

Project Achievements

The Western Placerville Interchanges Project will improve traffic operations, enhance multimodal access, and accommodate projected 20-year increases in traffic volumes at the Forni Road/Placerville Drive/US 50 Interchange and will provide new on- and off-ramps at the existing Ray Lawyer Drive Overcrossing.



Regional Benefits

ECONOMIC COMPETITIVENESS

The project will improve the economic competitiveness of El Dorado County and the region by providing for reliable and timely access to employment centers, government centers, commercial corridors, and other daily goods and services by workers and residents. The project will also expand local business access to significant local and regional markets and remove transportation barriers to the economic growth of local and regional businesses.

LIVABILITY

Western Placerville Interchanges will enhance livability through the following means:

- ⇒ Provide for safe, reliable, and economical transportation choices for local and regional residents
- ⇒ Decrease household transportation costs
- ⇒ Improve air quality, reduce greenhouse gas emissions, and promote public health
- ⇒ Support an existing community center focusing investment on transportation infrastructure that provides efficient multi-modal access and promotes community revitalization, expands the efficiency of local investments, and safeguards the rural landscape

ENVIRONMENTAL SUSTAINABILITY

The Western Placerville Interchanges Project EIR identified the proposed project as the environmentally superior alternative for two reasons: 1) The proposed roundabout would result in lower aggregated air pollutant emissions when compared with a signalized intersection, and 2) the provision of a future park-and-ride location near Ray Lawyer Drive provides increased opportunities for traffic management and air quality improvement strategies.

SAFETY

The project will improve safety through:

- ⇒ Correcting the non-standard geometrics and lack of alternative routes which cause congestion and reduce traffic safety for vehicle, bicycle, and pedestrian travel
- ⇒ Eliminating delays for the northbound approach which currently cause queues extending across US 50 on the US 50 overcrossing, onto the eastbound off-ramp, and occasionally, onto the eastbound US 50 through lanes
- ⇒ Accommodating future planned development and background regional growth and resulting increased traffic volumes on Forni Road/Placerville Drive/US 50

JOB CREATION AND NEAR-TERM ECONOMIC ACTIVITY

Construction of the \$30,000,000 total project will create 540 jobs.

PARTNERSHIP

The City of Placerville is the lead agency for this project that will be developed through the cooperative efforts of the City, El Dorado County Transportation Commission, El Dorado County Department of Transportation, the California Department of Transportation, and the Federal Highway Administration. This project is also being coordinated with the Administrative Office of the Courts, who are the lead agency on the proposal to locate the proposed El Dorado County Justice Center adjacent to the Ray Lawyer Drive interchange.



CAP to CAP - 2015

Western Placerville Interchanges Project



NOMINATED PROJECT

WESTERN PLACERVILLE INTERCHANGES PROJECT

FUNDS REQUESTED \$30,000,000

EDCTC 2015 COMMISSIONERS

EL DORADO COUNTY
Commissioner Ron Mikulaco
Supervisor, District 1

Commissioner Shiva Frentzen
Supervisor, District 2

Commissioner Brian Veerkamp
Supervisor, District 3

Commissioner Mike Ranalli
Supervisor, District 4

CITY OF PLACERVILLE
Commissioner John Clerici
Placerville City Council

Commissioner Patty Borelli
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Commissioner Wendy Thomas
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OVERVIEW

The Western Placerville Interchanges Project will construct an interchange, transit center/park-and-ride lot, and regional bike trail along US Highway 50 in the City of Placerville to support consolidation of public services and employment centers and improve multi-modal access to existing government facilities and a proposed Regional Justice Center.

PURPOSE AND NEED

The Western Placerville Interchanges Project will relieve congestion and improve regional traffic operations to accommodate projected 20-year increases in traffic volumes at the Forni Road/Placerville Drive/US 50 Interchange and to provide new on- and off-ramps at the existing Ray Lawyer Drive Overcrossing. Figure 1 displays the entire Western Placerville Interchanges project.

The requested \$30,000,000 will support construction of the entire Western Placerville Interchanges Project. The project will also construct a 170 space regional transit center/park-and-ride lot and a segment of the regional bike path referred to as the El Dorado Trail.

The Western Placerville Interchanges provide regional access to the commerce, employment, and government centers of El Dorado County in the City of Placerville. The El Dorado County Government Center, El Dorado County Fairgrounds, and the Placerville Drive commercial corridor, which serves as a regional economic hub, are accessed by way of Forni Road/Placerville Drive interchange on US 50.

The project will enhance economic activity within and multi-modal access to this center for local and regional users. The project will further enhance multi-modal access to the existing El Dorado County Government Center and proposed El Dorado County Justice Center. Regional travelers who frequently utilize US 50 between San Francisco, Sacramento and Lake Tahoe will benefit from the project as it will provide efficient access to the commercial, public service, and general commerce areas of Western Placerville.

In addition to enhanced interchange access, components of the project will

include a park-and-ride facility serving El Dorado Transit local service and commuter bus service to Sacramento. The project will also serve as an access point to the El Dorado Trail, currently a ten-mile segment of Class I Bike Path, which will ultimately connect Lake Tahoe to Sacramento and beyond creating a trail of national significance.

OVER THE PAST 15 YEARS, (2000-2015), EL DORADO COUNTY HAS INVESTED MORE THAN \$80 MILLION IN THE COMPLETION OF NINE REGIONALLY SIGNIFICANT PROJECTS ALONG THE US 50 CORRIDOR.

The Western Placerville Interchanges Project

PROJECT READINESS

In November 2005, the Placerville City Council certified the EIR/EA and approved "Alternative D" as the preferred alternative for the final design of the Western Placerville Interchanges Project. FHWA approved the environmental Finding of No Significant Impact on May 15, 2006. The Final Project Report, dated January 2008, has been approved, signed, and received by EDCTC and the City of Placerville. The Co-Operative Agreement for the design phase has been signed, approved, and executed by all parties. Monthly Project Development Team (PDT) Meetings for the design phase are underway.

The Western Placerville Interchanges Project will improve circulation at two significant interchanges located along US 50 in the City of Placerville. In 2012 the City of Placerville and EDCTC were awarded \$6 million in State Corridor Mobility Improvement Account savings funds to construct Phase 1A of the project, a Westbound US 50 onramp from the existing Ray Lawyer Drive Overcrossing. The City of Placerville is currently advancing engineering design for Phase 2 with Federal High Priority Project's and Federal Appropriations funds dedicated to the project. Phases 2 includes local road improvements to Forni Road, Ray Lawyer Drive and the eastbound US 50 off ramp to Ray Lawyer Drive. Phase 2 is funded through construction by the State Transportation Improvement Program. Phase 2 also includes construction of a Park-and-Ride Lot/Transit Center which is funded by a combination of Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and Congestion Mitigation and Air Quality (CMAQ) Funds. The remainder of the project – Phase 3; has an unfunded balance of \$30 million that includes replacement and widening of the Forni Road/Placerville Drive US 50 overcrossing, improved operations at Forni Road/Placerville Drive/Fair Lane and US 50, and the westbound off ramp and eastbound on ramp at the existing Ray Lawyer Drive overcrossing.

PROJECT BENEFITS

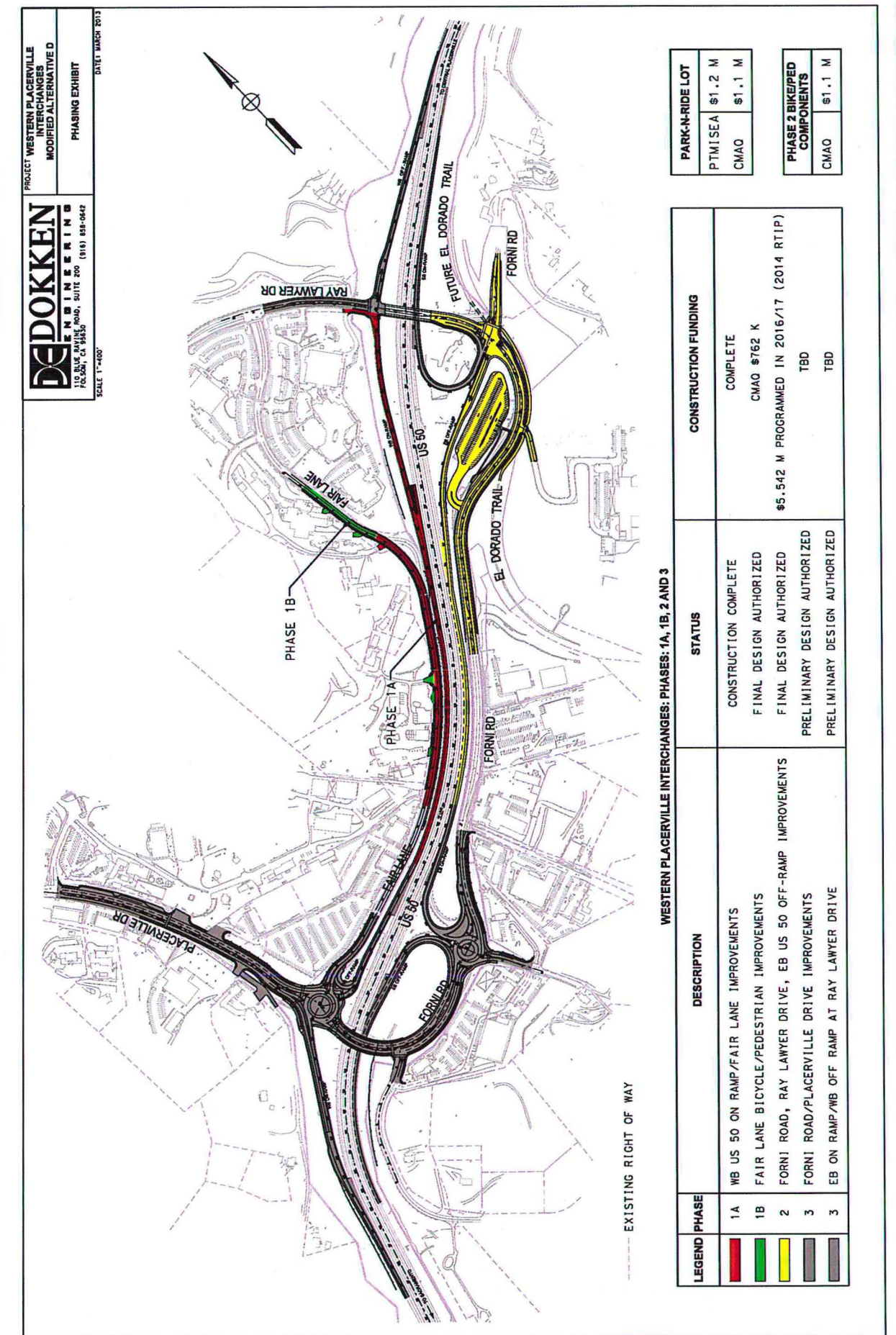
Construction of the project will support the ongoing efforts of El Dorado County and the City of Placerville in completing construction of the \$30 million Western Placerville Interchanges project. The project includes the following significant benefits:

- ⇒ Improve safety by reducing the existing congestion at the Forni Road/Placerville Drive/US 50 interchange
- ⇒ Support economic, employment, commerce and government activities at the existing El Dorado County Government Center and proposed El Dorado County Justice Center
- ⇒ Leverage the significant contribution of \$6 million in local and CMIA funds recently programmed for construction of the Phase 1A project
- ⇒ Leverage the contribution of \$2.4 Million in Federal High Priority Projects and \$1 Million in Federal Appropriations Funds
- ⇒ Provide for increased use of alternative transportation modes through the provision of a transit center/park and ride lot and construction of a key segment of the bike and pedestrian El Dorado Trail

PROJECT SCHEDULE and STATUS			
PROJECT PHASE	STATUS	COMPLETION DATE	COMMITTED FUNDING
ENVIRONMENTAL/NEPA	NEPA FONSI <i>Complete</i>	May 2006	State TIP
DESIGN	Complete	February 2013	Federal High Priority Projects Program
RIGHT OF WAY	Complete	October 2012	Federal Appropriation
CONSTRUCTION PHASE 1A	Complete	Construction Completed: October 2013	Local/CMIA Funds
CONSTRUCTION OF PHASE 2	Programmed	2017	State TIP
CONSTRUCTION OF PARK AND RIDE	Programmed	2017	State Bond/CMAQ
REMAINDER OF PROJECT	Unfunded	Unknown	None

FUNDING NEED: \$30,000,000

FIGURE 1



BAY TO TAHOE BASIN RECREATION AND TOURISM TRAVEL IMPACT STUDY

BACKGROUND

The Bay to Tahoe Basin Recreation and Tourism Travel Impact Study was a project funded by a California Department of Transportation (Caltrans) Partnership Planning Grant. A fundamental purpose of this partnership initiative was to examine the relationship of major Northern California urban areas and the "rural areas" of El Dorado, Placer, Amador, and Nevada counties and the bi-state Lake Tahoe Basin as defined by tourism travel. This study evaluates the impacts of regional and interregional tourism traffic on the rural state highway system in the Study Area, including US Highway 50 (US 50), Interstate 80(I-80), and SR 20, SR 49, SR 88, SR 89, SR 193, and SR 267 within El Dorado, Placer, Amador, and Nevada Counties. The region defined by the Study Area is one of California's most iconic travel destinations. It is part of two of California's 12- State tourism regions, Gold Country, and High Sierra, actively marketed by the California Travel and Tourism Commission and its private sector partners through the VisitCalifornia program and VisitCalifornia.com. According to a May 2014 report prepared by Dean Runyan Associates for the Tourism Commission and the Governor's Office of Business Development (GO-Biz), total direct travel spending in California was \$109.6 billion in 2013 (preliminary). The Runyan report documents:

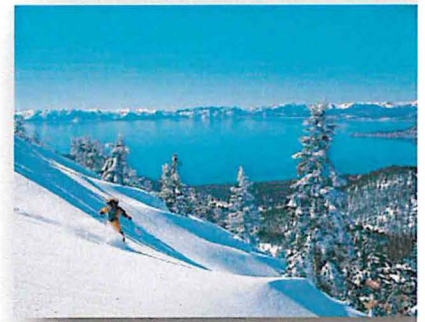
"Travel and tourism is one of the most important export oriented industries in California (ranks number two behind Micro-Electronics and ahead of Agriculture & Food Products). Spending by visitors generates sales in lodging, food services, recreation, transportation and retail businesses - the travel industry. These sales support jobs for California residents and contribute tax revenue to local and state governments. Travel is especially important in the non-metropolitan areas of the state, where manufacturing and traded services are less prevalent. Although most travel spending and related economic impacts occur within California's primary metropolitan areas, the travel industry is important throughout California. In general, the counties with less total employment have a bigger share of travel-generated employment."

The study provides the data and information necessary to make informed management, planning, maintenance, and funding decisions for these significant transportation corridors which have historically only been supported based upon residential populations and lane miles.

DESCRIPTION

The study provides the data, analysis, and information necessary to make informed planning, maintenance, and funding decisions for these significant transportation corridors. Historically, these corridors have been studied, planned for, and funded based upon the resident population and existing lane miles. This study has analyzed the actual use of these corridors for tourism and recreation travel and the resulting impacts this travel has on this rural highway infrastructure. The study achieved this by:

1. Using cellular and GPS tracking data collection technology and tourism and local resident surveys to collect interregional tourism and travel data and implement route topology index methodologies to map and analyze interregional tourism travel behaviors to, from, and within the study area;
2. Identifying travel time trends, key locations, travel markets, and local, regional, and interregional traffic volumes to analyze how traffic in these key transportation corridors impacts safety, operations, maintenance, planning, funding, and project prioritization;
3. Performing regional, interregional, and outlying travel market analysis to identify key economic tourism and recreation centers;
4. Collecting and ensuring the consistency of the data needed to effectively analyze and model congestion, speed, time delay, reliability, air quality, and safety;
5. Identifying low-cost high-impact solutions targeting best use of existing infrastructure, operational improvements, innovative applications of Intelligent Transportation Systems (ITS) infrastructure and Transportation Demand Management (TDM);
6. Exploring modal choice opportunities as alternatives to single occupant vehicle travel on primary routes including rail along and bus transit on primary corridors to improve congestion, reduce emissions, and offer modal choices;
7. Improving the quality of real-time information available to travelers and planning agencies to facilitate better travel decision making, managing maintenance costs, prioritizing projects, and improving the safety and operations of study area corridors;
8. Coordinating the consistency of data collection and analysis with parallel planning efforts including the Statewide Interregional Travel Demand Model and Transportation Plan by Caltrans, Rural Urban Connection Strategy by SACOG, and regional and transit planning;
9. Collaborating with local residents and visitors, tourism agencies, and regional partners, including Caltrans, Nevada County Transportation Commission (NCTC), Placer County Transportation Planning Agency (PCTPA), Amador County Transportation Commission (ACTC), Tahoe Transportation District (TTD), the Tahoe Regional Planning Agency (TRPA) and the Sacramento Area Council of Governments (SACOG) to address interregional and regional travel and related impacts to rural state highways which must support a combined demand for daily local travel and commerce, connectivity between large urban population centers and regionally significant tourism.
10. Establish performance measures based upon statistical and anecdotal evidence which effectively evaluate progress toward specific defined system improvements. This includes:
 - Quantitative evidence of actual fact, such as measurement of maintenance, safety and operations; Qualitative measurement of traveler experience; and Qualitative measurement of impacts to affected communities.



STUDY PARTNERS

AMADOR COUNTY TRANSPORTATION COMMISSION

CALTRANS

NEVADA COUNTY TRANSPORTATION COMMISSION

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

SOUTH SHORE TRANSPORTATION MANAGEMENT AGENCY

TAHOE REGIONAL PLANNING AGENCY

TAHOE TRANSPORTATION DISTRICT

PROJECT ADVISORY COMMITTEE

AMADOR COUNTY CHAMBER OF COMMERCE

AMADOR COUNTY TRANSPORTATION COMMISSION

CALFIRE

CALTRANS DISTRICT 3

CITY OF PLACERVILLE

EL DORADO COUNTY CHAMBER OF COMMERCE

EL DORADO COUNTY DOT

FEDERAL LANDS HIGHWAY DIVISION

GOLD COUNTRY VISITORS AUTHORITY

LAKE TAHOE SOUTH CHAMBER

NEVADA COUNTY CHAMBER OF COMMERCE

NEVADA COUNTY TRANSPORTATION COMMISSION

NORTH LAKE TAHOE RESORT ASSOCIATION

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

PLACER COUNTY VISITORS AUTHORITY

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

SED CORP

SHINGLE SPRINGS BAND OF MIWOK INDIANS

SOUTH SHORE TRANSPORTATION MANAGEMENT ASSOCIATION

TAHOE REGIONAL PLANNING AGENCY

TAHOE TRANSPORTATION DISTRICT

TAHOE VISITORS AUTHORITY

TRUCKEE NORTH TAHOE TRANSPORTATION MANAGEMENT ASSOCIATION

UNITED STATES FOREST SERVICE

LEAD AGENCY

EL DORADO COUNTY TRANSPORTATION COMMISSION

LEAD CONSULTANT

WOOD RODGERS, INC.

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STUDY FINDINGS

For the first time this study provides the information necessary to differentiate between local commuter traffic and tourism and recreation traffic. This information allows for the local and state jurisdictions to better plan for, maintain, and enhance the traveler experience and overall transportation system in this vital rural region. The region defined by the study area is one of California's most iconic travel destinations and consequently supports a population which is much greater than that of the year round residents. Study findings provide information to support more informed planning of and funding on the rural state transportation system. A summary of findings highlights the importance of the rural state system for regional and interregional connectivity, economic and environmental sustainability, and community quality of life.

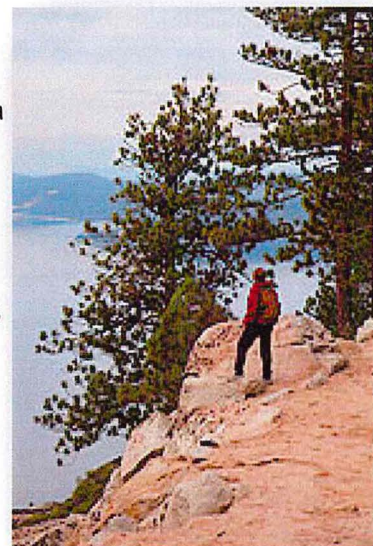


- Tourism traffic exceeded 70% of total traffic during peak weekend periods at specific segments of US 50 and I 80.
- 70% of San Francisco respondents have visited the Study Area (estimated 6.5 million annual visits from study area).
- 69% of Sacramento respondents have visited the Study Area.
- 62% of San Jose respondents have visited the Study Area.
- 45% of Sacramento respondents indicated they visit two or more times per year.
- 30% of San Francisco and San Jose respondents indicated they visit two or more times per year.
- Over four million visitors make close to eight million trips annually to the study area (not including out of State).
- Adventure Tourism such as whitewater rafting, cycling, camping are an emerging trend in the Study Area.
- Agritourism and heritage tourism are growing segments of the tourism sector in the Study Area.

THE FUTURE OF THE RURAL TRANSPORTATION SYSTEM

The study establishes the baseline of information to move forward and begin to make more informed and effective transportation planning, maintenance, and enhancement decisions. The importance of the rural state system in the Study Area is well documented including the unique tourist versus commuter patterns, regional and interregional connectivity, and other travel characteristics. However, the distribution of funding which supports this rural system remains based upon the resident population in relation to lane miles. Therefore, it is time to take the information and begin to make the explore new funding opportunities and means to achieve the regional and interregional transportation goals. The following strategies are proposed to begin this next step toward a better transportation future for the rural region.

- Establish a "user population" for the rural state system to be integrated into funding distribution formulas.
- Preserve: Align rural transportation planning with a priority of preservation through a fix it first approach.
- Innovate: Explore transportation innovations in the rural regions, establishing low cost, high impact solutions.
- Integrate: Integrate rural regional transportation planning into the statewide effort to include cross jurisdictional cost sharing and equitable cost sharing across urban to rural jurisdictions.
- Consider tourism travel in a similar fashion to freight travel in rural regions which support recreation and tourism.
- Evaluate impacts of road user charge on rural regions tourism industry dependent on long distance travel of visitors.
- Establish tourism and recreation travel impacts as a fundamental consideration as rural regions transition from resource extraction to resource preservation and enhancement.
- Acknowledge the unique travel characteristics of tourism versus commuter travel and related maintenance and operational challenges in the rural regions.



The study has served as one of the initial data and information gathering elements of a much broader regional effort known as the Trans-Sierra Coalition. This coalition is comprised of 11 California and Nevada Counties, federal and state agencies, stakeholders, and citizens from Northern California and Northern Nevada committed to ensuring the Region's transportation continues to support the economic vitality and preserve the quality of life. The Bay to Basin Study provides the data and analysis necessary to implement the collaborative, innovative strategies necessary to meet the unique transportation challenges and needs of the Trans-Sierra Region while sustaining and enhancing the environment and quality of life for current and future generations.