Measures

Caltrans Regional Planning Handbook, Draft August 2001, prepared by the California Department of Transportation, Sacramento, CA, 2001

City of Amador City General Plan, prepared by Central Sierra Planning Council, Sonora, CA for the City of Amador City, Draft March 1983

City of Amador City Circulation Element, Amador City Planning Department, March 2000

City of Ione Circulation Element, Administrative Draft Report, prepared by Fehr & Peers Associates, Inc., Roseville, CA for the City of Ione and the Amador County Transportation Commission, May 1999

City of Ione, 1991-1996 Circulation Element, prepared by Santana & Thompson, Inc., 1991

City of Ione General Plan and Environmental Impact Report, prepared for the City of Ione; Land Use Element Modifications, December 1989; Land Use Map Amended, June 1992; Amended Complete Circulation Element, November 1991

City of Jackson Circulation Element, prepared by Fehr & Peers Associates, Roseville, CA, for the City of Jackson and the Amador County Transportation Commission, August 1999

City of Jackson, Amador County, California, General Plan 1981, Housing Element Amended February 1994, Noise Element Update adopted February 1987, Open Space and Conservation Element amended March 1987

City of Jackson Parking Inventory and Needs Study, prepared by Charles R. Leitzell, P.E., for the City of Jackson, September 1998

City of Plymouth Circulation Element, prepared by Fehr & Peers Associates, Roseville, CA, for the City of Plymouth and the Amador County Transportation Commission, September, 1994

City of Plymouth General Plan, Plymouth, CA, Adopted April 1986, Amended October 1998

City of Sutter Creek General Plan and Master Environmental Impact Report, prepared by Central Sierra Planning Council, Sonora, CA, for the City of Sutter Creek, July 20, 1994

City of Sutter Creek “General Plan Circulation Element” and “Land Use Element,” prepared by CSW Planning Associates and Sutter Creek City Planner Bruce Baracco, Draft November 21, 1994

Final Environmental Impact Report for Amador County 1996/97 Regional Transportation Plan and General Plan Circulation Element Update, prepared by InSite Environmental, Stockton, California and Amador County Transportation Commission, Jackson, California, April 1998. The Final EIR was certified by the ACTC on April 15, 1998

Four County Recreational Transit Demand and Feasibility Study, prepared by J. Kaplan and Associates, Walnut Creek, CA, for The Central Sierra Planning Council, July 1988

FY 1996/97 Amador County Transit Development Plan, prepared by Nelson/Nygaard, San Francisco, CA, for the Amador County Transportation Commission, February 1996

Highway 88 Corridor Study, prepared by CSW Planning Associates, Auburn CA, for the Amador County Transportation Commission and the Alpine County Local Transportation Commission, July 1999

"Highway 88 Planning Agreement", Counties of Alpine, Amador, and El Dorado, as well as Caltrans, USFS and FHWA, 1985

Housing Element of the Amador County General Plan prepared by Central Sierra Planning Council and Amador County Planning Department, adopted by the Amador County Board of Supervisors on January 19, 1993

Inter-County Transit Feasibility Study, prepared by Nelson/Nygaard Consulting Associates, San Francisco, CA, for the Amador County Transportation Commission, January 1997

Inter-County Transportation Demand Management Feasibility Study, prepared by Nelson/Nygaard Consulting Associates, San Francisco, CA, for the Amador County Transportation Commission, January 1997

Ione Corridor Study Phase IV, prepared by Santina & Thompson, Inc., Concord, CA, for the Amador County Transportation Commission, October 1991

Ione Corridor Study Phase V, prepared by TJKM Transportation Consultants, Citrus Heights, CA, for the Amador County Transportation Commission and City of Ione, May 1993

Martell Area Circulation Plan Final Report, prepared by Fehr & Peers Associates, Inc., Roseville, CA, for the Amador County Transportation Commission, September 1997

Martell Area Business Park Master Plan Transportation Study Final Report, prepared by Fehr & Peers Associates, Inc., Lafayette, CA, for the Amador County Transportation Commission, April 1999

Martell Business Park Master Plan (Draft), prepared by RRM Design Group, Oakdale, CA, on behalf of Sierra Pacific Industries, Redding, CA, for the Amador County Planning Department, September, 1999

1996 Metropolitan Transportation Plan, Sacramento Area Council of Governments, Sacramento, California, adopted August 15, 1996

“Planning for Prosperity: Building Successful Communities in the Sierra Nevada,” A publication of the Sierra Business Council, 1997

Prioritization of Bus Stop Facilities for Amador Regional Transit System Capital Improvement Program, prepared by Dokken Engineering, Rancho Cordova, CA, for the Amador Regional Transit System and Amador County Transportation Commission, November 2001

1998 Regional Transportation Plan, prepared by and for the San Joaquin Council of Governments, Stockton, CA, adopted August 27, 1998

Regional Transportation Plan 1994 for El Dorado County, Re-affirmed as 1996, prepared by El Dorado County Transportation Commission, Placerville, CA, adopted December 1996

Regional Transportation Plan Guidelines, prepared by the California Transportation Commission, revised December 1999

Ridge Road/Climax Road Phase II Preliminary Engineering Study, prepared by HDR Engineering, Inc., El Dorado Hills, CA for the Amador County Transportation Commission, June 1996

“Rural Counties Local Roads Rehabilitation Needs Survey,” prepared by Amador County Transportation Commission and Charles R. Leitzell, P.E., Jackson, CA, February, 1999

“Sierra Nevada Wealth Index, Understanding and Tracking Our Region’s Wealth,” 1999-2000 Edition, A publication of the Sierra Business Council, 1999

Social Service Transportation Coordination Study, prepared by Crain and Associates, Inc., Menlo Park, CA, for the Amador County Transportation Commission, June 1999

Social Service Transportation Implementation Plan Update, Fiscal Year 1998, prepared by Nelson/Nygaard Consulting Associates, San Francisco, CA, for the Amador County Transportation Commission, February, 1998

“SR 88 Alternative to US 50,” prepared by CSW Planning Associates, Auburn, CA, July, 1999

State Route 88 Corridor Study, Alpine County, California, prepared by Fehr & Peers Associates, Roseville, CA, for the Alpine County Transportation Commission and Amador County Transportation Commission, October 1994

State Route 88 Transportation Concept Report (unapproved draft), Caltrans District 10 Office of System Planning, April, 2001

“Summary of Working Papers for the Amador County Regional Transportation Study,” prepared by Fehr & Peers Associates, Lafayette, CA, for the Amador County Transportation Commission, November 1994

Traffic Impact Analysis for the Proposed Hilltop Center Development, prepared by Omni-Means, Ltd., 1986

Transportation Corridors Study, County of Amador Local Transportation Commission, Prepared by Omni-Means Engineers and Planners, Roseville, CA, for the Amador County Transportation Commission, November 1988

Transportation Development Act Statutes and California Code of Regulations, prepared by Caltrans, Sacramento, CA, January 2000

Transportation Funding Opportunities, prepared by the State of California, Department of Transportation, Local Assistance Program, Sacramento, CA, January 2001

“Transportation Funding Workshop,” Calaveras County Council of Governments and Amador County Transportation Commission, January 1999

Transportation Study for the East Ridge Plan Line, prepared by TJKM Transportation Consultants, Fair Oaks, CA, for the Amador County Transportation Commission, January 1990

Transportation Study for the North East Jackson Plan Line, prepared by TJKM Transportation Consultants, Fair Oaks, CA, for the Amador County Transportation Commission, January 1990

Valley to Foothill Intermodal Subarea Study, prepared by Fehr & Peers Associates, Inc., Lafayette, CA, for Amador, Calaveras, San Joaquin, Stanislaus and Tuolumne Counties Transportation Agencies and Caltrans District 10, November 1995

Westover Field Airport Master Plan, prepared by Cortright & Seibold, Oakley, CA, for Amador County, May 1991

Westover Field Airport Master Plan, Working Paper 1, prepared by Cortright & Seibold, Oakley, CA, for County of Amador, November 2001

Appendix G

TRAFFIC VOLUMES, ROADWAY OPERATIONS, AND METHOD FOR DETERMINING LOS

Figure G-1 displays the most recent average daily traffic volumes for the major roadways within the County. Figure G-1 also displays the daily volumes for the peak month on state highways as reported by Caltrans. Counts along the local roadways were provided by the Amador County Public Works Department (Table G-1).

Level of service on two-lane roadways is based primarily on the amount of time motorists are delayed in speeds less than their desired speed. An indicator of this delay is the capacity of the roadway, which is influenced by many factors including lane width, shoulder width, gradeline, proportion of trucks, directional split, peaking characteristics, and ability to pass. Field data collected for road conditions were utilized to determine the capacity of key road segments.

Roadway Segments - Rural Areas

The analysis of roadway segments (i.e., segments of road between intersections) in rural areas was conducted according to the procedures identified in Transportation Research Circular 1194, Transportation Research Board, 1988. This method represented the preferred methodology by Caltrans District 10 at the time the prior RTPs were developed (i.e., 1994 and 1998). The thresholds developed for the prior RTPs were also used in this 2004 Update for consistency with prior plans.

Roadway Segments - Urban or Developed Areas

The analysis of roadway segments for multi-lane highways in urban or developed areas was conducted according to the procedures identified in the Highway Capacity Manual, Special Report 209, Transportation Research Board, 1994. This method represented the preferred methodology by Caltrans District 10 at the time the prior RTPs were developed (i.e., 1994 and 1998). The thresholds developed for the prior RTPs were also used in this 2004 Update for consistency with prior plans.

**Table G-1
STATE HIGHWAY TRAFFIC COUNTS
YEAR 2000**

Route	PM	Location	Back		Ahead	
			AADT	Peak ADT	AADT	Peak ADT
16 ¹	0.00	Sacramento – Amador County Line			5,400*	5,900*
16	6.39	Latrobe Road (No Data)				
16	7.26	Milepost Equation = 7.43				
16	9.09	Jct. Rte. 124 South	7,700*	8,500*	9,200	10,000
16	9.37	Central House, Junction Route 49	9,200	10,000		
26	0.00	Calaveras – Amador County Line			2,250	2,450
49	0.00	Calaveras – Amador County Line			6,700	7,200
49	4.03	Jackson, South Junction Route 88			18,700	19,800
49	4.32	Jackson, Main/Matley			17,400	19,600
49	6.10	Jackson Gate Road	14,400	15,800		
49	8.34	Sutter Creek, Sutter Creek Bridge	14,900	15,800		
49	9.03	Sutter Creek, Spanish Street	10,100	10,600		
49	14.72	Central House	7,500	7,800		
49	16.53	Plymouth, Bush Street	7,900	8,600		
49	22.12	Amador - El Dorado County Line	2,300	2,550*		
88	0.00	San Joaquin – Amador County Line			7,100	8,900
88	7.39	West Junction Rte. 104	5,100	7,000	10,200	15,000
88	14.25	Martell, North Junction Rte. 49	11,200	16,200		
88	14.90	Jackson, Court Street			8,900	9,800
88	22.69	Pine Grove, Ridge Road	8,300	9,300		
88	23.36	Pine Grove, Volcano Road			13,500	15,800*
88	32.98	Meadow Drive			5,200*	6,400*
88	38.31	Dew Drop Road			2,400	3,200
88	71.65	Amador - Alpine County Line	2,950	4,250		
104	0.00	Sacramento – Amador County Line			1,700	1,900
104	5.77	Ione, Junction Rte. 124 North, Shakeley Lane	7,700*	8,600*	9,700	10,700
104	8.20	West Junction Rte. 88	4,100	4,350		
124	0.00	Junction Rte. 88, Ione South			2,850	3,250
124	2.42	Ione, Raymond Drive			2,700	3,100
124	10.34	Waites Station, Junction Rte. 16	1,800	2,100		

Items marked with an * are different than shown on Figure 4 in the RTP.

¹ Route 16 data is for 2001.

Table G-2
2002 REGIONAL TRANSPORTATION PLAN UPDATE - COUNTY ROAD
TRAFFIC COUNTS

Location of Traffic Counter	Date ¹	ADT
Ridge Road, PM 8.30 (West of SR 88)	10-24-00	6400
Fiddletown Road, PM 4.80 (400' West of Quartz Mountain Rd.)	03-21-01	1300
Fiddletown Road, PM 9.00	Wed.	520
Old Sacramento Road, PM 5.98 (West of Plymouth City Limits)	03-29-01	920
Shenandoah Road, PM 0.80 (North of Fiddletown Rd.)	Thurs.	3000
Shenandoah Road, PM 9.10 (El Dorado County Line)		1900
Latrobe Road, PM 0.00 at SR 16	04-06-01	1890
Latrobe Road, PM 5.63 (El Dorado County Line)	Fri.	2420
Carbondale Road, PM 0.00 (North of Michigan Bar Rd.)		145
Shake Ridge Road, PM 0.00 (Gopher Flat Road @ City Limits)	04-13-01	1020
Shake Ridge Road, PM 4.67 (East of Quartz Mountain Rd. East)	Good	1220
Sutter Creek/Volcano Rd., PM 0.00 (Church St. @ City Limits)	Friday.	1530
Sutter Creek/Volcano Road, PM 11.75 (end)	04-21-01	180
Ridge Road, PM 4.30 (West of New York Ranch Rd.)	Sat.	10400
New York Ranch Road, PM 1.00 (Jackson City Limits)	04-30-01	2380
New York Ranch Road, PM 4.14 (near Ridge Rd.)	Mon.	5010
Jackson Gate Road, PM 0.00 (at SR 49)		2250
Clinton Road, PM 0.50 (Jackson City Limits)	05-08-01	1380
Clinton Road, PM 4.70 (West of east end - Butte Mountain Rd.)	Tues.	420
Stony Creek Road, PM 5.12 (new site not in previous RTP)		280
Climax Road, PM 2.65 (near 3.02 @ SR 88)	05-17-01	1100
Sutter Ione Road, PM 0.00 (east of SR 124)	Thurs.	380
Sutter Ione Road, PM 6.50 (Sutter Creek C.L.)		420
Buena Vista Road, PM 1.13 (200' south of SR 88)	05-25-01	2660
Jackson Valley Road, PM 2.17 (East of Martin Ln.)	Fri.	1190
Jackson Valley Road, PM 4.10 (East of Buena Vista Rd.)		1680
Buena Vista Road, PM 3.79 (E of Coal Mine Rd.)	06-02-01	1650 ²
Buena Vista Road, PM 9.29 (Calaveras County Line)	Sat.	850 ³
Camanche Parkway, PM 0.00 (San Joaquin County Line)		1370 ⁴
Michigan Bar Road, PM 0.00 (Sacramento County Line)	04-24-01	2740 ⁵

¹ This is the date that the counts in each grouping were completed.

² Second week counts: Sunday, 06-03-01 to Saturday, 06-09-01. Total and westbound count not completed for full week due to loose westbound hose on 06-07-01. Eastbound count complete; eastbound ADT doubled for total ADT.

³ Includes Memorial Day weekend traffic on Sat., Sun., and Mon. to north shore of Lake Camanche.

⁴ Same as footnote "3".

⁵ Counts taken by County Public Works Agency.

Level of Service Criteria

In order to determine the existing LOS, the average daily and peak daily volumes were compared to road capacities developed for each roadway classification of road. Table G-3 below presents the daily level of service criteria developed for the Amador County roadways. Both the roadway conditions (Figure G-2) and the functional classification (Figure G-3) are needed to define the service volumes for a given roadway.

Facility	Daily Service Volumes (vehicles per day)				
	LOS A	LOS B	LOS C	LOS D	LOS E
Arterial, Class I ¹	2,600	5,900	10,300	16,900	20,200
Arterial, Class II ¹	2,200	5,200	9,300	15,300	18,900
Arterial, Class III ¹	1,600	4,500	8,600	14,200	18,600
Arterial, Class IV ¹	1,200	3,300	6,400	11,000	15,500
Arterial, Class V ¹	1,000	3,000	5,900	10,200	14,300
Arterial (with climbing lane)	N/A	12,200	16,500	22,200	25,100
Arterial (2 lanes each direction) ²	N/A	24,900	30,800	32,700	34,900
Collector, Class I-III ¹	1,300	3,900	7,500	12,600	16,900
Collector, Class IV ¹	1,000	3,000	5,500	8,750	11,200
Collector, Class V ¹	600	2,000	3,500	4,900	5,500

Notes: ¹ Source - Transportation Research Record 1194, Transportation Research Board, 1988.
² Source - Highway Capacity Manual - Special Report 209, Transportation Research Board, 1994.
N/A = Not Achievable.
See Figure G-1 and G-2 for identification of road classes and functional classifications.

Consistent with the policies of the 2004 RTP/Circulation Element, LOS C or better is the goal for traffic conditions on all roadways outside of incorporated cities and developed communities. Within incorporated cities and other developed communities, the traffic conditions goal is LOS D or better.

Caltrans' goals for state highways are LOS C for IRRS routes in rural areas, LOS D for non-IRRS routes (i.e., SR 104 and 124), and LOS D for routes in developed areas.

ROADWAY CONDITIONS

Field surveys were performed to document the general condition of the major roadways in Amador County. The primary use of roadway characteristic data for this effort was to determine the effect of non-standard conditions on a road's capacity and ultimately its level of service. Key data factors included lane widths, shoulder widths, general terrain, percentage of the route in which passing is not allowed and pavement condition.

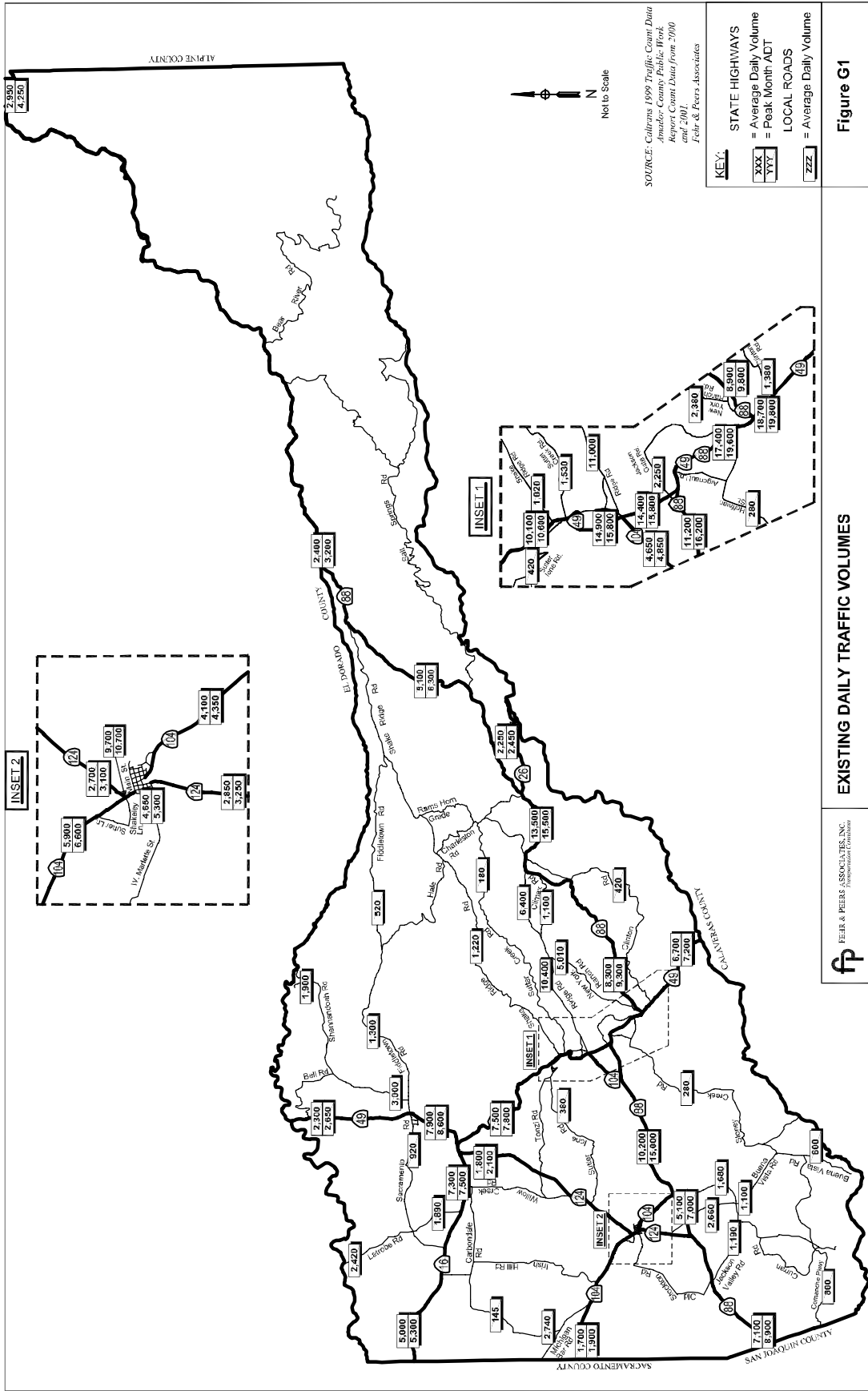
For the purposes of this analysis, each roadway was classified in to one of five categories as described below.

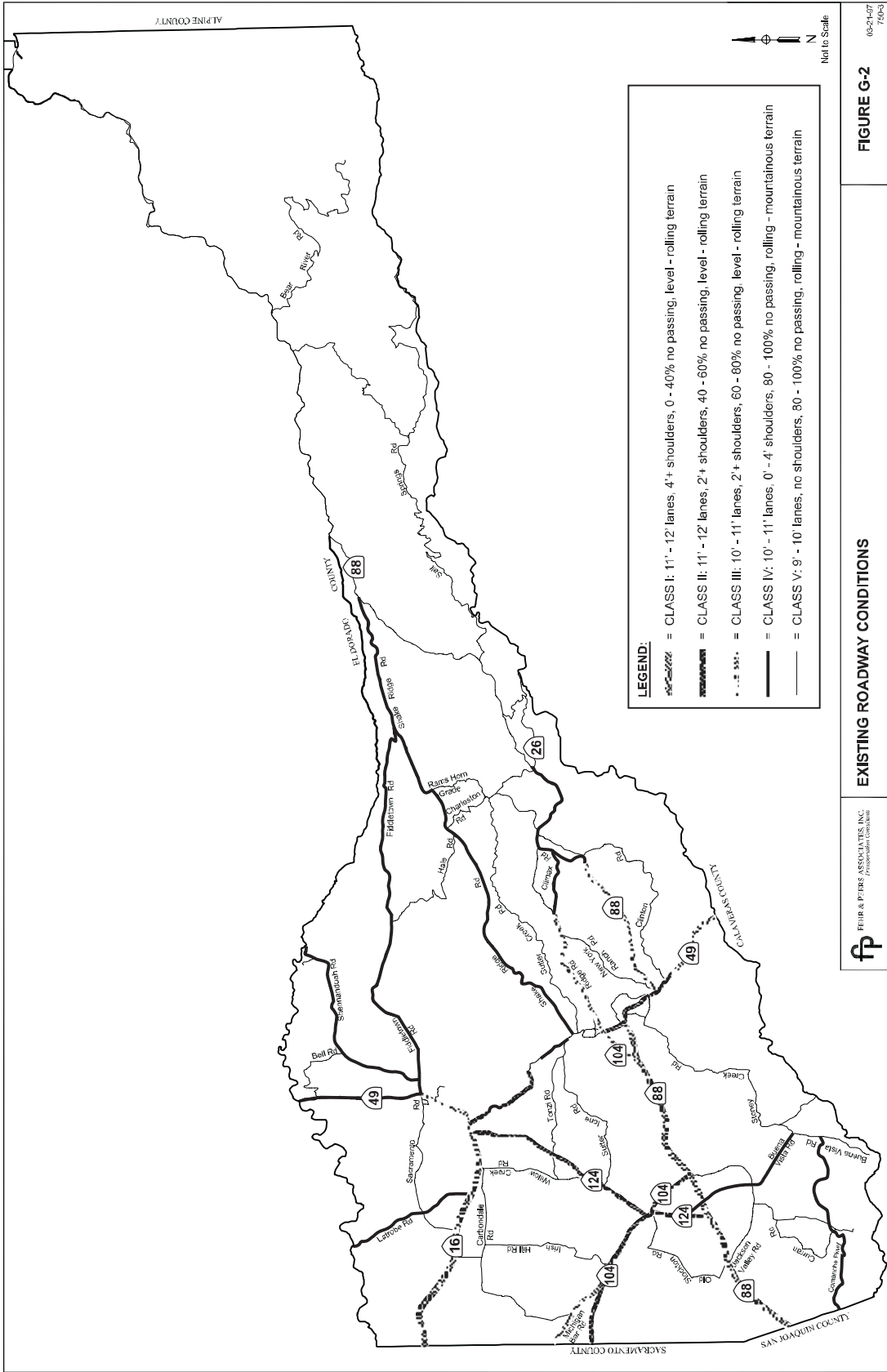
- Class I - includes 11' to 12' lanes, 4'+ shoulders, 0% - 40% no passing and level-rolling terrain.
- Class II - includes 11' to 12' lanes, 2'+ shoulders, 40% - 60% no passing and level-rolling terrain.
- Class III - includes 10' to 11' lanes, 2'+ shoulders, 60% - 80% no passing and level-rolling terrain.
- Class IV - includes 10' to 11' lanes, 0-4' shoulders, 80% - 100% no passing and rolling-mountainous terrain.
- Class V - includes 9' to 10' lanes, no shoulders, 80% - 100% no passing and rolling-mountainous terrain.

Figure G-2 displays the classification of each major road segment. As shown, many of the State routes and County roads have lane widths of less than 12 feet and limited shoulders, if any. The majority of road segments are considered to be rolling terrain, while the pavement conditions of most roads does not appear to significantly affect the road's capacity.

FUNCTIONAL CLASSIFICATIONS

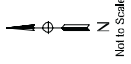
Figure G-3 shows the functional classifications for the major roadways. There are four functional classifications: principal arterials, minor arterials, major collectors and minor collectors.





LEGEND:

- = CLASS I: 11' - 12' lanes, 4' + shoulders, 0 - 40% no passing, level - rolling terrain
- = CLASS II: 11' - 12' lanes, 2' + shoulders, 40 - 60% no passing, level - rolling terrain
- = CLASS III: 10' - 11' lanes, 2' + shoulders, 60 - 80% no passing, level - rolling terrain
- = CLASS IV: 10' - 11' lanes, 0' - 4' shoulders, 80 - 100% no passing, rolling - mountainous terrain
- = CLASS V: 9' - 10' lanes, no shoulders, 80 - 100% no passing, rolling - mountainous terrain



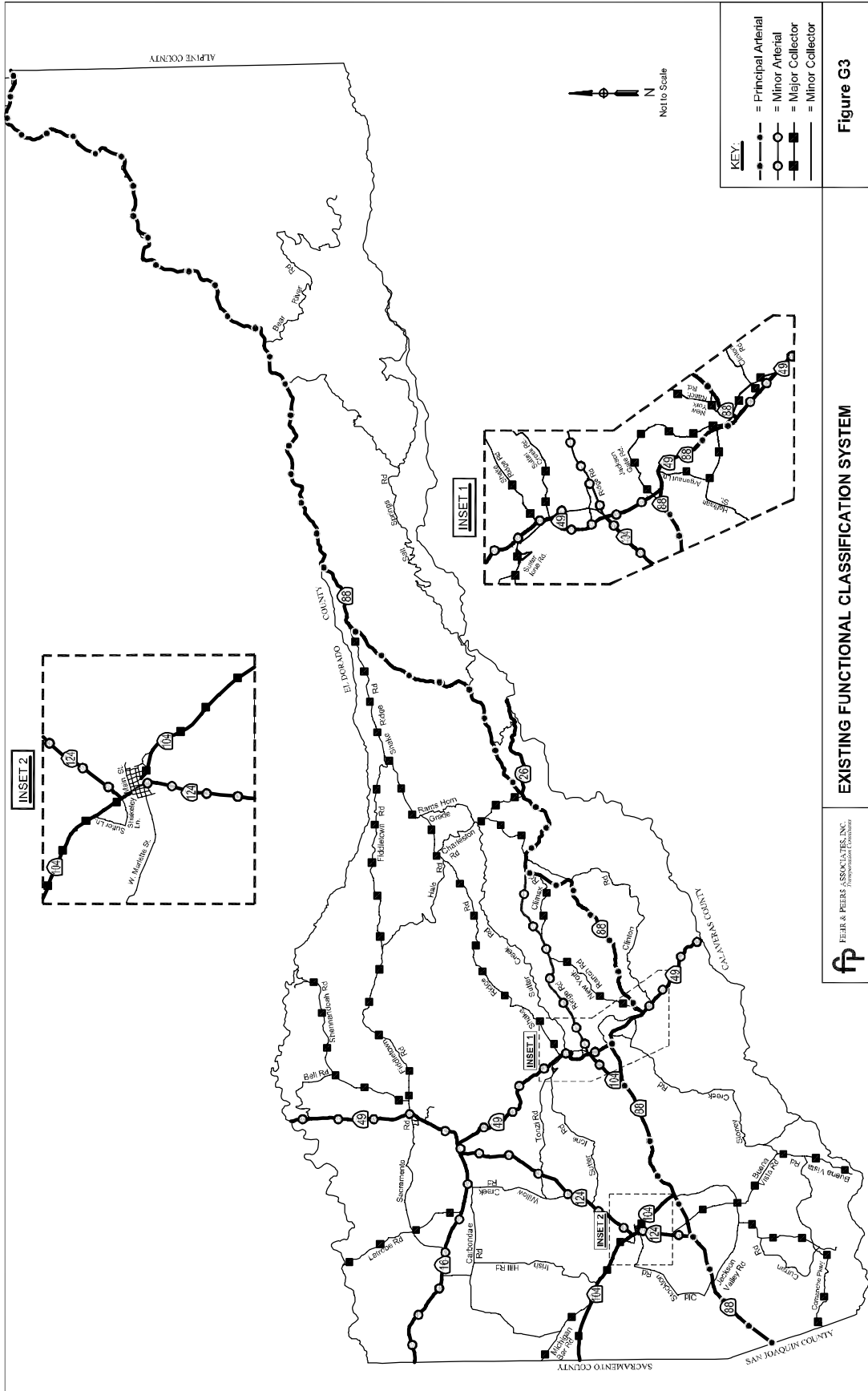


Figure G3

Appendix H

City and County Street and Road Pavement Conditions

	Amador Co. Unincorporated	Amador City	Ione	Jackson	Plymouth	Sutter Creek	Totals/ Averages
Maintained Mileage	408.4	3.10	10.28	22.8	6.1	19.69	470.37
Overall PCR	58	40	65	59	not available	61	58.2
One Time Cost to Achieve PCR 97+	\$24,170,000	\$157,000	\$525,000	\$1,910,000	not available	\$846,000	\$27,608,000
Average Annual Expenditure to Achieve 97+ in Ten Years	\$2,800,000	\$20,000	\$105,000	\$300,000	not available	\$170,000	\$3,395,000
Average Annual Expenditure to Achieve PCR 97+ in 20 Years	\$1,600,000	\$10,000	\$79,000	\$166,000	not available	\$105,000	\$1,960,000
Average Current Annual Expenditure Per PMS	\$600,000	\$10,000	\$50,000	\$46,000	0	not available	\$706,000
Average Annual Funding Shortfall	\$1,000,000	none	\$29,000	\$120,000	\$46,000	\$65,000	\$1,260,000
Current Status of PMS	Incomplete, not adopted	Adopted by City Council	Adopted by City Council	Adopted by City Council	Incomplete, not adopted	Incomplete, not adopted	
Source: Amador County Transportation Commission, "Pavement Management Systems Summary Report" March 1999							

Appendix I

Funded and Unfunded County and City Capital Improvement Projects

I. Funded County and City Capital Improvement Projects (Funded by Adopted Local Traffic Mitigation Fee Programs)				
Project Title	Location/Description	2000 Cost (X1000)	Other Funds (X1000)	Total Cost (X1000)
Amador County Public Works Capital Improvement Program				
Ridge Road @ New York Ranch PM 4.35	Extend EB RTL 75' with 4 degree gore separation	\$30	\$300	\$330
Ridge Road @ SR 88	Install signal & reconstruct intersection (Option: split Ridge Rd. relocate exit road approx. 200 feet SW with WB accel lane on SR 88	\$100	\$300	\$400
Latrobe Rd @ PM 5.40-5.49	Install 340' guard rail on east side and 150' of delineators at 20' spacing on both sides of roadway	\$25	\$102	\$127
New York Ranch Rd @ PM 1.81	Construct 200' of 12' wide AC SE side, repaint for alignment correction, grind WB AC hump	\$38	\$344	\$382
Latrobe Rd @ Lorentz Rd PM 3.27	Reconstruct curve to 400' radius w/full 5% super, provide 2.5' shoulders before and aft curve. Relocate Chevrons	\$28	\$253	\$281
Jackson Valley Rd @ Boring property	New alignment and signage	\$77	\$360	\$437
New York Ranch Rd Corridor	Construct shoulder improvements along corridor	\$368	\$0	\$368
Fiddletown Rd @ PM 9.0	Eliminate curve with realignment	\$223	\$360	\$583
Climax Rd Corridor	Construct shoulder improvements along corridor	\$398	\$0	\$398
Shenandoah Rd @ Bell Rd PM 3.80	Realign and T-in Bell Rd. Use existing Bell for bus turnaround/drop off location	\$238	\$360	\$598
Shenandoah Rd @ Fiddletown Rd	Install WB accel lane, NB RT lane improv. and signs (merge, yield, no left turn & do not pass)	\$460	\$0	\$460
Latrobe Rd Corridor	Construct shoulder improvements along corridor	\$340	\$0	\$340
Shake Ridge Rd Corridor	Install 4 turnouts along roadway	\$89	\$360	\$449
Michigan Bar Rd @ 3 RR Xings	Construct turnout widenings at crossings	\$286	\$360	\$646
Climax Rd @ SR 88	Relocation of intersection and approach road, abandon old	\$484	\$360	\$844
Michigan Bar Rd Shoulder Improvements	Provide 3-foot-wide shoulders from to Sacramento County line	\$209	\$0	\$209
Fiddletown Rd Corridor	Construct shoulder improvements along corridor	\$254	\$0	\$254
Buena Vista Rd @ Jackson Valley Rd	Realign SB and EB approaches to match	\$55	\$0	\$55
Fiddletown Rd @ PM 6.45	Replace box culvert, widen roadway for shoulders, guardrail	\$20	\$180	\$200
Subtotal of Amador County Funded		\$3,722	\$3,639	\$7,361
City of Ione Capital Improvement Program				
Fairway Drive Extension	New connection between Shakeley Lane and Edgebrook, Unit #5	\$120	\$13	\$133
West Marlette Street	Widening, reconstruction and ROW acquisition	\$503	\$412	\$915
Waterman Road Reconstruction	Complete reconstruction of 1500 feet	\$184	\$46	\$230

I. Funded County and City Capital Improvement Projects (Funded by Adopted Local Traffic Mitigation Fee Programs)				
Project Title	Location/Description	2000 Cost (X1000)	Other Funds (X1000)	Total Cost (X1000)
Waterman Road Reconstruction	Half-street reconstruction of 1500 feet	\$115	\$0	\$115
Buena Vista Road Widening	Widening and drainage improvements	\$23	\$128	\$151
East Main Street Reconstruction	Widen and reconstruct east of Ione Street	\$52	\$78	\$130
Jackson Street Improvements	Expansion from Church Street to Sacramento Street	\$14	\$126	\$140
Subtotal City of Ione Funded		\$1,011	\$803	\$1,814
City of Jackson Capital Improvement Program				
Court Street/ Highway 88	Miscellaneous operational and safety improvements at intersection	\$96	\$104	\$200
Jackson Gate/ SR49 Connector	Design and construct new route between SR 49 and North Main Street/Jackson Gate Road per General Plan Circulation Element	\$600	\$1,400	\$2,000
Argonaut Lane Upgrade	Miscellaneous operational and safety improvements including intersections with Argonaut Lane and Argonaut Dr.	\$295	\$262	\$557
Intersection Improvements	SR 49 at French Bar Road	66	\$234	\$300
Intersection Improvements	SR 49 at Clinton Road	\$0	\$300	\$300
Intersection Improvements	SR 49 at Broadway	\$37	\$68	\$105
Bridge Fund	Broadway Bridge	\$95	\$859	\$954
Mission Boulevard	Construct Mission Boulevard from SR 88 to Broadway	\$929	\$103	\$1,032
Subtotal City of Jackson Funded		\$2,118	\$3,330	\$5,448
City of Sutter Creek Capital Improvement Program				
Gopher Flat Road	Broad Street to Oak Knoll Subdivision. Reconstruct to collector standards	\$116	\$284	\$400
Raylan Drive	SR 49 to David Drive, reconstruct to local street standards	\$9	\$81	\$90
Spanish Street	North Amelia Street to Keyes Street, reconstruct to local street standards	\$63	\$117	\$180
Badger Road and Allen Ranch Rd	Intersection and improve to local street standards to Mill Street	\$70	\$70	\$140
South Canyon Drive	Bridge at Sutter Creek	\$540	\$60	\$600
Sutter Hill Road	Old Ridge Road to Ridge Road, right-of-way acquisition and construct to collector standards	\$38	\$127	\$165
Subtotal City of Sutter Creek Funded		\$836	\$739	\$1,575
City of Amador City Capital Improvement Program (No fundable projects beyond routine road maintenance)				
City of Plymouth Capital Improvement Program (No fundable projects beyond routine road maintenance)				
Total Funded County and City Capital Improvement Projects (X1000)				\$16,198
Notes: ¹ A list of unfundable (Tier 2) local road capital improvement program priorities is contained in Appendix P.				
² Local funds provided by City and County local road traffic mitigation fee program, with City/ County General Fund, and ACTC RSTP exchange match.				
³ Other funds are primarily HBRR and HES grants or Caltrans Minor Program				

II. Unfunded County Capital Improvement Projects*

Road	Location/Description	1998 Cost (X1000)	Other Funds (X1000)	Total Cost (X1000)
Amador County Public Works³				
Barney Road	Upgrade unpaved portion	\$100	\$0	\$100
Carbondale Rd	Replace bridge at Willow Creek	\$84	\$336	\$420
Carbondale Rd	Bridge Mbgr @ Willow Creek	\$6	\$44	\$50
Carbondale Rd	Upgrade PM 0.0 to 8.55	\$2,275	\$0	\$2,275
Cook Road	Upgrade PM 0.0 to 1.0	\$100	\$0	\$100
Five Mile Drive	Bridge Gd. Rail PM 0.8 Mule Creek	\$6	\$44	\$50
Forest Home Rd	Upgrade PM 0.0 to 1.14	\$570	\$0	\$570
Greilich Road	Upgrade PM 0.0 to Old Sac	\$1,600	\$0	\$1,600
Lambert Road	Upgrade from PM 0.0 to 3.20	\$1,600	\$0	\$1,600
Latrobe Road	Upgrade PM 0.0 to 5.63	\$2,520	\$280	\$2,800
Latrobe Road	Bridge Seis.Ret @ Consumnes	\$0	\$100	\$100
Latrobe	Bridge Guard Rail @ Lit. Ind. Ck	\$4	\$26	\$30
Lorentz Rd/Latrobe	Intersection @ Latrobe	\$60	\$0	\$60
Michigan/104	Intersection @ Hwy 104	\$100	\$0	\$100
Old Sacto Rd	Upgrade against flood (2 mi)	\$600	\$0	\$600
Sutter-Ione Rd	Bridge/Culvert @ Jackass Cr	\$100	\$0	\$100
Tonzi Road	Upgrade from PM 0.0 to 5.40	\$270	\$0	\$270
Vaira Ranch Rd	Upgrade from PM 0.0 to 2.72	\$135	\$0	\$135
Waterman Rd	Upgrade PM 0.0 to 1.05	\$500	\$0	\$500
Willow Crk Rd	Upgrade SR 16 to 124	\$2,375	\$0	\$2,375
Willow Ck Rd	Bridge Guard Rail PM 1.5	\$4	\$26	\$30
Amador Rd	Upgrade from PM 0.0 to 1.01	\$500	\$0	\$500
American Flat Rd	Upgrade from PM 0.0 to 2.92	\$1,460	\$0	\$1,460
Amer.Ft.Side Rd	Upgrade from PM 0.0 to 0.81	\$405	\$0	\$405
Bell Road	Upgrade from PM 0.0 to 3.88	\$1,940	\$0	\$1,940
Bell Rd/Hwy 49	Intersections @ Hwy 49	\$50	\$0	\$50
Bell Rd Bridges	Big Indian & Pigeon Cr. X-ings	\$144	\$576	\$720
Bunker Hill Rd	Replace Bridge @ Rancheria Cr	\$130	\$520	\$650
Cal Am Rd	Upgrade from PM 0.0 to 0.13	\$65	\$0	\$65
Fiddletown Rd	Upgrade from PM 0.0 to 16.3	\$4,033	\$4,033	\$8,066
Fiddletown Rd	Bridge Replacement @ Dry Cr	\$130	\$520	\$650
Hale Road	New bridge @ Dry Creek	\$700	\$0	\$700
Hale Road	Upgrade from PM 0.0 to 6.28	\$3,140	\$0	\$3,140
Hale Rd/Fiddletown	Intersection @ Fiddletown Road	\$100	\$0	\$100
Lawrence Road	Bridge Metal Beam Guard Rail	\$4	\$26	\$30
New Chicago Rd	Upgrade from PM 0.0 to 4.01	\$2,005	\$0	\$2,005
Ostrom Road	Bridge Metal Beam Guard Rail	\$30	\$0	\$30
Quartz Mt. Rd. E.	Upgrade from PM 0.0 to 5.06	\$2,530	\$0	\$2,530
Quartz Mt. Rd. E.	New bridges @ Rancheria & Slate	\$1,000	\$0	\$1,000
Quartz Mt. Rd. N	Upgrade from PM 0.0 to 5.06	\$2,530	\$0	\$2,530
Shenandoah Road	Upgrade 0.1 mi W of Fid. to 0.2 mi of Bell	\$500	\$500	\$1,000
Shen. School Rd	Intersection @ Shenandoah Road	\$20	\$180	\$200
Shen. School Rd	Upgrade from PM 0.0 to 3.95	\$1,980	\$0	\$1,980
Steiner Road	Upgrade from PM 0.0 to 2.04	\$1,000	\$0	\$1,000
Turner Road	Upgrade from PM 0.0 to 2.22	\$93	\$0	\$93

II. Unfunded County Capital Improvement Projects*

Road	Location/Description	1998 Cost (X1000)	Other Funds (X1000)	Total Cost (X1000)
Turner Road	Four new bridges	\$1,110	\$0	\$1,110
Tyler	Upgrade from PM 0.0 to 5.06	\$2,530	\$0	\$2,530
Tyler	Bridge metal beam guard rail	\$30	\$0	\$30
Ashland Crossing	New SR 88 to Shake Ridge Rd 1.8	\$0	\$2,035	\$2,035
Bobbie Ln/Hwy 126	Intersection @ Hwy 126	\$60	\$0	\$60
Buckhorn/Pioneer	Intersection @ Pioneer Cr. Rd	\$100	\$0	\$100
Pioneer Cr. Rd/ 88	Intersection @ Hwy 88	\$100	\$0	\$100
Pioneer/Volcano	Replace bridge near quarry	\$750	\$0	\$750
Rams Horn Grade	Upgrade Shake Ridge to Volcano	\$1,440	\$0	\$1,440
Silver Drive	Intersection @ Hwy 88	\$50	\$50	\$100
Williams Road	Guard rail	\$5	\$45	\$50
Berry Street	Widen to two lanes (0.15 mile)	\$75	\$0	\$75
Butte Mt Rd	Upgrade road from PM 0.0 to 4.28	\$1,284	\$0	\$1,284
Butte Mt Cutoff	Upgrade from PM 0.0 to 0.36	\$15	\$0	\$15
Butte Mt Rd/Clinton	Intersection @ Clinton Rd PM 0.0	\$50	\$0	\$50
Charleston Rd	Upgrade PM 0.0 to 2.61	\$1,300	\$0	\$1,300
China Graveyard	Widen to 2 lanes PM 0.0 to 0.37	\$165	\$0	\$165
Climax Road	Upgrade from PM 0.0 to 3.02	\$380	\$1,520	\$1,900
Clinton Cross.	New constr. Butte Mt Rd to SR 88	\$0	\$847	\$847
Clinton Road	Bridge guard rail at PM 1.0	\$9	\$68	\$77
Clinton Road	Bridge replacement at PM 2.3	\$500	\$0	\$500
Clinton Rd/E./W.	Intersection @ E. and W. Clinton	\$100	\$0	\$100
Clinton/88	Intersection at SR 88, PM 20.8	\$130	\$300	\$430
E. Clinton Rd	Upgrade PM 0.0 to 1.49	\$745	\$0	\$745
Jackson Gate	Guardrail at PM .09	\$3	\$25	\$28
NY Ranch Rd	Drainage	\$500	\$0	\$500
Old Ridge Rd	Drainage facility	\$10	\$0	\$10
Oneto Rd West End	Interesection @ Shake Ridge Rd	\$25	\$25	\$50
Ousby Road	Upgrade from PM 0.0 to 0.17	\$50	\$0	\$50
PG/Volcano Rd	Bridge Mbgr at Mitchell Mine Rd	\$7	\$65	\$72
PG/Volcano Rd	Bridge Replacement	\$700	\$0	\$700
PG/Volcano Rd	Remove obstacles PM 0.0 to 3.0	\$52	\$472	\$524
PG V Rd/Chaw Se	Intersection @ Chaw Se	\$50	\$0	\$50
PG V Rd/Pioneer/V	Intersection @ Pioneer/Volcano	\$50	\$0	\$50
Pioneer/Volcano	Upgrade from PM 0.0 to 2.5	\$1,250	\$0	\$1,250
Raven Rd/Hwy 88	Intersection @ Hwy 88	\$100	\$0	\$100
Ridge Road	Drainage at Toma Lane	\$60	\$0	\$60
Ridge Road	Remove obstacles from PM 6.3 to 6.8	?		
Shake Ridge Rd	Upgrade from Sutter Ck to SR 88	\$10,000	\$0	\$10,000
Shake Ridge Rd	Intersection @ Pine Gulch Rd	\$100	\$0	\$100
Shake Ridge Rd	Intersection @ Rams Horn Grade	\$50	\$50	\$100
Spagnoli Mine Rd	Upgrade PM 0.0 to 1.59	\$0	\$795	\$795
Sutter Cr Rd	Guard rail at PM 10.2 to 11.5	\$33	\$297	\$330
Sutter Cr Rd	Overlay from PM 0.0 to 11.6	\$487	\$0	\$487
Sutter Cr Rd	Replace bridge at Sutter Creek	\$150	\$600	\$750
Sutter Cr Rd	Upgrade from PM 0.0 to 11.7	\$5,850	\$0	\$5,850
Tabaud Rd	Reconstr. from ACWA canal to Timberbridge Rd	\$1,733	\$0	\$1,733
Tabaud Rd	Upgrade from Timber Ridge to 88	\$100	\$0	\$100

II. Unfunded County Capital Improvement Projects*				
Road	Location/Description	1998 Cost (X1000)	Other Funds (X1000)	Total Cost (X1000)
Tabaud Rd/Clinton	Intersection @ E. Clinton Rd	\$100	\$0	\$100
West Clinton	Upgrade to two lanes	\$950	\$0	\$950
Buena Vista Rd	Remove Obst. PM 3.3	\$5	\$40	\$45
Buena Vista Rd	Turn pocket at landfill	\$63	\$7	\$70
Cam Pkwy/BVista	Intersection	\$50	\$0	\$50
Cam Rd/Jckn Vly	Intersection	\$100	\$0	\$100
Camanche Pkwy	Curve Improvements	\$150	\$0	\$150
Camanche Pkwy	Coal Mine Road Intersection	\$50	\$0	\$50
Camanche Pkwy	Curve at PM 1.1	\$50	\$0	\$50
Camanche Road	Upgrade Pkwy to Reser Rd	\$957	\$0	\$957
Camanche Road	Widen PM 1.0 to 1.7	\$450	\$0	\$450
Camanche Road	Realign from Res to PM 1.0	\$450	\$0	\$450
Camanche Road	Curve at PM 3.8	\$30	\$0	\$30
Camanche Road	Curve & drainage at PM 3.0	\$200	\$0	\$200
Camanche Road	Shoulders from PM 0.0 to 4.2	\$60	\$0	\$60
Camanche Road	Camanche Pkwy Intersection	\$50	\$0	\$50
Camanche Road	Curve at PM 3.2	\$50	\$0	\$50
Camanche Road	Intersection @ Curran Rd	\$70	\$0	\$70
Coal Mine Road	Realign and extend culvert	\$65	\$0	\$65
Curran Road	Upgrade 0.8 to 1.2 Mi N/Village D	\$143	\$0	\$143
Jackson Valley Rd	Upgrade from PM 0.0. to 7.22	\$3,610	\$0	\$3,610
Stony Ck Rd	Upgrade from PM 0.0 to 10.17	\$5,000	\$0	\$5,000
Stony Ck/B.V. Rd	Intersection @ Buena Vista Road	\$100	\$0	\$100
	Totals	\$82,539	\$14,452	\$96,991

*List of unfunded City capital improvement projects not available at this time. The County CIP does not include routine maintenance (pothole patching, crack sealing, etc.) or approximately \$30 million in additional pavement protection/improvement needs (see separate PMS report-Table 4). The projects listed in the County unfunded CIP do not duplicate projects listed in Table 5 of the 2003 RTP Update. The unfundable County CIP is derived from County Public Works Agency records and has not been formally adopted by the County Board of Supervisors.

Appendix J

Truck Traffic On State Routes In Amador County		
Route	Location	Percentage Trucks*
SR 16	At SR 124 (Traveling Southwest)	7.7%
SR 16	At SR 49 (Traveling Southwest)	7.6%
SR 49	At El Dorado County Line (Traveling both directions)	9.2%
SR 49	At SR 16 (Traveling each direction)	8.1%
SR 49	At SR 88 Jackson (Northbound)	7.1%
SR 49	At SR 88 Jackson (Southbound)	9.2%
SR 49	At SR 88 Martell (Northbound)	5.6%
SR 49	At SR 88 Martell (Southbound)	7.2%
SR 88	At SR 124 (Westbound)	8.6 %
SR 88	At SR 124 (Eastbound)	7.4%
SR 88	SR 49 (Westbound)	5.9%
SR 88	At Pioneer (Eastbound)	8.5%
SR 88	At Pine Grove (Eastbound)	5.8%
SR 88	At Pine Grove (Westbound)	7.0%
SR 104	Downtown Ione @ SR 124 (Northbound)	7.5%
SR 104	Downtown Ione @ SR 124 (Southbound)	6.2%
SR 104	At SR 49 (Westbound)	9.0%
SR 124	At SR 88 (Northeast bound)	8.4%
SR 124	SR 104 in Ione (Northeast bound)	5.0 %
<p>*Of total daily traffic on identified segment. Source: 2000 Annual Average Daily Truck Traffic on the California State Highway System, Caltrans, December 2001.</p>		

Appendix K

Amador County Demographic Projections¹ 1998 DOF						
	1990	2000	2010	2020	2025 ²	2030
Total Population	30,284	34,853	38,214	40,129	40,930	41,731
Persons per household						
Persons under 20 years of age	6,995	7,292	7,568	8,399	8,518	8,638
Persons over 65 years of age	5,480	7,139	7,986	9,680	10,339	10,999
White	25,418	29,394	31,985	33,248	33,716	34,185
Hispanic	2,539	3,088	3,842	4,503	4,877	5,251
Asian/Pacific Islander	201	228	255	305	343	382
Black	1,665	1,649	1,561	1,439	1,339	1,239
Native American	461	494	571	634	654	674
Median Income	NA	NA	NA	NA	NA	NA
Source: California Department of Finance, County Population Projections, December 1998 Notes: ¹ Includes prisons and other institutions ² 2025 numbers extrapolated from DOF projections						

Appendix L

Amador County and Cities Land Use Projections

Location	Year 2000 Population ¹	Year 2025 Projected Population ²	Year 2025 Projected Increase in Land Use							Parks (acres)
			SF Units	MF Units	Comm. (sq.ft.)	Office (sq.ft.)	Industrial (sq.ft.)	Inst. (sq.ft.)		
Amador City	220	357	37	20	34,000	22,000	0	0	0	0
Ione	2,800	5,301	1,042	0	70,000	102,000	40,000	110,000	13	
Jackson	3,870	5,929	647	211	373,500	70,000	117,000	25,000	10	
Plymouth	830	1,368	81	143	74,000	40,000	50,000	4,000	30	
Sutter Creek	2,090	3,338	380	140	230,000	40,000	206,000	22,000	30	
Unincorporated	20,300	30,961	4,110	332	585,000	58,000	1,000,000	40,000	21	
Total	30,110	47,253	6,297	846	1,366,500	332,000	1,413,000	201,000	104	

Notes: ¹ Source: State Department of Finance - Population Projections, does not include Mule Creek State Prison (approximately 5,000)

² Computed based on residential growth projections at 2.4 persons per household. Total equates to 1.82% average growth rate per year.

³ Assumptions about some unapproved projects that could significantly effect regional transportation are described on the following page.

Some Projected County Land Use Assumptions

Assumptions about some unapproved projects that could significantly affect regional transportation were considered as follows:

- Jackson Rancheria - land use plans were updated to reflect their most recent development proposal including residential and recreational uses and an RV park on new lands taken into the trust and Casino expansion (135,440 sq. ft. to 244,566 sq. ft.).
- Buena Vista Casino - was not assumed to be in place by 2025.
- Plymouth casino - was not assumed to be in place by 2025.
- Martell Business Park - the commercial development was assumed to be fully built out by 2025, while the industrial development was assumed to be 30% built out consistent with its Specific Plan. This generally includes the auto dealership, 200,000 square feet of commercial use and 750,000 square feet of industrial use.
- Preston Castle Development - uses were added to reflect a development proposal including a 50,000 square foot co-op school, 30,000 square feet of institutional uses, a 20,000 square foot touring center, 25,000 square feet of commercial uses, and 70,000 square feet of office uses.
- Mule Creek State Prison - was included in 2000 and 2025 at its current level, but a second prison was not assumed.
- Kirkwood - uses were updated in 2025 data to reflect their most recent development proposals as contained in their recent EIR.
- Miscellaneous State Parks - were assumed to generate additional traffic at the rate of 1% per year to 2025.
- School Enrollment - the school enrollment levels assumed in the 1996/97 RTP were held consistent for this analysis.
- Miscellaneous Wineries - the 200,000 square feet recently constructed in the Shenandoah Valley were included in the 2000 model, while an additional 300,000 square feet were included in the same area by 2025.

Land uses outside of Amador County and changes to traffic entering and exiting the County were also projected for year 2025:

- Northern Alpine County - growth projections developed in the prior RTP were assumed to apply to 2025 conditions.
- Through Traffic - was increased by 2% per year to 2025.
- External Station Weights - station weights in the 1996 Plan were increased up to the year 2025 by the annual population growth projected by the California Department of Finance for the adjacent county being served by that gateway. These included:
 - Alpine County = 0.85% per year;
 - Calaveras County = 2.67% per year;
 - El Dorado County = 2.41% per year
 - Sacramento County = 1.75% per year; and
 - San Joaquin County = 1.75% per year