



NOTICE OF PREPARATION

FOR THE

2020-2040 EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

JANUARY 2020

Prepared for:

El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667
(530) 642-5260

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818



D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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2828 Easy Street, Suite 1, Placerville, CA 95667 www.edctc.org 530.642.5260

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing El Dorado County: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp

Woodrow Deloria, Executive Director

Notice of Preparation

TO:	FROM:	EIR Consultant:
State Clearinghouse	El Dorado County Transportation	Steve McMurtry, Principal Planner
State Responsible Agencies	Commission	De Novo Planning Group
State Trustee Agencies	2828 Easy Street, Suite 1	1020 Suncastr Lane, Suite 106
Other Public Agencies	Placerville, CA 95667	El Dorado Hills, Ca 95762
Interested Organizations	Jerry Barton, Senior Transportation Planner	
	(530) 642-5260	

SUBJECT: Notice of Preparation – 2020-2040 El Dorado County Regional Transportation Plan

The El Dorado County Transportation Commission (EDCTC) is in the process of updating the El Dorado County Regional Transportation Plan (RTP) and has determined that the update is subject to the California Environmental Quality Act (CEQA). CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project that may have a significant impact on the environment. The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. The EDCTC intends to prepare a Program EIR pursuant to CEQA Guidelines Section 15168. The programmatic analysis considers the broad environmental effects of the RTP as a whole. The programmatic approach is appropriate for the proposed project because it allows comprehensive consideration of the reasonably anticipated scope of the RTP; however, not all aspects of the future improvement projects are known at this stage in the planning process to enable more detailed analysis. Individual improvement projects that require further discretionary approvals when their project details become available will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

An Initial Study has been prepared for the project and is attached to this Notice of Preparation (NOP), and can be found at the EDCTC website at: <https://www.edctc.org/rtp2040>. The Initial Study lists those issues that will require detailed analysis that will need to be prepared as part of the EIR. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state if your agency will be a responsible or trustee agency for the project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the EDCTC to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;

4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments;

Due to the time limits mandated by State law, your response must be sent and received by the EDCTC by the following deadlines:

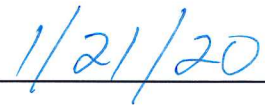
- For responsible agencies, not later than 30 days after receipt of this notice,
- For all other agencies and organizations, not later than 30 days after receipt of this notice following the publication of this Notice of Preparation. The 30-day review period ends on February 21, 2020.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make. A responsible agency, trustee agency, or other public agency may request a meeting with the EDCTC or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. One public scoping meeting will be held during the public review period at the Placerville Town Hall on February 5, 2020 from 4-6:00pm.

Please send your response by mail to El Dorado County Transportation Commission, 2828 Easy Street, Suite 1, Placerville, CA 95667, or by email to jbarton@edctc.org. If you have any questions, please contact Jerry Barton, Senior Transportation Planner (530) 642-5260.



Signature



Date

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INITIAL STUDY CHECKLIST

PROJECT TITLE

2020-2040 El Dorado County Regional Transportation Plan

LEAD AGENCY NAME AND ADDRESS

El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667
(530) 642-5260

CONTACT PERSON AND PHONE NUMBER

Jerry Barton, Senior Transportation Planner
El Dorado County Transportation Commission
(530) 642-5260

PROJECT SPONSOR'S NAME AND ADDRESS

El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667
(530) 642-5260

PROJECT LOCATION AND SETTING

El Dorado County lies adjacent to Sacramento County, and extends east from the Sacramento region to the Sierra Nevada range. El Dorado County is part of California's historic Gold Country region, which was first settled by non-Native Americans during the early 1850's Gold Rush era. Many of the Region's roadways were laid out by these early miners and settlers. At approximately 1,805 square miles in size, El Dorado County is a medium size county in California, and contains a wide geographic range. Figure 1 shows the projects' regional location.

The county's elevation ranges from a low of 476 feet in the county's lowlands to a high of approximately 10,886 feet in mountainous peaks of the Sierra Nevada near its eastern boundary. Geographically, the county can be divided into three physiographic divisions. The lowest elevation area in the western portion of the county includes developed residential and commercial areas, within and adjacent to El Dorado Hills and the eastern side of Folsom Lake. This area contains a substantial amount of the county's population, and is situated in the Sacramento region. Moving eastward, the second division includes the foothills region of the county, which are typified by rolling hills with extensive rangelands and oak woodlands. The City of Placerville and some small unincorporated communities, such as Coloma, Shingle Springs and Diamond Springs, are located in the foothills region. The third division, which includes the highest elevation areas in the eastern portion of the county, is largely typified by a forested landscape that is bisected with steep canyons and sweeping ridge tops. This region, within the Sierra Nevada, includes additional small, unincorporated communities, such as Pollock Pines, as well as large tracks of dispersed rural-residential housing. Areas in the Sierra Nevada outside of rural-residential ownership are predominately comprised of public and private forest lands (e.g. Eldorado National Forest) that are typically managed for timber production or for watershed and

recreational values. Overall, El Dorado County contains approximately one million acres of national forest land.

GENERAL PLAN AND ZONING DESIGNATIONS

The El Dorado County 2020-2040 Regional Transportation Plan (RTP) is a regional planning effort developed by the El Dorado County Transportation Commission (EDCTC) that covers all of El Dorado County, except for that portion of the County within the Tahoe Basin, which is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). Therefore, the General Plan land use and zoning designations for the areas affected by the 2020-2040 RTP are inclusive of the EDCTC Planning Area — meaning that the land that would be affected by implementation of the RTP will include any and all General Plan land use and zoning designations that are established by the local land use authorities that are within the EDCTC Planning Area (planning area).

PURPOSE AND NEED

The EDCTC is the Regional Transportation Planning Agency (RTPA) for El Dorado County, except for that portion of the County within the TRPA. One of the fundamental responsibilities which results from this designation is the preparation of the County's RTP.

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

The RTP needs to be updated in order to demonstrate the progress made toward implementing the currently adopted RTP (El Dorado County 2015-2035 RTP), to reflect any changing conditions, and to determine if changes are warranted to the EDCTC's policies, programs, and projects for the next 20 years. Lastly, the 2020-2040 RTP needs to be updated to maintain compliance with the CTC's 2017 Regional Transportation Plan Guidelines. The El Dorado County 2020-2040 RTP is consistent with all relevant state and federal transportation planning requirements. Consistency with these requirements is summarized in Caltrans' Regional Transportation Plan Checklist.

The Sacramento Area Council of Governments (SACOG) is the federally designated Metropolitan Planning Organization (MPO) for the six-county region, which includes El Dorado County. Under the terms of a Memorandum of Understanding (MOU) between the EDCTC and the SACOG, EDCTC submits the RTP for inclusion into the SACOG Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS). This process is important to both the SACOG MTP and the EDCTC RTP, as it allows for a locally developed RTP to be included in the regional air quality conformity process. The MOU also stipulates that EDCTC shall utilize data and data analysis methodologies which are consistent with those developed by SACOG. This data includes existing and projected travel data, socio-economic data, and travel demand forecasts and assumptions. However, this data is integrated into this locally developed RTP process focused around local consensus of policies, projects, programs, and funding decisions. The El Dorado County 2020-

2040 RTP, pending review by SACOG, will become the El Dorado County portion of the SACOG MTP.

PROJECT DESCRIPTION

Background: EDCTC prepared the El Dorado County 2015-2035 RTP (2015-2035 RTP) in 2015. An Environmental Impact Report (EIR) for the 2015-2035 RTP was released to the public and responsible agencies on July 7, 2015 and the Final EIR for the 2015-2035 RTP was released on September 4, 2015. The Final El Dorado County 2015-2035 RTP was released on September 3, 2015.

The 2020-2040 RTP update for El Dorado County (the proposed project) will align the transportation project list with that of the SACOG 2020 MTP/SCS released in fall 2019. The EDCTC is coordinating closely with SACOG on the development of demographics, transportation project lists, and revenue forecasts due to the comparable timelines.

2020-2040 RTP: The proposed project is the adoption and implementation of the El Dorado County 2020-2040 RTP. The RTP contains three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and regional improvement strategy that will be used to implement the RTP. California law (Government Code Section 65080 (b)) states that each RTP shall include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies/quantifies regional needs expressed within both short/long range horizons and via pragmatic objective and policy statements; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action Element** identifies short- and long-term actions needed to achieve the RTP's objectives and implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element.

The institutional and legal actions needed to implement the Regional Transportation Plan and action plans are also discussed in this section, followed by a detailed assessment of all transportation modes. Priorities for regional transportation programs are established within the Action Element.

The **Financial Element** identifies the cost of implementing projects in the RTP within a financially constrained environment. All anticipated transportation funding revenues are compared with the anticipated costs of the transportation programs and actions identified in the Action Element. If shortfalls are identified, strategies are developed to potentially fund the otherwise unfunded projects. It includes regionally significant multimodal projects that currently have funding in place or that are projected to have funding in the future (Fiscally Constrained), while it also identifies other improvement projects that are needed but do not have funding (Fiscally Unconstrained). It also identifies potential funding shortfalls and sources for the unconstrained project list.

RTP Projects List: The following tables (Table PD-1 and PD-2) provides the RTP's transportation projects list, categorized by status (i.e. Planned, Programmed, or Project Development Only. Planned projects are those projects currently planned for development. Programmed projects

are those projects ready for development should funding become available. Lastly, Project Development Only represents those projects that are still in the development phase, and therefore represent those projects that may be developed only on a long-term time horizon (i.e. Post-2020). Table PD-1 presents just those projects categorized as G- System Management, Operations, and ITS, while Table PD-2 presents just those projects categorized as B- Road & Highway Capacity. Following these two project lists is the short-term and long-term transit capital plan.

Table PD-1: El Dorado Co. 2020-2040 RTP - G- System Management, Operations, and ITS Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
PLANNED				
El Dorado County	US 50/El Dorado Hills Blvd Interchange Eastbound Ramps (Phase 2B)	Part of larger project to reconstruct the interchange and widen Latrobe Rd/El Dorado Hills Boulevard. Complete reconstruction is being phased to align improvement needs, construction staging within US 50 corridor, and available funding. This phase improves on-/off-ramps for eastbound US 50 and widens Latrobe Road/El Dorado Hills Boulevard. Design to be coordinated with US 50 Westbound Auxiliary Lane from El Dorado Hills Blvd. Interchange to the County Line (53115/36104021) and US 50 Eastbound Auxiliary Lane from County Line to El Dorado Hills Blvd. Interchange (53125/36104017). (CIP 71323/36104001)	\$9,238,167	2020-2025
Multiple Lead Agencies	SR 49 Pedestrian Safety and Traffic Flow Improvements at the American River Confluence	Improve pedestrian and traffic safety through improved parking and roadway improvements.	\$2,800,000	2020-2025
El Dorado County	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	\$5,000,000	2020-2025
El Dorado County, Caltrans District 3	US 50 Corridor Broadband and System Technology Advances	Extend US 50 Corridor Broadband to Pollock Pines, Placerville System Technology Advances, Remote Traffic Control Workstation, Traffic Control System Upgrade (TCS), Procurement and Information Dissemination Devices at Key Locations	\$2,800,000	2026-2030
El Dorado County	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	\$1,200,000	2026-2030
Caltrans D3	EB Latrobe Rd. Diagonal Ramp Meter	EB Latrobe Rd. Diagonal Ramp Meter	\$380,000	2026-2030
Caltrans D3	WB Bass Lake Rd. Diagonal Ramp Meter	WB Bass Lake Rd. Diagonal Ramp Meter	\$380,000	2026-2030
Multiple Lead Agencies	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	\$40,000	2026-2030
Caltrans D3	System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties.	\$4,000,000	2026-2030
El Dorado County	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	\$ 10,000,000	2026-2030

Table PD-1: El Dorado Co. 2020-2040 RTP - G- System Management, Operations, and ITS Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
Caltrans D3	EB Bass Lake Rd. Diagonal Ramp Meter	EB Bass Lake Rd. Diagonal Ramp Meter	\$380,000	2031-2035
Caltrans D3	EB Cambridge Rd. Loop Ramp Meter	EB Cambridge Rd. Loop Ramp Meter	\$380,000	2031-2035
Caltrans D3	EB Cameron Park Dr. Diagonal Ramp Meter	EB Cameron Park Dr. Diagonal Ramp Meter	\$380,000	2031-2035
Caltrans D3	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	\$380,000	2031-2035
Caltrans D3	NB Cameron Park Dr. Loop Ramp Meter	NB Cameron Park Dr. Loop Ramp Meter	\$380,000	2031-2035
Caltrans D3	SB Cameron Park Dr. Diagonal Ramp Meter	US-50 WB Cameron Park Dr. Diagonal Ramp Meter	\$380,000	2031-2035
Caltrans D3	SB Ponderosa Rd. Diagonal Ramp Meter	SB Ponderosa Rd. Diagonal Ramp Meter	\$380,000	2031-2035
Caltrans D3	WB Cambridge Rd. Loop Ramp Meter	WB Cambridge Rd. Loop Ramp Meter	\$380,000	2031-2035
Caltrans D3	WB Shingle Springs Dr. Diagonal Ramp Meter	WB Shingle Springs Dr. Diagonal Ramp Meter	\$380,000	2031-2035
Caltrans D3	EB Shingle Springs Dr. Diagonal Ramp Meter	EB Shingle Springs Dr. Diagonal Ramp Meter	\$380,000	2036-2040
Caltrans D3	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	\$380,000	2036-2040
El Dorado County	Aux Lane Project: WB Bass Lake	Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330	\$1,500,000	2036-2040
El Dorado County	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	\$1,500,000	2036-2040
El Dorado County	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	\$1,500,000	2036-2040
El Dorado County	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County. (See ELD19239 for Phase 1)	\$5,000,000	2036-2040
El Dorado County	ITS Improvements - Phase 1	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals. (See ELD19240 for Phase 2)	\$5,833,200	2036-2040
El Dorado County	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, additional locations will be identified. (CIP OP005/36105026)	\$672,000	2036-2040

Table PD-1: El Dorado Co. 2020-2040 RTP - G- System Management, Operations, and ITS Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
El Dorado County	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments	\$2,400,000	2036-2040
El Dorado County	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	\$9,733,640	2036-2040
El Dorado County	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	\$9,238,167	2036-2040
El Dorado County	US 50 Auxiliary Lane Eastbound - Sacramento County Line to El Dorado Hills Blvd	Widening US 50 and adding an auxiliary lane to eastbound US 50 from El Dorado Hills Boulevard/Latrobe Road Interchange. This project will eventually connect to the City of Folsom's future Empire Ranch Road Interchange. Timing of construction to be concurrent with El Dorado Hills Blvd Interchange (71323) or Empire Ranch Interchange. The City of Folsom is planning the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report. (CIP# 53125)	\$7,176,362	2036-2040
El Dorado County	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	\$12,300,975	2036-2040
El Dorado County	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvements project (71333/36104010). (CIP 53128/36104024)	\$9,877,486	2036-2040
El Dorado County	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd to South Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderosa Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be performed under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Interchange (7133/36104010), US 50/Ponderosa Road Interchange - N. Shingle Road Realignment (project 71339/36104009) and US 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	\$10,899,182	2036-2040
El Dorado County	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a larger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	\$7,650,457	2036-2040
El Dorado County, Caltrans District 3	Develop Caltrans US 50 Traffic Management Center in South Lake Tahoe	Conduct US 50 Surveillance, Traveler Information, Web Page, Winter Traffic Management	\$2,800,000	2036-2040

Table PD-1: El Dorado Co. 2020-2040 RTP - G- System Management, Operations, and ITS Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
Caltrans D3	SHOPP - Collision Reduction	SHOPP - Collision Reduction	505,000,000	2036-2040
Caltrans D3	SHOPP - Emergency Response	SHOPP - Emergency Response	\$10,000,000	2036-2040
PROGRAMMED				
Caltrans D3	US 50 Advance Warning and ITS	In El Dorado County, US 50, from the Sacramento County Line to east of Stateline Avenue (PM 0.0/80.4) - Upgrade new Transportation Management System elements. Intelligent Transportation System (ITS) (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H520	\$13,000,000	2020-2025
Caltrans D3	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]	\$13,570,000	2020-2025
Caltrans D3	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]	\$2,530,000	2020-2025
Caltrans D3	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]. Toll Credits for ENG, ROW, CON	\$1,629,000	2020-2025
PROJECT DEVELOPMENT ONLY				
Caltrans D3	Aux Lane Project: EB Latrobe Road	US-50 EB Latrobe Rd to Silva Valley (T); US 50	\$1,500,000	Post-2040
Caltrans D3	US 50 WB Auxiliary Lane	In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17/19)	\$20,000,000	Post-2040
El Dorado County	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	\$768,000	Post-2040
El Dorado County	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	\$9,250,000	Post-2040
El Dorado County	SR 49 Realignment B	SR 49 Realignment	\$28,800,000	Post-2040

Table PD-2: El Dorado Co. 2020-2040 RTP - B- Road & Highway Capacity Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
PLANNED				
El Dorado County	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Sudbury Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	\$8,991,045	2020-2025
El Dorado County	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	\$2,994,751	2020-2025
El Dorado County	Industrial Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	\$2,304,908	2020-2025
City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	\$4,935,550	2020-2025
City of Placerville	Western Placerville Interchanges Phase 2.2 - Eastbound On-ramp	Phase 2.2: In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, at US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.	\$2,765,000	2020-2025

Table PD-2: El Dorado Co. 2020-2040 RTP - B- Road & Highway Capacity Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
El Dorado County	Diamond Springs Pkwy - Phase 1B	Construct new 42-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading and right of way for the ultimate 4-lane road, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334)	\$20,837,784	2020-2025
City of Placerville	Mosquito Rd./ Clay St. Park & Bus	Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility. (Also known as Placerville Station Phase 2). Toll Credits for ENG, CON	\$1,645,000	2020-2025
City of Placerville	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	\$8,122,000	2026-2030
City of Placerville	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	\$4,100,000	2026-2030
City of Placerville	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	\$4,728,000	2026-2030
El Dorado County	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Serrano Parkway to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP66109)	\$14,257,000	2026-2030
El Dorado County	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361)	\$13,219,657	2026-2030
El Dorado County	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides. (CIP 71362/36105008)	\$7,173,000	2026-2030
El Dorado County	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	\$407,842	2026-2030
El Dorado County	White Rock Road Widening - Windfield Way to Sacramento County Line	Widen White Rock Road between the County line and Windfield Way from two to four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This roadway is part of the Capital Southeast Connector.(CIP 72381/36105041)	\$4,070,665	2026-2030
El Dorado County	White Rock Road Widening - Post Street to South of Silva Valley Parkway	White Rock Road Widening - Post Street to South of Silva Valley Parkway CIP 72374	\$6,196,990	2026-2030
Capital Southeast Connector JPA	Capital SouthEast Connector - D2 - CON From Douglas Road to White Rock Road.	Construction of Segment D2: Construct 4 lanes (Expressway), from Douglas to White Rock Road.	\$24,847,500	2031-2035
Capital Southeast Connector JPA	Capital SouthEast Connector - E2 - CON From Latrobe Road to the US 50/Silva Valley Pkwy Interchange	Segment E2: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from Latrobe Road to the US 50/Silva Valley Parkway Interchange.	\$6,000,000	2031-2035
El Dorado County	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify	\$24,928,898	2031-2035

Table PD-2: El Dorado Co. 2020-2040 RTP - B- Road & Highway Capacity Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
City of Placerville	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp and offramps at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	\$23,374,018	2036-2040
El Dorado County	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377)	\$11,851,661	2036-2040
El Dorado County	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; includes curb gutter and sidewalk. (CIP GP178/36105018)	\$6,645,616	2036-2040
El Dorado County	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	\$6,984,180	2036-2040
El Dorado County	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	\$8,647,425	2036-2040
El Dorado County	Missouri Flat Rd Widening, Headington Rd to Prospector's Plaza	Add 1 lane in each direction with a raised median (CIP GP 165)	\$1,299,000	2036-2040
El Dorado County	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widening the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	\$4,320,918	2036-2040
El Dorado County	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from Wilson to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only. CIP#71324.	\$3,300,000	2036-2040
El Dorado County	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp	\$9,173,000	2036-2040
El Dorado County	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	\$63,549,000	2036-2040
El Dorado County	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes signalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	\$5,679,854	2036-2040
El Dorado County	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accommodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	\$8,441,222	2036-2040
Capital Southeast Connector JPA	Capital SouthEast Connector - E1 - CON From Sacramento/El Dorado County Line to Latrobe Road	Segment E1: Widening El Dorado Hills: White Rock Road between Carson Crossing Dr and Latrobe Rd; widen from 2 to 4 lanes (thoroughfare), from the Sacramento-El Dorado County line to Latrobe Road). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)	\$4,450,000	2036-2040

Table PD-2: El Dorado Co. 2020-2040 RTP - B- Road & Highway Capacity Project Lists

LEAD AGENCY	TITLE	DESCRIPTION	TOTAL COST	COMPLETION TIMING
PROJECT DEVELOPMENT ONLY				
Caltrans D3	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	\$22,637,000	Post-2040
Caltrans D3	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	\$34,730,208	Post-2040
City of Placerville	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	\$2,300,000	Post-2040
City of Placerville	Combella Road Extension	Road Extension: Combella Road	\$3,466,000	Post-2040
City of Placerville	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	\$15,422,000	Post-2040
City of Placerville	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	\$8,121,768	Post-2040
Capital Southeast Connector JPA	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	\$209,300,000	Post-2040
City of Placerville	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accommodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	\$3,169,000	Post-2040
El Dorado County	Intersection Improvements	Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc.	\$5,300,000	2036-2040
El Dorado County	Mother Lode Dr/Pleasant Valley Rd - Signalization	Reconfigure existing "Y" all-way stop to a signalized "T" intersection including turn pockets and shoulder improvements. CIP73307	\$7,782,300	Post-2040
El Dorado County	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: north/southbound El Dorado Road, and east/westbound on/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	\$11,555,318	Post-2040

SOURCES: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2019

Short Range Transit Plan - Capital Plan

The following capital improvements (Table 57 from the El Dorado Transit Short Range Capital Plan) will be required in the short-term planning period:

- Fleet Replacement and Expansion**—Over the next five years, El Dorado Transit will need to replace 6 local fixed route buses, 5 mini-vans and 3 staff vehicles. By the end of the short-term planning period, an additional DAR vehicle will need to be added to the fleet to meet increased demand.

TABLE 57 : El Dorado Transit Short Range Capital Plan

Plan Element	Fiscal Year					5-Year
	2019-20	2020-21	2021-22	2022-23	2023-24	Plan Total
Vehicle Purchases						
Number of Buses -- Replacement						
Van	0	0	5	0	0	
Local Fixed Route Bus	0	6	0	0	0	
Commuter Bus	0	0	0	0	0	
Staff vehicle	0	0	3	0	0	
Total Cost (1)	\$0	\$2,800,000	\$944,200	\$0	\$0	\$3,744,200
Number of Buses -- Expansion						
Paratransit Van					1	
Total Cost (1)	\$0	\$0	\$0	\$0	\$180,080	\$180,080
Bus Stop Improvement Program	\$0	\$4,200	\$300	\$8,800	\$0	\$13,300
Missouri Flat Transit Center Improvements	--	--	--	\$310,100	--	\$310,100
Cambridge Road Park and Ride Improvements			\$200,000			\$200,000
Placerville Station Improvements		\$200,000				\$200,000
Operations and Maintenance Facility Improvements					\$40,000	\$40,000
Total Capital Plan Elements	\$0	\$3,004,200	\$1,144,500	\$318,900	\$220,080	\$4,687,680
Note 1: All costs include 3 percent annual inflation.						
Source: LSC Transportation Consultants, Inc., EDT Capital Improvement Plan						

- **Bus Stop Improvements**—Plan elements include three new bus stops along the Cameron Park Route:
 - Cameron Park Drive south of Green Valley Road (northbound)
 - La Canada Drive and La Crescenta Drive
 - La Canada Drive and Cimarron Road
 - Bel Air stop service in both directions and relocation of the Marshall Medical stop
 - Camerado Drive/Virada Drive stop

Additionally, one new on-demand stop sign at Eskaton in Placerville is recommended as one of the service plan elements. A new stop is recommended on Pierroz Road for a new stop close to the Hidden Springs Apartments. Passenger boarding by stop data shows that a new shelter is warranted at the stop on Coach Lane & Rodeo Drive (Cameron Park Route) and a bench at the Upper Room in Placerville.

- **Missouri Flat Transit Center Improvements**—In order to accommodate five buses at the primary EDT transfer point, the bus pullout length should be expanded to roughly 250 feet. This will require easements from neighboring property owners.
- **Placerville Station Transit Center Improvements**—The route revisions will result in three buses onsite at peak times at Placerville Station. The existing passenger loading area and adjacent parking areas will need to be reconfigured in order to provide a loading bay for the third bus, thereby potentially reducing driveways accessing the parking area and/or the number of parking spaces.

- **County Line Transit Center**—Efforts are ongoing to establish a multimodal transit center/fueling station in the El Dorado Hills area near the Sacramento County Line. This project is not included in the Capital Plan as a final site, and costs have yet to be determined.
- **Cambridge Road Park and Ride**—In the short-term the bus bay at the Cambridge Road Park and Ride should be extended to 80 feet to accommodate two buses. These improvements may occur over the next five years. Over the long-term, the El Dorado Transit Park-and-Ride Master Plan identifies a new 80-space park-and-ride facility with better bus capacity. A new Park and Ride is not yet funded and therefore not included in this capital plan.
- **Bass Lake Hills Park and Ride** – At a minimum a 100 space Park and Ride will be constructed and funded through new development on the east side of Bass Lake Road adjacent to Clarksville Toll Road. An additional 100 spaces will be funded through El Dorado Transit, if available over the long term.

Battery Electric Bus Readiness and Rollout Study

The California Air Resources Board (CARB) recently revised the Innovative Clean Transit Rule intended to reduce the greenhouse gas emissions of California’s transit fleets. Current regulations require that 25 percent of new bus purchases for small transit agencies (such as El Dorado Transit) be Zero Emission Bus such as Battery Electric Bus (BEB) technology, beginning on January 2, 2026. If BEB technology has not advanced to a point where it is available on smaller “cutaway” buses, which have passed standard bus testing procedures, cutaway vehicles are exempt from the new rule. By 2029, all new bus purchases will be required to be zero emissions technology.

Though BEB technologies are advancing rapidly, there are many factors that need to be evaluated before the right strategy to comply with this rule can be identified, including the following:

- Appropriate charging technologies: slow charge (overnight in the storage yard) versus fast charge (at layover points along the routes)
- Impacts on existing maintenance/storage facilities
- Impacts on transit centers
- Operating range, particularly given the power demands of air conditioning, heating and climbing grades
- Cost implications of charging during peak vs. off-peak periods
- Impact on the regional electricity grid

A BEB Readiness Study and Implementation Plan should analyze the above factors and be conducted by 2022 so that there is sufficient time to apply for grants to make the needed infrastructure changes for new electric buses. This study could cost on the order of \$150,000.

Long-range Transit Plan - Capital Plan

Beyond the ongoing need to replace aging vehicles, the following are the key capital improvements needed over the coming 20 years:

- The biggest change that will need to occur over the long-term is to transition to a zero emission fleet. In 2025, 6 cutaway vehicles will have reached the end of their useful life and be eligible for replacement. If these vehicles are replaced in 2025, they could be replaced with clean diesel vehicles. If Altoona tested ZEB cutaways are available in 2026, the cutaways must be replaced with battery-electric vehicles (if replaced in 2026). In 2032, another group of 6 local fixed route buses will be due for replacement. All of these will need to be ZEBs. As identified in the Short-Range Transit Plan, EDT will need to develop a roll-out plan for the purchase of infrastructure required to support an all ZEB fleet. This plan should provide further guidance on vehicle replacement and corresponding infrastructure needs.
- Cambridge Road Park and Ride—As the western portion of the county grows a new 80 space Park and Ride should be constructed. The El Dorado Transit Park and Ride Master Plan identifies a total construction cost of \$2.725 million for this project.
- County Line Transit Center—Planning is underway for the County Line Multimodal Transit Center. This will likely be constructed near White Rock Road in El Dorado Hills. The project will include a single, larger parking facility, electric vehicle charging stations, a passenger facility as well as improved accommodation of transit buses, transportation network company activity, bicyclists and pedestrians. This facility will provide more Park and Ride capacity for El Dorado Hills. Given the large scope of this project and the unknowns, such as acquiring land and receiving grant funding, this project is assumed for the long-term planning period.
- Bass Lake Hills Park and Ride – The additional 100 spaces will be constructed and funded by El Dorado Transit. An exact location has not yet been determined but likely on the east side of Bass Lake Hills Road near the Clarksville Road.

Recommended Active Transportation Projects -Bicycle Facilities

The EDCTC has developed recommended Active Transportation Projects for the City of Placerville and El Dorado County. The following table provides the recommended bicycle-related projects that are included within the EDCTC recommended Active Transportation Projects list. The projects are classified into classes 1 through 4. Class 1 projects are bike paths that are paved rights-of-way completely separated from streets; Class 2 projects are on-street bike lanes designated for bicyclists using stripes and stencils; Class 3 projects are bike routes on streets designed for bicycle travel and shared with motor vehicles; and Class 4 projects are protected bike lanes, also known as cycle tracks, that provide space that is exclusively for bicyclists and which are separated from motor vehicle travel lanes, parking lanes, and sidewalks.

Table PD-3: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Bicycle Projects

CLASS	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
UNINCORPORATED EL DORADO COUNTY				
1	Bass Lake Rd	Hollow Oak Dr	Country Club D	0.7
2	Bass Lake Rd	Country Club Dr	Sienna Ridge Rd	1.1
2	Bass Lake Rd	Sienna Ridge Rd	Green Valley Rd	2.2
2	Bass Lake Rd	Old Bass Lake Rd	Sienna Ridge Rd	0.6
Downhill Class III	Bedford Ave	Gold Bug Ln	Spring St	0.8

Table PD-3: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Bicycle Projects

CLASS	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
3	Big Cut Rd	Parkview Dr	Pleasant Valley Rd	3.5
1	Blackstone Pkwy Connector Trail	Trail	Cornerstone Dr	0.05
2	Brittany Pl	El Dorado Hills Blvd	Brittany Way	0.2
2	Brittany Way	Brittany Pl	Suffolk Way	0.5
2	Broadway	Point View Dr	Schnell School Rd	1.2
3	Broadway	Carson Rd	Schnell School Rd	0.4
Downhill Class III	Broadway	Schnell School Rd	Jacquier Rd	1.2
2	Cambridge Rd	Merrychase Dr	Green Valley Rd	1.6
3	Cambridge Rd	Merrychase Dr	Green Valley Rd	1.7
2	Cameron Park Dr	Oxford Rd	Palmer Dr	1.3
2	Cameron Park Dr	Palmer Dr	Durock Rd	0.5
3	Carnelian Cir	Sheffield Dr, Cardiff Cir	Cromwell Ct	0.1
Uphill Climbing Lane	Carson Rd	Schnell School Rd	Jacquier Rd	1.3
3	Carson Rd	Jacquier Rd	Pony Express Trail	5.5
3	Cash Boy Rd	Crusader Rd	Crystal Dr	0.1
3	Castana Dr	Country Club Dr	End of St	0.6
1	Class I in Heritage El Dorado	Class I	Crazy Horse Ct	0.2
2	Coach Ln	Rodeo Rd	End Of St	0.5
3	Commerce Way	Pleasant Valley Rd	Enterprise Dr	0.3
1	Connector Trail	New Rd	Old Bass Lake Rd	0.3
1	Connector Trail	Saratoga Way	Clarksville Crossing	0.6
1	Connector Trail	Ziana Rd	Summer Dr	0.8
1	Connector Trail	Trail	Us 50	0.2
1	Country Club Dr	Tierra De Dios Dr	Bass Lake Rd	0.8
2	Country Club Dr	Cameron Park Dr	Tierra De Dios Dr	2.8
3	Covello Cir	Castana Dr	Ziana Rd	0.3
3	Cromwell Ct	Carnelian Cir	Lakehills Dr	0.04
3	Crusader Rd	Patterson Dr	Cash Boy Rd	0.1
3	Crystal Dr/Tullis Mine Rd	Cash Boy Rd	Pleasant Valley Rd	0.7
2	Durock Rd	Saratoga Ln	Shingle Rd	1.9
1	El Dorado Hills Blvd	Telegraph Hill	Francisco Dr	0.1
2	El Dorado Hills Blvd	Town Center Blvd	Green Valley Rd	4.4
1	El Dorado Trail	Los Trampas Dr	Fuji Crt	1.9
2	Elmores Way	Sophia Pky	Suffolk Rd	0.4
3	Enterprise Dr	Missouri Flat Rd	Forni Rd	0.8
3	Fairplay Rd	Mt Aukum Rd	Unser Way	0.3
3	Fairway Dr	Country Club Dr	Oxford Rd	1.6
2	Francisco Dr	El Dorado Hills Blvd	Seven Oaks Ct	0.1
3	Francisco Dr	Promotory Point Dr	Green Valley Rd	1.4
2	Future Missouri Rd Flat Alignment	Missouri Rd Flat Alignment	SR 49	0.7
2	Garden Valley Rd	Marshall Rd	Garden Park Dr	1
2	Georgetown Rd	Main St	Spanish Dry Diggins Rd	0.7
3	Gold Hill Rd	Lotus Rd	SR 49	4.4
3	Golden Center Dr	Forni Rd	Missouri Flat Rd	0.3
2	Golden Foothill Pky	Latrobe Rd	Latrobe Rd	1.6
2	Green Valley Rd	Starbuck Rd	Missouri Flat Rd	8.6
2	Green Valley Rd	Lake Hills Dr	Loch Way	1
2	Grizzly Flat Rd	Wooded Glen Dr	Sciaroni Rd	0.3
3	Happy Valley Rd	Mt Aukum Rd	Mt Aukum Rd	2.2
2	Harvard Way	Silvia Valley Pkwy	El Dorado Hills Blvd	0.4
3	Hollow Oak Dr	Bass Lake Rd	End of St	1.3
1	Jacquier Rd	Smith Flat Rd	Midblock	0.1
3	Jacquier Rd	Carson Rd	Smith Flat Rd	0.9
3	La Canada Dr	Cameron Park Dr	La Crescenta Dr	0.3
3	La Canada Dr	Cambridge Rd	Cameron Park Dr	0.4
3	La Crescenta Dr	Green Valley Dr	La Canada Dr	0.3
3	Lakehills Dr	Cromwell Ct	Salmon Falls Rd	0.8
1	Latrobe Rd	Monte Verde Dr	Suncast Ln	0.4

Table PD-3: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Bicycle Projects

CLASS	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
2	Latrobe Rd	South Shingle Rd	Old Station Ln	0.4
2	Latrobe Rd	Cothrin Ranch Rd	Investment Blvd	2.4
3	Lindberg Ave	Mother Lode Dr	Forni Rd	0.6
2	Lotus Rd	Green Valley Rd	Green Valley Rd	0.1
2	Lotus Rd	Green Valley Rd	Coloma Rd	6.8
2	Main St/Wentworth Springs	Georgetown Rd	Citabria Ln	1.1
1	Marble Lake Blvd	Boulder Ridge Rd	Marble Valley Rd	0.6
2	Marble Valley Rd	Bass Lake Rd	Marble Mountain Rd	0.1
1	Marble Valley Rd Connector Trail	Marble Mountain Rd	Dove Meadow Crt	1.9
Fog Line Striping	Marshall Rd	Black Oak Mine Rd	Garden Valley Rd	0.8
Fog Line Striping	Marshall Rd	Prospectors Rd	Coloma Rd	0.6
2	Meder Rd	Ponderosa Rd	Cameron Park Dr	2.4
3	Merrychase Rd	Country Club Dr	Cambridge Rd	0.7
2	Missouri Flat Rd	Green Valley Rd	Plaza Dr	1.6
2	Missouri Flat Rd	Pleasant Valley Rd	El Dorado Trail	0.8
4	Missouri Flat Rd	Perks Cr	Forni Rd	0.4
2	Motherlode Dr	Ponderosa Rd	Pleasant Valley Rd	4
2	Motherlode Dr	Lindberg Ave	Green Valley Rd	0.7
2	Mt Aukum Rd	Sly Park Rd	Blackhawk Ln	0.2
3	Mt Aukum Rd	Blackhawk Ln	Fairplay Rd	6.2
3	New Rd	Clarksville Crossing	Tong Rd	0.5
3	Old Bass Lake Rd	Bass Lake Rd	Trail Connector	1.1
3	Oriental St	Railway Trail	Pleasant Valley Rd	0.1
3	Oxford Rd	Cambridge Rd	Cameron Park Dr	0.7
2	Palmer Dr	Cameron Park Dr	Loma Dr	0.6
1	Palmer Dr - Wild Chaparral Dr	Loma Dr	Wild Chaparral Dr	0.5
1	Path Along Dorado Hills Blvd	Serrano Pkwy	Park Dr	0.3
3	Patterson Dr	Pleasant Valley Rd	Crusader Rd	0.5
2	Pleasant Valley Rd	Holm Rd	Savage Rd	0.8
2	Pleasant Valley Rd	Bluff Rd	Mt Aukum Rd	1.4
2	Pleasant Valley Rd	Mother Lode Rd	Big Cut Rd	5
2	Ponderosa Rd	Meder Rd	Monarch Ln	1.7
3	Ponderosa Rd	Green Valley Rd	Meder Rd	2.8
2	Pony Express Trail	Carson Rd	Sly Park Rd	5.5
2	Post St	White Rock Rd	Mercedes Ln	0.3
2	Ridgeway Dr	Pony Express Trail	Ridgeway Ct	0.1
3	Ridgeway Dr	Sly Park Rd	Ridgeway Crt	2.7
3	Salmon Falls Rd	Green Valley Rd	Lakehills Dr	0.3
2	Saratoga Way	El Dorado Hills Blvd	End Of St	1.1
3	Saratoga Way	Park Dr	Connector Trail	0.1
2	Sciaroni Rd	Grizzly Flat Rd	Winding Way	0.5
2	Serrano Pky	El Dorado Hills Blvd	Bass Lake Rd	3.8
3	Sheffield Dr	Francisco Dr	Carnelian Cir	0.7
3	Shingle Lime Mine Rd	Shingle Lime Mine Railway	Durock Rd	0.7
1	Shingle Lime Mine Rd Connector Trail	Diablo Trail	Shingle Lime Mine Rd	3.9
2	Shingle Rd	Ponderosa Rd	Sport Club Dr	0.3
2	Silva Valley Pky	Wrangler Place	Clarksville Crossing	1.5
2	Silva Valley Pky	Midblock	Charter Way	0.5
2	Silver Springs Pky	Green Valley Rd	Bass Lake Rd	1.1
2	Sly Park Rd	Ridgeway Dr	Pony Express Trail	0.2
Uphill Climbing Lane	Sly Park Rd	Ridgeway Dr	Mormon Emigrant Trail	4.6
2	Snowe Rd	Fuji Crt	Carson Rd	0.5
2	South Shingle Rd	Latrobe Rd	Victoria Way	0.6
2	SR 49	Marshall Rd	Northside School	8.9
2	SR 49	Gold Hill Rd	Baker Rd	3.4
2	SR 49	Pleasant Valley Rd	Bradley Dr	0.5
2	SR 49	Lotus Rd	Georgetown Rd	1.1
2	SR 49	Cold Springs Rd	Gold Hill Rd	3.3

Table PD-3: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Bicycle Projects

CLASS	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
2	SR 49	Pleasant Valley Rd	Union Mine Rd	0.1
2	Suffolk Way	Brittany Way	Elmores Way	0.2
3	Summer Dr	Bass Lake Rd	Great Heron Dr	1.1
2	Suncast Ln	Monte Mar Dr	Latrobe Rd	0.6
2	Tierra de Dios Rd	Bass Lake Rd	Country Club Dr	1.2
2	Town Center Blvd	Post St	Latrobe Rd	0.1
1	Town Center/Village Center US50 overcrossing	Raley's	Nugget Markets	0.4
3	Union Mine Rd	State Highway 49	Truscott Ln	0.6
3	Union Mine Rd	Pretty Penny Ln	Truscott Ln	6.3
2	Village Center Dr	Salmon Falls Rd	Francisco Dr	0.4
1	White Rock Rd Connector Trail	White Rock Rd	Sunset Ln	0.3
2	Wild Chaparral Dr	Palmer Connector	Ponderosa Rd	0.8
2	Windfield Way	Golden Foothill Pky	White Rock Rd	0.4
3	Zandonella Rd	Pleasant Valley Rd	Pleasant Valley Rd	0.6
1	El Dorado Trail	County Line	Latrobe Rd	6.7
1	El Dorado Trail	Latrobe Rd	Shingle Lime Mine Rd	3.1
1	El Dorado Trail	Mother Lode Dr	Shingle Springs Dr	1
1	El Dorado Trail	Shingle Line Mine Rd	Mother Lode Dr	2.3
1	El Dorado Trail	Shingle Springs Dr	Greenstone Rd	2.6
1	El Dorado Trail	Greenstone Rd	Oriental St	2.5
CITY OF PLACERVILLE				
3	Benham St	Fiske St	Pacific St	0.13
3	Washington St	Spanish Ravine	Cedar Ravine	0.66
3	Cedar Ravine Rd	Thompson Way	Pacific St	0.23
3	Marshall Way	Corker St	Cedar Ravine Rd	0.2
3	Corker St	Marshall Way	Washington St	0.08
3	Thompson Way	Cedar Ravine Rd	Sheridan St	0.29
Discretionary Shoulder	Pacific St	Main St	Cedar Ravine Rd	0.53
2	Schnell School Rd	Broadway	Carson Rd	0.38
3	Wiltse Rd	Broadway	Ln Way	0.42
2	SR 49	Gold Hill Rd	Baker Rd	0.07
3	Big Cut Rd	Parkview Dr	Pleasant Valley Rd	0.43
3	Carson Rd	Village Ln	Broadway	0.17
3	Dimity Ln	Mosquito Rd	Carson Rd	0.1
3	Broadway Court	El Dorado Trail	Mosquito Rd	0.05
2	Cedar Ravine Rd	Darlington Ave South	Butterfly Ln	0.41
3	Sheridan St	Thompson Way	Washington St	0.14
3	Clark St	Bartlett Ave	Pacifica St	0.28
2	Placerville Dr	Forni Rd	Ray Lawyer Dr	0.58
2	Forni Rd	Ray Lawyer Dr	Placerville Dr	0.73
3	Amory Dr	Ray Lawyer Dr	Placerville Dr	0.14
3	Amory Dr	Placerville Dr	Trail	0.08
1	Trail	Amory Dr	Fairlane Court	0.43
2	Green Valley Rd	Mallard Ln	Placerville Dr	0.19
2	Cold Springs Rd	Placerville Dr	Hidden Springs Cir	0.55
2	Pierroz Rd	Placerville Dr	Cold Springs Rd	0.15
1	Trail	Placerville Dr	Ray Lawyer Dr	0.37
2	Middletown Rd	Cold Springs Rd	Canal St	0.23
2	State Route 49	Coloma Court	Combella Rd	0.18
3	Coloma Court	State Route 49	End Of St	0.16
1	Connector Trail	Coloma Court	Spear St	0.06
3	Canal St	Main St	Middletown Rd	0.93
3	Moulton Dr	Canal St	Coloma Court	0.2
3	Coloma St	Coloma Court	US 50 Trail Crossing	0.73
Discretionary Shoulder	Bee St	Canal St	Coloma St	0.26

Table PD-3: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Bicycle Projects

CLASS	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
Discretionary Shoulder	Spring St	Coloma St	Pleasant St	0.33
3	Tunnel St	Spring St	Manor St	0.17
Discretionary Shoulder	Spring St	Bedford Ave	Pleasant St	0.13
3	Pleasant St	Spring St	Bedford Ave	0.13
3	Bedford Avenue	Coleman St	Clay St	0.15
3	Alley	Main St	El Dorado Trail	0.03
3	Clay St	Main St	Coleman St	0.28
6	Cedar Ravine Rd	Main St	Marshall Way	0.2
6	Clay St	Coleman St	Arizona Way	0.21
6	Clay St	Arizona Way	Pennsylvania Court	0.27
3	Mosquito Rd	Dimity Ln	Broadway	0.38
3	Spanish Ravine St	Spanish Ravine - Broadway Connector	Washington St	0.08
3	Spanish Ravine - Broadway Connector	Spanish Ravine St	Broadway	0.09
Uphill Climbing Lane / Downhill Class III	Broadway	Blairs Lane	Mosquito Rd	0.37
3	Bedford Ave	Gold Bug Ln	Spring St	0.73
3	Carson Rd	Dimity Ln	Schnell School Rd	0.46
Uphill Climbing Lane/Downhill Class III	Carson Rd	Schnell School Rd	Jacquier Rd	0.07
2	SR 49	Baker Rd	Cribbs Rd	2.24
2	Cedar Ravine Rd	Darlington Ave South	Butterfly Ln	0.08
2	Cedar Ravine Rd	Darlington Ave South	Butterfly Ln	0.11
2	Main St	Sheridan St	Turner St	0.05
2	Main St	Turner St	Spanish Ravine St	0.04
2	Spanish Ravine Rd	Main St	Washington St	0.04
2	Main St	Cedar Ravine Rd	Locust Ave	0.14
2	Main St	Locust Ave	Sheridan St	0.09

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

Recommended Active Transportation Projects - Sidewalk

The following table provides the recommended sidewalk projects that are included within the EDCTC recommended Active Transportation Projects list.

Table PD-4 El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Sidewalk Projects

PROJECT ID	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
UNINCORPORATED EL DORADO COUNTY				
1	Placerville Dr	Pierroz Rd	Cold Springs Rd	0.04
2	Alhambra Dr	Cameron Park Dr	Mira Loma Dr	0.39
3	Aurum City Rd	Pleasant Valley Rd	Koki Ln	0.26
4	Blackstone Pky	Royal Oaks Dr	Valley View Charter Montessori	0.15
5	Buckeye Rd	Holiday Lake Dr	Mother Lode Dr	0.71
6	Cambridge Rd	Country Club Dr	Knollwood Dr	0.29
7	Cambridge Rd	Cimmarron Rd	Rolls Dr	0.26
8	Camerado Dr	Cameron Park Dr	Mira Loma Dr	0.07
9	Camerado Dr	Cameron Park Dr	Virada Rd	0.17
10	Cameron Park Dr	500 feet south of Robin Ln	Durock Rd	0.06
11	Cameron Park Dr	150 feet North of Robin Ln	Robin Ln	0.03
12	Cameron Park Dr	Toronto Rd	Palmer Dr	0.5
13	Cameron Park Dr	Meder Rd	El Dorado Royale Dr	0.92
14	Cameron Park Dr	La Canada Dr	El Dorado Superior Court	1.26
15	Cameron Park Dr	Green Valley Rd	Winterhaven Dr	0.14
16	Campus Dr	Green Valley Rd	End of Street	0.36
17	Chesapeake Bay Cir	Chesapeake Bay Ct	Winterhaven Dr	0.03

Table PD-4 El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Sidewalk Projects

PROJECT ID	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
18	Chesapeake Bay Cir	Chesapeake Bay Ct	End of Street	0.04
19	Church St	Pleasant Valley Rd	Cemetery St	0.13
20	Commerce Way	Pleasant Valley Rd	500 Feet West of Pleasant Valley Rd	0.12
21	Commerce Way	Enterprise Dr	500 Feet East of Enterprise Dr	0.1
22	Country Club Dr	300 Feet West of Tierra de Dios Dr	El Norte Rd	0.24
23	Country Club Dr	Rustic Rd	Arthur Ct	0.39
24	Country Club Dr	Fairway Dr	Los Santos Dr	0.47
25	Country Club Dr	500 Feet East of Placitas Dr	Archwood Rd	0.68
26	Durock Rd	Cameron Park Dr	South Shingle Rd	1.93
27	El Dorado Hills Blvd	50 Feet North of Park Dr	US 50	0.29
28	El Dorado Hills Blvd	Telegraph Hill	400 Feet South of Francisco Dr	0.14
29	El Dorado Rd	Durado Ct	Annmarie Lane	0.4
30	El Dorado Rd	Sundance Trl	Green Valley Rd	0.4
31	Enterprise Dr	Clear Ct	Missouri Flat Rd	0.71
32	Flying C Rd	Cameron Rd	Crazy Horse Rd	0.24
33	Forni Rd	Linda Dr	Pleasant Valley Rd	0.4
34	Forni Rd	Amber Ln	Juniper Ln	0.56
35	Golden Foothill Pky	Latrobe Rd	600 Feet West of Latrobe Rd	0.16
36	Golden Foothill Pky	Cypress Point Ct	Latrobe Rd	0.9
37	Green Valley Rd	Cambridge Rd	Pearl Ln	1.63
38	Green Valley Rd	Shadowfax Ln	Sophia Pky	0.15
39	Green Valley Rd	Deer Valley Rd	600 Feet East of Deer Valley Rd	0.55
40	Green Valley Rd	Ulenkamp Rd	Skinner Ln	1.22
41	Green Valley Rd	Francisco Dr	1000 Feet West of Francisco Dr	0.13
42	Green Valley Rd	200 Feet West of Salmon Falls Rd	2000 Feet East of Loch Way	1.19
43	Green Valley Rd	Green Valley Rd	Greenwood Ln	0.23
44	Hillsdale Cir	Glenhaven Ct	Robert J Mathews Pky	0.34
45	Hillsdale Cir	500 Feet North of Glenhaven Ct	600 Feet North of Glenhaven Ct	0.02
46	Hillsdale Cir	1000 Feet North of Glenhaven Ct	1200 Feet North of Glenhaven Ct	0.07
47	Hinman Aly	North St	Pleasant Valley Rd	0.05
48	Investment Blvd	Latrobe Rd	Robert J Mathews Pky	0.24
49	La Crescenta Dr	Green Valley Rd	Arcadia Dr	0.09
50	Lariat Dr	Flying C Rd	Strolling Hills Rd	0.19
51	Latrobe Rd	Suncast Ln	200 Feet South of White Rock Rd	0.64
52	Latrobe Rd	US 50	White Rock Rd	0.46
53	Many Oaks Ln	Kori Ct	Wild Chaparral Dr	0.09
54	Middletown Ct	Middletown Rd	800 Feet North of Middletown Rd	0.04
55	Missouri Flat Rd	200 Feet West of Halyard Ln	Pleasant Valley Rd	0.83
56	Missouri Flat Rd	Green Valley Rd	Headington Rd	1.46
57	Morrison Rd	Tierra De Dios Dr	Tierra De Dios Dr	0.1
58	Mother Lode Dr	US 50	North Star Dr	0.64
59	Mother Lode Dr	Childhood Ln	Buckeye Rd	0.72
60	Mother Lode Dr	Pleasant Valley Rd	Thunder Head Ln	2.03
61	Mother Lode Dr	Lindberg Ave	Greenleaf Dr	0.7
62	North St	Oriental St	Hinman Aly	0.13
63	Oak Dell Rd	Pleasant Valley Rd	Farnsworth Ln	0.2
64	Oxford Rd	Cameron Park Dr	Sudbury Rd	0.12
65	Palmer Dr	Palmero Cir	Loma Dr	0.09
66	Mother Lode Dr	Pleasant Valley Rd	Pleasant Valley Rd	0.08
67	Pleasant Valley Rd	Mother Lode Dr	Mother Lode Dr	0.03
68	Pleasant Valley Rd	Missouri St	La Selva Dr	0.34
69	Pleasant Valley Rd	SR 49	100 Feet East of Hinman Aly	0.01
70	Pleasant Valley Rd	Elizabeth Ln	El Dorado Rd, Elizabeth Ln	0.09
71	Pleasant Valley Rd	900 Feet West of Oriental St	Oriental St	0.09
72	Pleasant Valley Rd	Dublin Rd	Howard Cir	1.41
73	Ponderosa Rd	Deelane Rd	North Shingle Rd	0.13
74	Ponderosa Rd	Meder Rd	Foxwood Ln	0.48
75	Pony Express Trail	Hub St	Forebay Rd	0.09
76	Portsmouth Dr	Durham Pl	Carnelian Cir	0.29

Table PD-4 El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Sidewalk Projects

PROJECT ID	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
77	Robert J Mathews Pky	Golden Foothill Pky	Investment Blvd	0.62
78	Rodeo Rd	Coach Ln	Strolling Hills Rd	0.17
79	Sailsbury Dr	Durham Pl, Portsmouth Dr	Inverness Pl	0.1
80	Salmon Falls Rd	Green Valley Rd	Village Center Dr	0.13
81	Shingle Springs Dr	Sleepy Creek Ln	Buckeye Rd	0.56
82	Silva Valley Pky	Oak Meadow Elementary driveway	Old Silva Valley Pkwy	0.62
83	Sly Park Rd	Pony Express Trail	US 50	0.1
84	Snoopy Rd	Oak Dell Rd	Clemenger Dr	0.13
85	South Shingle Rd	Durock Rd	Sottile Ln	0.34
86	South St	End of Street	SR 49	0.16
87	Starbuck Rd	Winchester Dr	Green Valley Rd	0.64
88	Strolling Hills Rd	Lariat Dr	Rodeo Rd	0.11
89	Strolling Hills Rd	Rodeo Rd	Coach Ln	0.06
90	Suncast Ln	200 Feet West of Windplay Dr	Golden Foothill Pky	0.24
91	Sunset Ln	South Shingle Rd	Mother Lode Dr	0.36
92	Tierra De Dios Dr	Country Club Dr	Morrison Rd	0.37
93	Virada Rd	Cameron Park Dr	Camerado Dr	0.05
94	Monte Verde Dr	White Rock Rd	White Rock Rd	0.04
95	Wild Chaparral Dr	Many Oaks Ln	US 50	0.22
96	Wild Chaparral Dr	1000 Feet West of Ponderosa Rd	Ponderosa Rd	0.22
97	Windfield Way	White Rock Rd	Golden Foothill Pky	0.35
98	Windplay Dr	Suncast Ln	Windfield Way	0.36
99	Winterhaven Cir	Winterhaven Dr	Winterhaven Dr	0.09
100	Winterhaven Ct	Winterhaven Cir	Winterhaven Cir	0.01
101	Winterhaven Dr	Green Valley Rd	Chesapeake Bay Cir	0.16
102	Carson Rd	Snows Rd	C St	0.17
CITY OF PLACERVILLE				
1	Placerville Dr	Pierroz Rd	Cold Springs Rd	0.04
2	Armory Dr	Ray Lawyer Dr	Placerville Dr	0.13
3	Bedford Ave	Pleasant St	Bedford Ct	0.09
4	Broadway	Blairs Ln	Blairs Ln	0.04
5	Broadway	US 50	Smith Flat Rd	0.32
6	Broadway	Smith Flat Rd	Newtown Rd	0.98
7	Carson Rd	School St, Rosier St	Woodman Cir	0.54
8	Carson Rd	Schnell School Rd	Glenview Dr	0.07
9	Cedar Ravine Rd	Washington St	Washington St	0.57
10	Cedar Ravine Rd	Nicks Ln	Masada Ct	0.38
11	Cold Springs Rd	Middletown Rd	Placerville Dr	0.15
12	Cold Springs Rd	Stone Ln	Middletown Rd	0.05
13	Cold Springs Rd	Kelli Dr	Blacks Ln	0.36
14	Coloma St	Oak Terrace	Bee St	0.42
15	Coloma St	Coloma Ct	Oak Terrace	0.03
16	Corker St	Turner St	Washington St	0.03
17	Marshall Way	Fowler Way	300 Feet West of Fowler Way	0.07
18	Middletown Rd	Canal St	Poplar Ln	0.19
19	Mosquito Rd	Hocking St	Wildlife Way	0.39
20	Pacific St	Goldner St	Lewis St	0.17
21	Pierroz Rd	Cold Springs Rd	Placerville Dr	0.11
22	Pierroz Rd	Cold Springs Rd	Cold Springs Rd	0.04
23	Pierroz Rd	Cold Springs Rd	Cold Springs Rd	0.04
24	Placerville Dr	US 50	Armory Dr	0.28
25	Placerville Dr	Vicini Dr	Vicini Dr	0.11
26	Placerville Dr	US 50	US 50	0.13
27	Placerville Dr	Vicini Dr	Middletown Rd	0.4
28	Placerville Dr	Cold Springs Rd	Cold Springs Rd	0.05
29	Quartz Aly	Reservoir St	Pacific St	0.07
30	Sheridan St	Main St	Sherman St	0.21
31	Sherman St	Sheridan St	Washington St	0.07

Table PD-4 El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Sidewalk Projects

PROJECT ID	STREET (OR PROJECT NAME)	FROM	TO	MILEAGE
32	Spring St	Cottage Ct	Tunnel St	0.14
33	Spring St	Garden St	Union St	0.17
34	Turner St	Main St	Washington St	0.26
35	Vicini Dr	Placerville Dr	Placerville Dr	0.09
36	Washington St	Ridge Ct	Corker St	0.21
37	Green Valley Rd	El Dorado Rd	Placerville Dr	0.19
38	Schnell School Rd	Broadway	US 50	0.05

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

Recommended Active Transportation Projects – Spot Improvements

The following table provides the recommended spot improvement projects that are included within the EDCTC recommended Active Transportation Projects list.

Table PD-5: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Spot Improvement Projects

PROJECT ID	STREET	CROSS STREET	RECOMMENDED IMPROVEMENTS
UNINCORPORATED EL DORADO COUNTY			
244	Sly Park Rd	US 50	High visibility crosswalks, Advance yield markings
245	Ridgeway Dr	US 50	High visibility crosswalks , Green Bike Lanes
246	Carson Rd	US 50	High visibility crosswalk, Advance yield markings
247	Missouri Flat Rd	Mother Lode Dr	Green bike lanes from Plaza Drive to Perks Court
248	Cameron Park Dr	Country Club Ln	Green bike lanes from Wild Chaparral Road to Durock Road
249	Cameron Park Dr	Palmer Dr	Green bike lanes from Country Club Drive to Coach Lane, high visibility crosswalks across US 50 on and off ramps
250	Cambridge Rd	Knollwood Dr	Green bike lanes from Merrychase Drive to Crazy Horse Road, High visibility crosswalks
251	Missouri Flat Rd	El Dorado Trail	Separated crossing for EDT
252	Silva Valley Pkwy	Between Appian Way and Harvard Way	Study for Bicycle and Pedestrian Crossing Improvements
253	Silva Valley Pkwy	Between Appian Way and Harvard Way	Potential Bicycle and Pedestrian Crossing Improvements
254	Cameron Park Dr	La Canada Dr	Add bicycle detection and signal timing
255	Pine St	Laurel Dr	High visibility crosswalk
256	Francisco Dr	Kensington Dr	Curb Ramps
257	Windfield Way	Windplay Dr	Advance yield markings, High visibility crosswalks
258	Windfield Way	Golden Foothill Pkwy	Advance yield markings, High visibility crosswalks
259	Blackstone Pkwy	Valley View Charter Montessori School	Transverse crosswalk
260	Union Mine Rd	Koki Ln	Restripe high visibility crosswalks.
261	SR 49	Koki Ln	High visibility crosswalks
262	Missouri Flat Rd	US 50	High visibility crosswalks
263	Silva Valley Pkwy	Clarksville Crossing	Rectangular Rapid Flashing Beacon, Pedestrian Refuge Island, and high visibility crosswalk
264	Cave Valley Rd	SR 49	Improved ingress/egress for bicyclists between the school and existing path along SR49
CITY OF PLACERVILLE			
106	County Road 145	US 50	Green bike lanes across US 50 overcrossing and dashed green bike lanes across US 50 on and off ramps
107	Schnell School Rd	Broadway	High visibility crosswalks along Schnell School Rd, tightening curb radii, advance yield markings, painted green bike lanes across US 50 on and off ramps

Table PD-5: El Dorado Co. 2020-2040 RTP – Recommended Active Transportation Spot Improvement Projects

PROJECT ID	STREET	CROSS STREET	RECOMMENDED IMPROVEMENTS
108	Carson Rd	US 50	High visibility crosswalk on three legs at intersection of Rosier Street, School Street, and Carson Road.
109	Ray Lawyer Dr	US 50	High visibility crosswalks
110	Placerville Dr	Helmrich Ln	Dashed green bike lanes across US 50 on and off ramps
111	Coloma Rd	Bee St	High visibility crosswalk
112	Mosquito Rd	El Dorado Trail	High visibility crosswalks across US 50 on and off ramps
113	Main St	Sacramento St	Red curbs and signage
114	Bedford Ave	El Dorado Trail	High visibility crosswalk across Main Street to orient users to the El Dorado Trail, tighten curb radii
115	Main St	Spring St	High visibility crosswalks, pedestrian refuge island
116	Main St	Pacific St	High visibility crosswalks, pedestrian refuge island
117	Main St	Canal St	Refresh high visibility crosswalks
118	US 50	Canal St	High visibility crosswalks, lead pedestrian interval
119	Broadway	Carson Rd	Bike racks
120	Broadway	Carson Rd	Bike racks
121	Placerville Dr	Winter Ln	Bike racks
122	Mosquito Rd	Clay St	Bike lockers
123	Main St	Center St	Bike lockers
124	Fair Ln	Placerville Dr	High visibility crosswalk
125	Fair Ln	Fair Lane Crt	High visibility crosswalk
126	Combellack Rd	David Cir	High visibility crosswalk

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

Program EIR: The California Environmental Quality Act (CEQA) Guidelines requires that a Program Environmental Impact Report (PEIR) must be prepared for a plan which is “reasonably expected to result in potentially significant environmental effects, if implemented”. Accordingly, a PEIR will be prepared and certified for the El Dorado County 2020-2040 RTP.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G. PERMITS, FINANCING APPROVAL, OR PARTICIPATION AGREEMENT)

EDCTC will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. The Initial Study and Notice of Preparation will be circulated for agency and public review for 30 days, pursuant to CEQA Guidelines, Section 15073(d).

No specific permits are required by any other responsible or trustee agencies to approve the proposed project. However, there are numerous permits and approvals that may be required to implement the improvements identified in the RTP. The following additional agency approvals apply to the proposed project: County of El Dorado, City of Placerville, and California Department of Transportation (Caltrans).

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	Aesthetics	X	Agriculture and Forestry Resources	X	Air Quality
	Biological Resources	X	Cultural Resources	X	Energy
	Geology and Soils	X	Greenhouse Gases		Hazards and Hazardous Materials
	Hydrology and Water Quality	X	Land Use and Planning		Mineral Resources
	Noise	X	Population and Housing		Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
	Utilities and Service Systems	X	Wildfire	X	Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
X	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

Responses to Checklist Questions

Responses a), b), c), d): It has been determined that the potential impacts on aesthetics caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on aesthetics. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

II. AGRICULTURE AND FORESTRY RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	X			
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?	X			
d) Result in the loss of forest land or conversion of forest land to non-forest use?	X			
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	X			

Responses to Checklist Questions

Responses a), b), c), d), e): It has been determined that the potential impacts on agriculture and forestry resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the five environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on agriculture and forestry resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

III. AIR QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	X			

Responses to Checklist Questions

Responses a), b), c), d): It has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

IV. BIOLOGICAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

Background

El Dorado County, located in east-central California, encompasses approximately 1,805 square miles of rolling hills and mountainous terrain. The County's western boundary contains part of Folsom Lake, and the eastern boundary is also the California-Nevada State line. The County is topographically divided into two zones. The northeast corner of the County is in the Lake Tahoe basin, while the remainder of the County, the area west of Echo Summit, is in the "western slope."

El Dorado County possesses a diversity of native flora and fauna. This diversity can be attributed to a combination of unique physical characteristics that have resulted in a wide diversity of habitats. These unique physical features include a wide range of elevations and varied terrain, diverse substrate material, large tracts of contiguous natural habitat, and a broad range of climatic conditions. Habitats are generally distributed in an integrated mosaic pattern across El Dorado County. Coniferous forest is dominant at higher elevations in the eastern half; oak and hardwood habitats are found mostly in the central region; and annual grassland, chaparral, agriculture, and urban development is found primarily in the western third of the County. Much of the biological diversity within the County is on lands managed by the U.S. Forest Service (USFS).

The county consists of a mosaic of agricultural and urban environments that have been drastically altered from their native state by human activities, as well as native habitat types that are largely undisturbed. Aquatic habitat types remaining in the county are represented by lakes, streams, rivers, and wetlands, and this aquatic environment supports a rich fishery. The major western El Dorado County watersheds include Foothill Drain, Consumnes, South Fork American, and Middle Fork American and surrounding tributaries. Climatic and physiographic differences distinguish the various terrestrial and aquatic communities. Unique biological resources are contained within each of these habitats. In addition to providing habitat for resident wildlife and plant species, this region also functions as an important dispersal corridor for wildlife and a vital link in the migratory pathway of the Pacific Flyway.

Regional Habitat

The California Wildlife Habitat Relationship (CWHR) habitat classification scheme has been developed to support the CWHR System, a wildlife information system and predictive model for California's regularly-occurring birds, mammals, reptiles and amphibians. When first published in 1988, the classification scheme had 53 habitats. At present, there are 59 wildlife habitats in the CWHR System: 27 tree, 12 shrub, 6 herbaceous, 4 aquatic, 8 agricultural, 1 developed, and 1 non-vegetated. Habitat within El Dorado County can be grouped into several categories, as shown in Figure 2.

Separately, land cover types and acreages in El Dorado County are can be classified as follows: Grasslands (93,838 acres), Chaparral (74,822 acres), Scrub (327 acres), Valley Oak Woodland/Savanna (3477 acres), Foothill Woodland (55,612 acres), Montane Forest (691,547 acres), Riparian (1,457 acres), Barren (34,700 acres), Wetlands (8,984 acres), Open Water/Lakes and Reservoirs/Rivers (17,037 acres), Orchards and Vineyards (694 acres), Pasture (3 acres), Row and Field Crops (4,373 acres), Developed (16,381 acres), and Nonnative Vegetation (37 acres).

El Dorado County contains large areas of wildland that provide habitat for both common and rare plants and animals. Corridors between habitat concentrations serve important ecological functions related to connectivity, such as wildlife movement, species dispersal, genetic exchange, and resilience to habitat effects of climate change. Some of these areas were mapped as Essential Connectivity Areas (ECA) for the California Essential Habitat Connectivity Project, which was commissioned by the California Department of Transportation (Caltrans) and CDFW for the purpose of making transportation and land-use planning more efficient and less costly, while helping reduce dangerous wildlife-vehicle collisions.

Wildlife

The complex array of habitats in El Dorado County supports abundant and diverse fauna because large tracts of land are covered by habitats known to have outstanding value for wildlife, such as mixed coniferous and hardwood forests. Sierran mixed conifer habitat alone, the most common habitat in El Dorado County, supports 355 species of animals. Oak woodlands provide habitat for more than 100 species of birds, 60 species of mammals, 80 species of amphibians and reptiles, and 5,000 species of insects. Blue oak-foothill pine, another major habitat type in El Dorado County, provides suitable breeding habitat for 29 species of amphibians and reptiles, 79 species of birds, and 22 species of mammals.

Important wildlife habitat is found throughout the county. Large contiguous blocks containing multiple habitat types have the potential to support the highest wildlife diversity and abundance. Special-status wildlife occur in both large and small blocks of habitat, while some large mammals

and other species that have large home ranges are generally found only on large undisturbed parcels. Generally, the lowest diversity of native wildlife species can be expected in densely urbanized areas.

Water bodies within and bordering El Dorado County support numerous species of native and introduced game and nongame fish. Within the Eldorado National Forest, there are an estimated 611 miles of streams within four major drainage systems (Middle and South Fork American River, the Cosumnes River, and the North Fork Mokelumne River). There are also 297 public and private lakes and reservoirs totaling 11,994 surface acres, with 11 large reservoirs accounting for a majority of the total surface area. The remaining area is associated mostly with small, high mountain lakes. Outside the forest boundary, there are also a substantial number of streams and lakes.

The most energy-efficient movement areas for most large species (mountain lion [*Puma concolor*], bobcat, mule deer, American black bear (*Ursus americanus*), and coyote) are most likely along main drainages and canyons, including the South Fork of the American River, the North Fork of the American River, the Rubicon River, and the Cosumnes River, as well as various tributaries, ridgelines, and dirt roads. Mule deer, on the other hand, are expected to use and move through all kinds of terrain, and particularly can benefit from steeper terrain that provides hillsides and steep slopes to escape from mountain lions, coyotes, and other predators. With the possible exception of coyotes, which can occur in many types of natural and man-made land covers, the larger species are also most often associated with heterogeneous vegetation communities and natural features that provide food, refuge, and cover for breeding and resting, and efficient movement conduits. Mountain lions are also associated with rocky areas, cliffs, and ledges that provide cover, but are also associated with open woodlands and riparian zones that provide movement connections. Mule deer are browsers that forage from ground level (e.g., for acorns) to brushy vegetation within their upper reach and are strongly associated with early to intermediate successional stages of shrublands, woodlands, and forests and ecotones. American black bears are associated with more mature dense stands of forests and woodlands that provide denning habitat, but may use and move through a variety of land covers at different times.

Salmon and Trout Fisheries

Salmon and trout are anadromous fish species that are present in the Bay Delta and San Joaquin and Sacramento River Basins. Anadromous fish are born in freshwater rivers and streams, and then migrate to the Pacific Ocean to grow and mature before returning to their place of origin to spawn. The San Joaquin and Sacramento River system produces most of the Chinook salmon (*Oncorhynchus tshawytscha*) and a large percentage of the trout in California.

Anadromous fish resources once flourished naturally in the San Joaquin and Sacramento River system, but as a result of habitat destruction from water storage/diversion projects, mining, sedimentation, and bank degradation, they are protected species under the Endangered Species Act. The San Joaquin and Sacramento River system has historically supported steelhead trout and four distinct spawning runs of Chinook salmon: fall, late fall, winter, and spring. The salmon runs have declined since the late 1800s and are now characterized as episodic. The Central Valley steelhead was federally listed as threatened in 2003. The fall/late fall-run salmon is a federal and state species of concern, and a candidate species for federal listing. The spring-run Chinook salmon population is listed as threatened by both federal and state agencies. Winter-run Chinook salmon population is listed as a federally and state endangered species. Populations of Central Valley Steelhead and Chinook salmon are supported by hatcheries within the San Joaquin and Sacramento River Basin, but they also reproduce naturally in some tributaries including areas

within El Dorado County (Cosumnes River). Spawning in the American River occurs in Sacramento County near the Natomas Dam, which serves as a barrier for Salmon and Steelhead moving into El Dorado County for spawning.

Water remaining behind the dams by the start of the spawning run in October is often warmed by summer heat. Warm water and low water elevation are harmful to most coldwater anadromous fish species. Riparian vegetation is critical for the maintenance of high-quality fish habitat. It provides cover, controls temperature, stabilizes stream banks, provides food, and buffers streams from erosion and impacts of adjacent land uses. Riparian vegetation also affects stream depth, current velocity, and substrate composition. The decline of riparian communities in California is a factor contributing to the loss of high-quality fish habitat.

Introduced fishes are most prevalent in reservoirs or lakes where stocking occurs for sportfishing. In El Dorado County, the CDFW has an active trout stocking program in hydroelectric and water supply reservoirs and publicly accessible reaches of the South and Silver Forks of the American River. Non-native gamefish in El Dorado County include brook trout (*Salvelinus fontinalis*), brown trout (*Salmo trutta*), kokanee salmon (*Oncorhynchus nerka*), and lake trout (*Salvelinus namaycush*). Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*), a native species, is also stocked by CDFW to sustain its population.

Native fishes found in El Dorado County streams include hardhead (*Mylopharodon conocephalus*), Sacramento pikeminnow (*Ptychocheilus grandis*), Sacramento sucker (*Catostomus occidentalis*), California roach (*Lavinia symmetricus*), speckled dace (*Rhinichthys osculus*), and sculpin (*Cottus spp.*). Rainbow trout populations in El Dorado County are a hybrid of native and stocked populations.

Sensitive Natural Communities

Some of the terrestrial and wetlands resources found within the project area are of global as well as regional significance and are therefore considered sensitive natural communities. Wetlands, including vernal pools, scattered throughout El Dorado County, and riparian habitat along major rivers and their tributaries, all provide essential habitat for a host of endangered and threatened plant and animal species. Many other organisms, without official status, depend upon wetlands to complete their lifecycles.

El Dorado County General Plan Biological Resources Policy Update and Oak Resources Management Plan

The El Dorado County Board of Supervisors adopted the Biological Resources Policy Update and Oak Resources Management Plan (ORMP) in October 2017. The Biological Resources Policy Update included revisions to the General Plan objectives, policies, and implementation measures to establish a comprehensive Biological Resource Mitigation Program. The objective of this program is to conserve special-status species habitat, aquatic habitat, wetland and riparian habitat, habitat for migratory deer herds, and large expanses of native vegetation. The ORMP updated and revised the existing Oak Woodland Management Plan, and now defines mitigation requirements for impacts on oak woodlands, individual native oak trees, and heritage trees; and also outlines El Dorado County's strategy for oak resource management and conservation. The ORMP establishes an in-lieu fee payment option for impacts on oak woodlands and oak trees and identifies Priority Conservation Areas where oak woodland conservation efforts will be focused.

Responses to Checklist Questions

Response a): Construction and maintenance activities associated with the RTP projects could result in the direct loss or indirect disturbance of special-status wildlife species or their habitats that are known to occur, or have potential to occur, in El Dorado County. Impacts on special-status wildlife species or their habitat could result in a substantial reduction in local population size, lowered reproductive success, or habitat fragmentation. Significant impacts on special-status wildlife species associated with RTP projects include:

- increased mortality caused by higher numbers of automobiles on new or widened roads;
- direct mortality from the collapse of underground burrows, resulting from soil compaction;
- direct mortality resulting from the movement of equipment and vehicles through the project area;
- direct mortality resulting from removal of trees with active nests;
- direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- direct mortality resulting from fill of wetlands features;
- loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- loss of suitable habitat for vernal pool invertebrates resulting from the destruction or degradation of vernal pools or seasonal wetlands;
- abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special status migratory birds resulting from construction-related noises;
- loss or disturbance of rookeries and other colonial nests;
- loss of suitable foraging habitat for special-status raptor species; and
- loss of migration corridors resulting from the construction of permanent structures or features.

The design process for each improvement will involve a level of field reconnaissance to precisely identify the potential for impacts to special status species and to identify project specific design measures that can be employed to avoid or lessen an impact. Project specific design measures may include alternative designs to avoid habitats that are considered more sensitive and required for special status species. An impact would occur if a project would result in a take of a special status species or their habitat. If a project would in fact result in an incidental take of a special status species or their habitat it would be required to go through a permit process with the appropriate regulatory agency (i.e. Section 7 consultation with the U.S. Fish and Wildlife Service [USFWS] and/or a Section 2081 consultation with the CDFW).

Permits may also be required from the USFWS and/or CDFW, and possibly by the local governments if a project design cannot avoid disturbance to special status species or their habitat. Permits are issued by regulatory agencies with conditions that are designed to mitigate the impact to the extent practicable. The proposed project does not directly cause an impact to special status species and the design process for individual improvements listed in the proposed project would require that each project be consistent with the policies that are established in the

County and City General Plans for the purpose of protecting biological resources, including special status species that their habitat.

Consistency with the County and City policies as well as adopted federal and state regulations that protect special-status species, including their habitat and movement corridors, would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Because the RTP is a planning document and thus, no physical changes will occur to the environment, adoption of the RTP would not directly impact the environment. There is a reasonable chance that special status species will be impacted throughout the buildout of individual projects identified in the RTP due to the extent of special status species throughout the region. The following mitigation would ensure that any potential for impacts to special status species is reduced to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure BIO-1: *Prior to final design approval of individual projects, the implementing agency shall have a qualified biologist conduct a field reconnaissance of the environmental limits of the project in an effort to identify any biological constraints for the project, including special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project, the implementing agency shall first, prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency shall coordinate with the appropriate regulatory agency (i.e. U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, Army Corp of Engineers) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.*

Response b), c): The planning area contains sensitive natural communities, such as riparian, oak woodland, streams, rivers, wet meadows, and vernal pools. The planning area contains oak woodland habitat predominately in the foothills. California regulations require a lead agency to determine whether a project within its jurisdiction may result in significant effects to oak woodlands. If an agency determines that there may be a significant effect to oak woodlands as a result of a project, the agency must require oak woodlands mitigation alternatives to mitigate the significant effect. Such mitigation alternatives include: conservation through the use of conservation easements; planting and maintaining an appropriate number of replacement trees; or the contribution of funds for the purpose of purchasing oak woodlands conservation easements.

Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the CWA.

The planning area contains numerous aquatic habitats that qualify as federally protected wetlands and jurisdictional waters. Section 404 of the CWA requires any project that involves disturbance to a wetland or water of the U.S. to obtain a permit that authorizes the disturbance. If a wetland or jurisdictional water is determined to be present, then a permit must be obtained from the USACE to authorize a disturbance to the wetland. Although subsequent improvements may disturb protected wetlands and/or jurisdictional waters, the regulatory process that is established through Section 404 of the CWA ensures that there is “no net loss” of wetlands or jurisdictional waters. If, through the design process, it is determined that an improvement project

cannot avoid a wetland or jurisdictional water, then the USACE would require that there be an equal amount of wetland created elsewhere to mitigate any loss of wetland.

Construction activities associated with several projects, may include, but are not limited to congestion relief projects, overpasses or overcrossings, and pedestrian/bicycle projects such as bicycle routes along creek/river corridors, could result in the disturbance or loss of waters of the United States. This includes perennial and intermittent drainages; unnamed drainages; vernal pools; freshwater marshes; and other types of seasonal and perennial wetland communities. Wetlands and other waters of the United States could be affected through direct removal, filling, hydrological interruption (including dewatering), alteration of bed and bank, and other construction-related activities.

Detailed plans of the individual transportation projects identified in the proposed project have not been developed. Consistency with the applicable County and City policies and trustee agency regulations would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a reasonable chance that natural communities, including wetlands, riparian, or other sensitive natural communities will be impacted throughout the buildout of the individual RTP projects. This impact could result in adverse effects on wetlands, riparian, or other sensitive natural communities.

The following mitigation measures would ensure that all future projects are designed to avoid sensitive habitat and wetlands to the greatest extent feasible. Where full avoidance is not possible, the participation in pre-established habitat protection programs or state/federal permit mitigation programs would offset any potential impacts associated with project implementation. Adherence to the requirements in these mitigation measures would reduce this impact to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure BIO-2: *Prior to approval of RTP projects, the implementing agency shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If wetlands are present the qualified biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual. The wetland delineation shall be submitted to the Army Corp of Engineers for verification.*

Mitigation Measure BIO-3: *If wetlands, riparian, or other sensitive aquatic environments are found within the project area, the implementing agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the implementing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.*

Prior to construction, the implementing agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the wetland (20' from edge), riparian area (100' from edge), and other aquatic habitats (250' from edge of vernal pool). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:

"The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose

will be allowed unless specifically authorized in writing by the implementing agency. The Contractor will take measures to ensure that Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors."

Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with a maximum 10-foot spacing.

Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a nonvegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.

Mitigation Measure BIO-4: *If wetlands or riparian habitat are disturbed as part of the individual RTP project, the implementing agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The implementing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.*

Response d): There are many native fish and wildlife species within El Dorado County that migrate or utilize movement corridors. Salmon and trout are anadromous fish species that are present in the San Joaquin and Sacramento River Basins. The Sacramento River system has historically supported trout and four distinct spawning runs of Chinook salmon: fall, late fall, winter, and spring. The Central Valley steelhead was federally listed as threatened in 2003.

The fall/late fall-run salmon is a federal and state species of concern, and a candidate species for federal listing. The spring-run Chinook salmon population is listed as threatened by both federal and state agencies. Winter-run Chinook salmon population is listed as a federally and state endangered species. Populations of Central Valley Steelhead and Chinook salmon have been supported by hatcheries within the River Basins, as well as small tributaries. The American River is a historic spawning tributary; however, with the construction of the Folsom Lake spawning in the river was constrained to the section of river below the Nimbus Dam. The Cosumnes River remains one of the only remaining undammed rivers in the Sierra, and it serves as the only tributary with anadromous fish spawning habitat in El Dorado County.

The individual transportation improvements identified in the proposed project have not been designed or approved. Each project will be designed consistent with the applicable County and City policies to ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. It will be important that each transportation project review the potential for impacts to riparian habitat, which is critical for the maintenance of high-quality fish habitat. It provides cover, controls temperature, stabilizes stream banks, provides food, and buffers streams from erosion and impacts of adjacent land uses. Riparian vegetation also affects stream depth, current velocity, and substrate composition.

Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a chance that protected migratory species, including the four distinct salmon runs, and steelhead may be impacted throughout the buildout of transportation improvements identified in the proposed project. The following mitigation measure would ensure that all future projects are designed to facilitate the movement of sensitive species to the greatest extent feasible. Where full design mitigation is not feasible, compliance with state and federal permit requirements would offset any potential impacts associated with project implementation. Adherence to the requirements this mitigation measure would reduce this impact to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure BIO-5: *Prior to design approval of RTP projects that contain movement habitat, the implementing agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through the transportation corridor, both during construction activities and post construction, consistent with El Dorado County requirements, including those as provided in the El Dorado County General Plan. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities, consistent with El Dorado County requirements.*

Responses e), f): The El Dorado County Board of Supervisors adopted the Biological Resources Policy Update and Oak Resources Management Plan (ORMP) in October 2017. The Biological Resources Policy Update included revisions to the General Plan objectives, policies, and implementation measures to establish a comprehensive Biological Resource Mitigation Program. The objective of this program is to conserve special-status species habitat, aquatic habitat, wetland and riparian habitat, habitat for migratory deer herds, and large expanses of native vegetation. The ORMP updated and revised the existing Oak Woodland Management Plan, and now defines mitigation requirements for impacts on oak woodlands, individual native oak trees, and heritage trees; and also outlines El Dorado County's strategy for oak resource management and conservation. The ORMP establishes an in-lieu fee payment option for impacts on oak woodlands and oak trees and identifies Priority Conservation Areas where oak woodland conservation efforts will be focused. Individual RTP projects associated with the proposed project would comply with the requirements of the ORMP

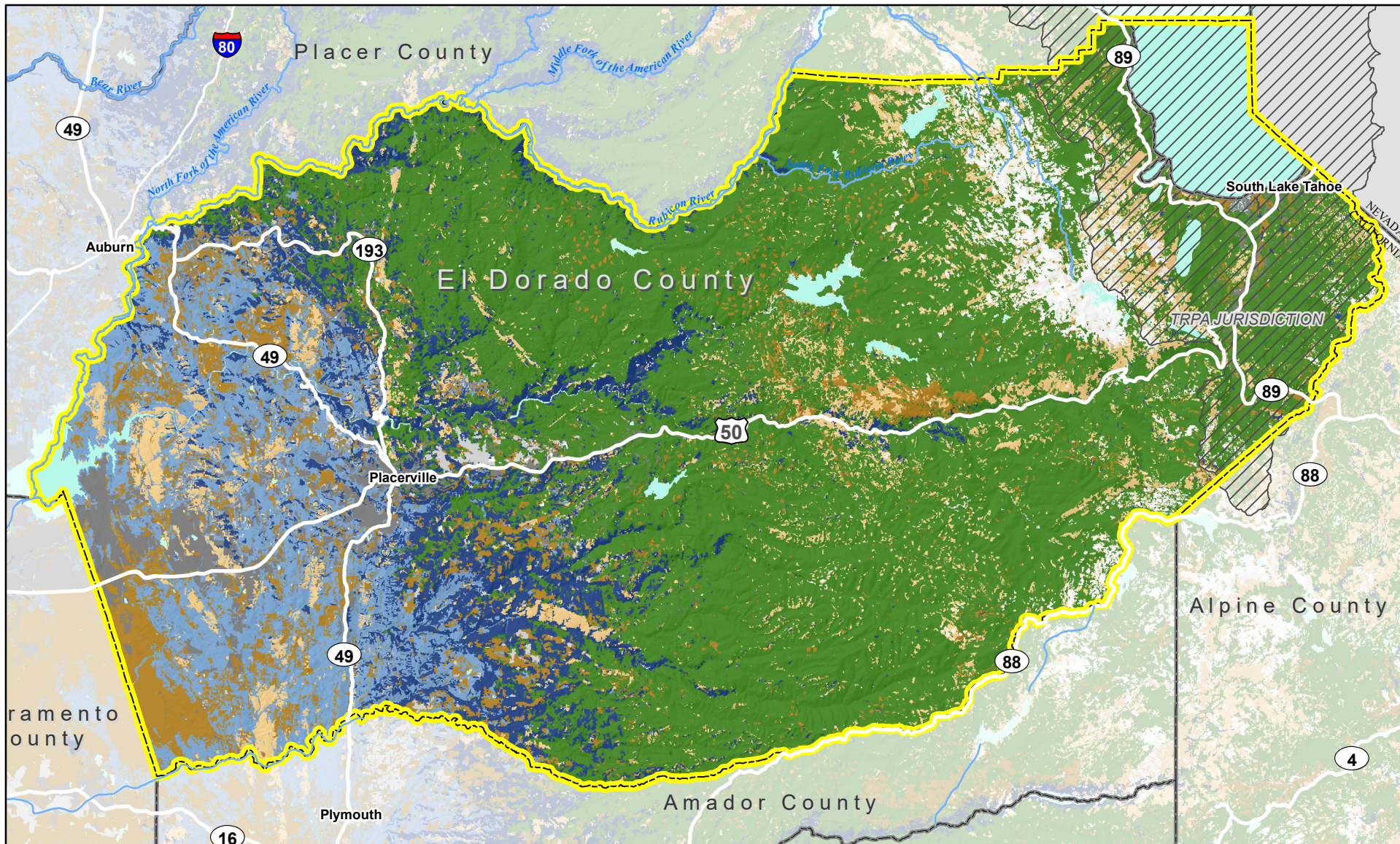
Additionally, the El Dorado County General Plan includes policies that provide requirements for development on sites within the Important Biological Corridor (-IBC) overlay, including that development projects must achieve a "no net loss" standard for wildlife movement functions and values as determined through preparation of a wildlife movement study. No net loss of wildlife movement is defined for purposes of this policy as sustainably maintaining wildlife movement post-development. With implementation of Mitigation Measure BIO-5, the proposed project would comply with all policies and objectives as provided in the El Dorado County General Plan.

Separately, there is no adopted Conservation Plan or Natural Community Conservation Plan approved in El Dorado County. However, if an HCP or NCCP were to be adopted, implementation of the following mitigation measure would ensure that any potential for conflict is reduced to a ***less than significant*** level.

Mitigation Measures

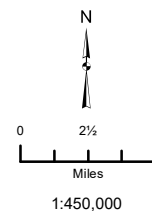
Mitigation Measure BIO-6: *If an HCP or NCCP has been adopted, prior to design approval of individual projects, the implementing agency shall coordinate with El Dorado County (or the designated agency responsible for implementing the HCP or NCCP) to determine the appropriate coverage, permits, compensatory mitigation or fees, and project specific avoidance, minimization, and mitigation measures.*

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Legend

 Agriculture	 Desert	 Shrub
 Barren/Other	 Hardwood Forest	 Urban
 Conifer Forest	 Hardwood Woodland	 Water
 Conifer Woodland	 Herbaceous	



EL DORADO COUNTY 2020-2040 RTP

Figure 2. Land Cover Map

V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	X			
c) Disturb any human remains, including those interred outside of formal cemeteries?	X			

Responses to Checklist Questions

Responses a), b), c): It has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the three environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

VI. ENERGY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	X			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			

Responses to Checklist Questions

Responses a), b): It has been determined that the potential impacts on energy caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on energy. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

VII. GEOLOGY AND SOILS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		X		
ii) Strong seismic ground shaking?		X		
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?		X		
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Background

Regional Setting

Located within a portion of the Greater Sacramento Valley and the Sierra Nevada range, El Dorado County straddles distinct geophysical regions. The eastern portion of the county includes hilly and mountainous terrain of the Sierra Nevada range, while the western portion of the County lies in the lowlands and foothills of the Sacramento Valley. The county also has a wide range of water resources, and includes large portions of the middle and south forks of the American River.

The Sacramento Valley is formed by the Great Valley geosyncline, which is a large, elongated, northwest-trending asymmetric structural trough. It is bordered by the Coast Ranges to the west, the Klamath Mountains and Cascade Range to the north, and the Sierra Nevada range to the east. The geologic formations of the Great Valley on the east side of the Sacramento Valley are thick sequences of alluvial (river-deposited) sediments derived from erosion of the granitic rocks of the Sierra Nevada. The Sierra Nevada, lying to the east of the Sacramento Valley, underlies the Sierra Nevada range.

Fault Systems/Seismicity

El Dorado County lies between two seismically active regions in the western United States. Tectonic stresses associated with the North American-Pacific Plate boundary can generate damaging earthquakes along faults approximately 50 to 120 miles to the west of the County. Extreme eastern El Dorado County borders the Basin and Range province that entails most of Nevada and western Utah. This area is riddled with active faults that are responsible for and form the boundary between each basin or valley and the neighboring mountain range. "Active" faults, which represent the highest earthquake hazard, are those that have ruptured to the ground surface during the Holocene period (about the last 11,000 years).

Western El Dorado County may experience ground shaking from distant earthquakes on faults to the west and east. For example, to the west, both the San Andreas fault (source of the 8.0 estimated Richter magnitude San Francisco earthquake that caused damage in Sacramento in 1906, including the State Capitol, the full extent of which was not discovered until the mid-1970s) and the closer Hayward fault, have the potential for experiencing major to great events. To the east in Nevada, there are several faults associated with a series of earthquakes in 1954, especially the major (7.1 Richter magnitude) December 16, 1954 Fairview Peak event (about 100 miles east of Carson City). These events caused no damage in Reno, but there was some damage in Sacramento, probably because of the soft soil conditions. It is not clear if any El Dorado County communities experienced any damage from these events.

Two of the closest known earthquake fault zones classified as active by the California Geological Survey include the West Tahoe Fault in the Emerald Bay and Echo Lake Quadrangle zones near South Lake Tahoe. Together these Earthquake Fault Zones are in two 60-square-mile "quadrangles" along traces of the West Tahoe Fault, which scientists believe is capable of generating a quake in the magnitude 7 range.

Other faults that could potentially affect the project area include local faults within the Bear Mountains fault zone, which is classified as a late-Quaternary fault system and represents the only potentially active faults in the immediate vicinity of the project site. The Bear Mountains fault zone is part of the Foothill Fault Suture Zone system, which was considered inactive until a Richter scale magnitude 5.7 earthquake occurred near Oroville on August 1, 1975. Following the 1975 earthquake increased seismograph coverage has detected several micro quakes along the Foothill Fault zone north of Auburn California ranging from magnitude 0.7 to 2.1. Quaternary Faults located in the project area include the Maidu East fault and the Rescue fault, with other faults located north of El Dorado County such as the Dewit fault, Deadman fault, and Highway 49 fault.

The California legislature passed the Alquist-Priolo Special Studies Zone Act in 1972 to address seismic hazards associated with faults and to establish criteria for developments for areas with identified seismic hazard zones. No special study zones are located in El Dorado County.

Liquefaction/Lateral Spreading/Landslides

Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet.

Map evaluation shows that all parts of El Dorado County are within approximately 30 miles of at least one of the faults. Thus, all of El Dorado County has an opportunity for liquefaction damage. Sites in El Dorado County having liquefaction potential are those on alluvial deposits having groundwater and sand or silt layers of uniform grain size within about 30 feet of the surface.

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Portions of El Dorado County that are susceptible to this hazard include but are not restricted to areas located in the foothills of the county and the steep banks along the major rivers.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The zone of landslide opportunity for magnitude 6.5 earthquakes is approximately 75 miles, indicating that failure of all unstable slopes in El Dorado County could be triggered by major earthquakes. Although most natural slopes in El Dorado County are considered stable, landslides and slope failure have occurred in the past.

Other Geologic Considerations

Expansive Soils: Some soils have a potential to swell and shrink as they absorb water and then dry out. These expansive soils generally contain clays that expand when moisture is absorbed into the crystal structure. Expansive soils, or soils considered to have moderate to high shrink-swell potential, are limited to low-lying areas, which are concentrated in western El Dorado County.

Erosion: Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. Most soils in central and eastern El Dorado County are subject to high erosion potential and some soils have moderate to very high erosion potential.

Subsidence: Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include: pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils.

Response a.i-ii): Although there are no Alquist-Priolo Earthquake Fault Zones with El Dorado County, the County does have several active and potentially active faults. There will always be a chance that a fault located anywhere in the State (or region) could rupture and cause seismic ground shaking. All projects would be required to conduct seismic hazard evaluations and comply with all appropriate roadway and bridge seismic design provisions. With the implementation of the following mitigation measure, the proposed project would result in a ***less than significant*** impact from rupture of an earthquake fault and seismic ground shaking.

Mitigation Measures

Mitigation Measure GEO-1: Conduct project-level seismic hazard evaluations and design those project facilities according to the seismic design requirements for roads and bridges. Implementing agencies shall ensure evaluations of seismic ground shaking hazards for all individual improvement projects at the project-level. Based on these evaluations, the implementing agencies shall ensure that design and construction of all new facilities are constructed in accordance with the most appropriate building standards to minimize the potential impacts to new facilities.

Response b): Some of the individual RTP improvement projects would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Most soils in central and eastern El Dorado County are subject to high erosion potential and some soils have moderate to very high erosion potential. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters. The Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The proposed project would be required to implement Mitigation Measures HYDRO-1 and HYDRO-2, as provided in *Section X: Hydrology and Water Quality*.

Mitigation Measures

Implement Mitigation Measures HYDRO-1 and HYDRO-2 as presented under the Hydrology Section.

Response a.iii-v), c): Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. Some areas within El Dorado County are subject to liquefaction. Sites in El Dorado County having liquefaction potential are typically those on alluvial deposits having groundwater and sand or silt layers of uniform grain size within about 30 feet of the surface.

In the case of a major earthquake, some areas in El Dorado County would also be subject to landslide, lateral spreading, subsidence, and/or collapse. Portions of El Dorado County exist on hilly and/or mountainous terrain, where risk of landslide, lateral spreading, subsidence, and collapse are greater. In particular, areas near the Lake Tahoe Basin, where earthquake risk is high, there is a relatively high potential for some areas to be subject to one or more of these geological risks.

Each improvement project would be required to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would provide recommendations for mitigating any potential risk associated with site specific conditions. Implementation of project specific geotechnical engineering measures would reduce the safety risks of landslides, lateral spreading, subsidence, or liquefaction to a reasonable level. With the

implementation of the following mitigation measure, the proposed project would result in a **less than significant** impact from these issues.

Mitigation Measures

Mitigation Measure GEO-2: *Conduct site-specific geotechnical investigations for liquefaction, slope stability, lateral spreading, settlement, and subsidence. Implementing agencies shall ensure that site-specific geotechnical investigations are conducted before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify and characterize areas that may be susceptible to these geological conditions. These site-specific investigations may range from limited screening investigations to identify obvious hazards, to very detailed subsurface investigations. The findings of these site-specific investigations shall serve as the basis for the final design of the proposed projects and ensure that appropriate geotechnical methods are used to avoid or minimize the potential for damage to project-related facilities.*

Response d): Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and other structures unless special engineering design is incorporated into the project plans.

Soils with moderate to high shrink-swell potential (i.e. potentially expansive soils) occur throughout the county. In El Dorado County, expansive soils are generally limited to low-lying areas, which are concentrated in western El Dorado County. Transportation improvements proposed under the 2020-2040 El Dorado County RTP could be located in portions of the county where expansive soils and sediments are present. Many of the projects proposed in the 2020-2040 El Dorado County Regional Transportation Plan RTP would occur within existing transportation corridors where expansive soils have already been removed or treated. New transportation facilities, however, could encounter expansive soils. If located at or near the finished grade of the proposed improvements, expansive soils could cause substantial damage to improperly designed and constructed project facilities and result in injury to people using these facilities.

Each improvement project would be required to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would identify the specific soil conditions that may contribute to soil expansion. Based on specific findings at each locality, the geotechnical engineer will recommend detailed engineering measures that are necessary to reduce the risks associated with soil expansion. Implementation of project specific geotechnical engineering measures would reduce the risks from soil expansion to a reasonable level. With the implementation of the following mitigation measure the proposed project would result in a **less than significant** impact from expansive soils.

Mitigation Measures

Mitigation Measure GEO-3: *Conduct site-specific geotechnical investigations for expansive soils and implement appropriate, proven geotechnical methods. Implementing agencies shall conduct site-specific geotechnical investigations before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify areas with expansive soils. The findings of these site-specific investigations shall serve as the basis for the final design of the proposed projects and ensure that appropriate, proven geotechnical methods are used to avoid or minimize the potential for expansive soils and sediments to damage project-related structures. The exact methods that would be used to address potential expansive soil issues may include the selective placement of*

expansive fill materials; the use of imported, non-expansive fill materials; or other methods of ground improvement.

Response e): The RTP would not result in the generation of sewer water or the expansion of septic infrastructure. Implementation of the proposed project would have ***no impact*** relative to this topic.

Response f): The RTP would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. An analysis of the proposed project's potential to impact cultural and tribal resources will be provided in the environmental impact report, which will include an analysis of the proposed project's potential to destroy a unique paleontological feature. The proposed project would be required to implement all mitigation as contained in the Cultural and Tribal Resources section of the environmental impact report, which would also apply to paleontological resources. Additionally, the RTP would not destroy a geological feature since development of the proposed project would occur primarily above-ground, and heavy drilling and blasting (i.e. tunnel blasting) would be minimal and only occur (if at all) along existing right of way (where unique geological features are not present). Therefore, implementation of the proposed project would have a ***less than significant*** impact relative to this topic.

VIII. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	X			

Responses to Checklist Questions

Responses a), b): The U.S. EPA has reported that the transportation sector directly accounted for upwards of 30 percent of the total GHG emissions in the US. They have also reported that transportation is the fastest-growing source of GHGs in the U.S. Over the past century GHG concentrations in the earth's atmosphere have been gradually increasing, and most scientists postulate that increases in the earth's average temperature are the result of increases in concentrations of GHG.

The California legislature passed the California Global Warming Solutions Act in 2006 through Assembly Bill 32 (AB-32), the Sustainable Communities and Climate Protection Act in 2009 through Senate Bill 375 (SB-375) and the California Global Warming Solutions Act of 2006: emissions limit through Senate Bill 32 (SB 32). These laws address the need for regional strategies to reduce greenhouse gas emissions in California. In particular, SB 375 sets GHG targets for the entire six-county Sacramento region, and specifies SACOG as having responsibility for calculating and coordinating the region's GHG reduction efforts. Furthermore, the Attorney General has provided legal insight and recommendations to the public through opinion papers.

It has been determined that the potential impacts on greenhouse gases caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on greenhouse gases. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

IX. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Background**Hazardous Materials**

Under Title 22 of the California Code of Regulations (CCR), the term hazardous substance refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (CCR Title 22, Chapter 11, Article 2, Section 66261.10). While hazardous substances are regulated by multiple agencies, cleanup requirements are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

Public health is potentially at risk whenever hazardous materials are, or will, be used. It is necessary to differentiate between the “hazard” of these materials and the acceptability of the “risk” they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure, in addition to the inherent toxicity of a material (California Department of Toxic Substances Control, <http://www.dtsc.ca.gov/>).

Factors that can influence the health effects when human beings are exposed to hazardous materials include: the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person’s body), and the individual’s unique biological susceptibility.

Transportation of Hazardous Materials

The transportation of hazardous materials within the State of California is subject to various federal, State, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery, or the loading of such materials (California Vehicle Code §§ 31602(b), 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users.

Airport Operations Hazards

Hazards associated with airport operations are generally associated with aircraft accidents. Aircraft accidents of most concern occur during takeoff and landing operations during which aircraft are operated close to the ground and within close proximity to one another. Potential hazards around an airport can be increased due to many external factors such as incompatible land uses in the vicinity of the airport, installation of power transmission lines, wildlife hazards (i.e., bird strikes, migrating wildlife, etc.), and construction of tall structures.

In order to mitigate the potential hazards of tall structures within the vicinity of an airport, the Federal Aviation Administration (FAA) established an airport height restriction area, defined by Federal Aviation Regulation (FAR) Part 77. FAR Part 77 establishes “imaginary surfaces” around an airport where a structure is considered to pose a hazard to an aircraft. FAR Part 77 requires that the FAA be notified prior to construction of any structure that would pierce these imaginary surfaces. However, the FAA cannot prohibit the construction of such structures. The State of California goes further, requiring that a permit be obtained from the State Division of Aeronautics prior to construction of such a structure.

In addition to imaginary surfaces, a safety restriction area is established around airports within which it is assumed that hazards may exist to people or structures on the ground in the event of an aircraft accident. Nationwide studies of aircraft accidents have found the following:

- Almost half of all accidents occur on airport property.
- An additional 15 percent of aircraft accidents occur outside airport property but within one mile of the airport runway(s).
- A substantial concentration of aircraft accidents occur within the initial climb-out and the final approach sectors of airports.

Further refinement of this data points to an increased risk near the ends of the runway and under the airport traffic pattern. In order to reduce these risks, especially those related to land use in these areas, safety restriction areas are established around airports which restrict certain land uses in the vicinity of the airport. Typically, three types of areas are established. The clear zone is an area at each end of the runway(s) within 200 feet of the runway threshold. The clear zone is the most restrictive safety area. The approach/departure zone extends beyond the clear zone and is aligned with the runway as well. The overflight zone represents the area commonly overflown by aircraft utilizing the airport. The overflight zone surrounds the airport and is the least restrictive safety area.

Imaginary surfaces and safety restriction areas are established as part of the Comprehensive Land Use Plan (CLUP) or Airport Land Use Plan (ALUP) for the airport. Prepared and approved by the local Airport Land Use Commission, the CLUP or ALUP establishes guidelines for development in the vicinity of the airport in the areas of noise impacts, safety hazards, and height restriction.

Responses to Checklist Questions

Response a): Construction of the individual RTP projects may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels, diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. However, the transportation of hazardous materials is heavily regulated and monitored by federal, state, and local regulations and policies. All transportation of hazardous materials, if any, will be required to comply with all existing regulations and policies. Compliance with all existing regulations and policies would ensure that the impact would be *less than significant*, and no additional mitigation is required.

Response b):

Hazardous Solvents and Architectural Coatings: The construction and maintenance of individual RTP projects would involve the use of fuels, solvents, architectural coatings, and other chemicals that may be considered hazardous if not properly used. Typically, “leftover” materials are used on other projects when possible. In any case, the handling and disposal of these products would be governed according to regulations enforced by local fire departments, Certified Unified Program Agencies (CUPAs), the State Division of Occupational Safety and Health, and the Department of Toxic Substances Control. In addition, regulations under the federal and state Clean Water Act require contractors to avoid allowing the release of materials into surface waters. Compliance with the existing regulatory environment would ensure that this impact would be *less than significant*.

Asbestos: The construction of RTP projects within areas that are known to have naturally occurring asbestos, or areas where asbestos is contained with existing structures, could lead to the disturbance and release of asbestos fibers. Earthmoving, excavation, and demolitions of materials containing asbestos requires monitoring to ensure that they are not used as soil or fill materials, and that they are properly disposed of in accordance with federal and state regulations.

Conclusion: Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that

adequate dust control and asbestos hazard mitigation measures are implemented during project construction. Implementation any applicable mitigation measures presented in the Air Quality section of the environmental impact report would ensure that this potential impact is reduced to a ***less than significant*** level.

Response c): According to the El Dorado County School Directory, there are approximately 15 school districts and 140 schools within El Dorado County. Because of the regional nature of the transportation improvements, some will inevitably be located within ¼ mile of a school. Hazardous materials used in construction of an RTP project in the vicinity of a school, or other sensitive receptors such as hospitals and residences, could be accidentally released. In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable federal, state, and local regulations and policies, including hazard mitigation plans. Compliance with all existing regulations, policies, and hazard mitigation plans would ensure that the impact would be ***less than significant***, and no additional mitigation is required.

Response d): Any construction activities on, through, or adjacent to contaminated sites could lead to a disturbance and release of hazardous materials. The regulatory agencies, including federal, state, and local agencies, have identified sites that are or were contaminated at some point. Additionally, these agencies continue to pursue investigating properties that could potentially be contaminated and all information is maintained in a database system. Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. Implementation of the following mitigation measure would ensure that this potential impact is reduced to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure HAZ-1: Prior to approval of individual RTP improvement projects, the implementing agency shall perform a Phase 1 Environmental Site Assessment that includes a review of all known databases for contaminated sites. If it is determined that a project is located on or near a contaminated site a Phase II Environmental Site Assessment shall be performed to sample the soils/groundwater and further investigate the extent of the contamination. Based on the results of the Phase II Environmental Site Assessment, the implementing agency shall devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. All work shall be conducted under a work plan approved by the regulatory oversight agency and should be conducted by a registered environmental assessor (pursuant to 22 CCR 69200).

Response e): Hazards related with airports are typically grouped into two categories: air hazards and ground hazards. Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers, or other features that have the potential to interfere with take-off or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents and/or workers in the vicinity of an airport. The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during take-off and landing. Therefore, the higher the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard.

Within El Dorado County, the *El Dorado County Airport Land Use Compatibility Plan* adopted on June 28, 2012 promotes compatibility between the airports in El Dorado County and the land uses which surround them. Airports within the County covered under this plan include:

- Cameron Airpark Airport
- Georgetown Airport
- Placerville Airport

Some of the RTP projects are located within close proximity to airports within the County. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within El Dorado County.

Improvements to transportation facilities near airport land uses airport facilities are expected to improve the safety conditions at these airports through increased access and response. The proposed project does not propose residences. Compliance with the existing regulatory environment would ensure that this impact would be ***less than significant***.

Response f): The individual RTP improvement projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The RTP would improve transportation systems throughout the County, which is expected to improve the emergency response and evacuation routes throughout the County. Therefore, there is ***no impact***.

Response g): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

Wildfires are a major hazard in the State of California. Wild fires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wild fires have a role in the County's ecosystem, wild fires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

El Dorado County has areas with the appropriate fuel loading, and topography for wildfire. When this is combined with the warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit the risk of wildfire increases substantially. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The individual RTP improvement projects would not result in the construction of structures that would be occupied by humans; therefore, it would not expose people or structures to a significant risk involving wild fires. The RTP provides for improvements to transportation systems throughout the County, which is expected to improve the ability for fire protection services to access areas that have a high wild fire risk rating. Therefore, there is ***no impact***.

X. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;		X		
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;		X		
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		X		
(iv) Impede or redirect flood flows?		X		
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		X		

Background

El Dorado County encompasses approximately 1,805 square miles in central California. Water resources in El Dorado County are diverse and widespread, and include rivers, streams, sloughs, marshes, wetlands, channels, and underground aquifers. Rivers and streams are plentiful, especially throughout the western (hilly and mountainous) portion of the county. The middle and south forks of the American River are some of El Dorado County's most valuable water resources. The southwest portion of Lake Tahoe is also situated within El Dorado County, although it is not within the EDCTC planning area (the Lake Tahoe basin exists within the TRPA planning area).

Sacramento River Hydrologic Region

The northern portion of El Dorado County is located in the Sacramento River Hydrologic Region, which covers approximately 17.4 million acres (27,200 square miles) and includes all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Placer, Sacramento, El Dorado, Yolo, Solano, Lake, and Napa counties. Significant geographic features include the northern part of the Sacramento-San Joaquin Delta and the Sierra

Nevada Range. Small areas of Alpine and Amador counties are also within the region. The Sacramento metropolitan area and surrounding communities form the major population center in the region, which includes approximately 3 million people.

San Joaquin Hydrologic Region

The southern portion of El Dorado County is located in the San Joaquin River Hydrologic Region, which covers approximately 9,736,960 million acres (15,214 square miles) and includes all or large portions of Contra Costa, San Joaquin, Stanislaus, Merced, Amador, Calaveras, Alpine, Tuolumne, Mariposa, Madera, and Fresno counties. Significant geographic features include the central and southern portions of the Sacramento-San Joaquin Delta and the Sierra Nevada Range. The Central Valley and a small portion of the western part of the San Francisco Bay Area form the major population center in the region, which includes approximately 5 million people.

North Lahontan Hydrological Region

The far western portion of El Dorado County is located in the North Lahontan Hydrological Region, which spans a large portion of the western United States. It includes part of the western edge of the Great Basin, a large landlocked area that covers most of Nevada and northern Utah. The California portion of the North Lahontan Hydrological region includes a large section of the northeast portion of the Sierra Nevada mountain range, which includes a portion of the Lake Tahoe Basin.

Hydrologic Units in El Dorado County

For purposes of planning on a County-wide basis, hydrologic units are generally considered to be the appropriate watershed planning level. As specific projects within El Dorado County are developed, the hydrologic unit level may be too large in terms of a planning scale, and a hydrologic area or hydrologic subarea may be considered more appropriate. The remainder of this section is based on the hydrologic unit level for watershed planning purposes.

Water Resources

El Dorado County contains an abundance of water resources. Approximately 575 miles of rivers and streams and 11,640 acres of lakes are within El Dorado County. Most water bodies in El Dorado County originate in the mountainous terrain in the eastern portion of the County.

Lake Tahoe is the largest water body in El Dorado County. The Tahoe Basin includes all drainages into Lake Tahoe. Lake Tahoe is one of the world's highest altitude lakes and contains a significant amount of California's surface water. Most of the waterfront is privately owned and public access is limited, yet the Tahoe Basin seasonally attracts high water-recreation use. However, Lake Tahoe is outside of the EDCTC planning area, under the jurisdiction of the TRPA.

Folsom Lake is the second largest water body in the area. The freshwater lake is formed by Folsom Dam, constructed in 1955 to control the American River. The surface area of the lake is approximately 11,450 acres. The area in and around the Lake is used extensively for recreation activities, including boating, fishing, hiking, and mountain biking.

Union Valley Reservoir is the third largest water body in El Dorado County, located approximately 20 miles northeast of Placerville. The 277,00 acre-feet lake is in Eldorado National Forest in the Sierra Nevada at an elevation of 4,870 feet. The reservoir was formed in 1963 by 453-foot high earth and rockfill Union Valley Dam on Silver Creek, which is a tributary of the American River.

Loon Lake Reservoir is the next largest water body in El Dorado County. The 76,200 acre-feet lake is formed by Loon Lake Dam, completed in 1963 as part of the Upper American River Project by Sacramento Municipal Utility District to conserve spring snow melt runoff for use during the summer and autumn for hydroelectric power production.

Additional large lakes in El Dorado County include Jenkinson Lake (41,000 acre-feet) located near Pollock Pines, Ice House Reservoir located on Ice House Campground (located 12 miles from Riverton), Silver Lake East (located 50 miles east of Jackson), and Caples Lake (located near Kirkwood along Highway 88).

El Dorado contains major rivers that pass-through the county, including: the American River (Middle and South Forks), the Rubicon River (running along the northern county line), and the Consumnes River. The Middle Fork of the American River drainage basin begins in Picayune Valley and the river forms part of the southern boundary of El Dorado County. Except for the French Meadows area in the upper part of the basin, public access is limited to trails. The 62 mile long Middle Fork originates a mere 1.7 miles from the source of the North Fork on the south face of Granite Chief, between the summit and Emigrant Pass.

The South Fork of the American River starts in Desolation Wilderness and flows through the Sierra Nevada foothills. The river at Coloma was the site of James Marshall's discovery of gold at Sutter's Mill on January 24, 1848, which started the California Gold Rush. The South Fork of the American is "the most popular recreation stream in the West" for whitewater rafting in North America, having 80,000 visitors in 2011.

The Rubicon River flows west for approximately 18 miles, originating in the Five Lakes area at the crest of the Sierra Nevada. Much of the area has limited public access because the area has not been logged previously.

The Consumnes River is approximately 53 miles long and flows southeast into the Central Valley, emptying into the Mokelumne River in the Sacramento-San Joaquin Delta. The Consumnes River is one of very few rivers in the western Sierra without major dams.

There are several major surface water reservoirs and dams in El Dorado County, which provide flood control, water storage and recreational opportunities. 58 dams are identified in the county, including smaller dams such as Abrams dam (located in Coloma).

Streams and creeks are abundant throughout the county, including many that are seasonal. Most of these streams originate in the eastern foothills and are tributaries to one of the major rivers in the area. See Figure 3 for a map of most major water bodies in the county.

In addition to natural rivers and creeks, several man-made aqueducts, channels, and canals are found throughout the county. Wetlands are also found interspersed throughout El Dorado County. Wetlands in El Dorado County are typically found at the margins of lakes and streams, in low-lying areas that collect precipitation, and in areas where groundwater intercepts the ground surface. Wetlands in El Dorado County are of relatively small size.

Flooding

The risk potential or likelihood of a flood event occurring in the county increases with the annual onset of heavy rains from November through March. This is an ongoing concern, and individual projects are designed to ensure flooding risks within the improvement area are minimized to the extent possible.

Much of the historical growth in the County occurred adjacent to streams, resulting in significant damages to property, losses from disruption of community activities, and potential loss of life when the streams overflow. Additional development in the watersheds of these streams affects both the frequency and duration of damaging floods through an increase in stormwater runoff. Other problems connected with stormwater runoff include erosion, sedimentation, degradation of water quality, losses of environmental resources, and certain health hazards.

El Dorado County encompasses multiple rivers, streams, creeks, and associated watersheds. The County is situated in a region that dramatically drops in elevation from the eastern portion (Sierra Nevada) to the western portion, where excess rain on snow can contribute to downstream flooding. Damaging floods in El Dorado County occur primarily in the developed areas of the county. Flood flows generally follow defined stream channels, drainages, and watersheds.

Dam Failure: The dams located in and around El Dorado County all of which have the potential to inundate portions of the county if they were to fail. The failure of any one of these dams could result from structural instability caused by improper design or construction, instability resulting from seismic shaking, or overtopping and erosion of the dam.

Larger dams that are higher than 25 feet or with storage capacities over 50 acre-feet of water, are regulated by the California Dam Safety Act, which is implemented by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring these dams. The Act also requires that dam owners submit to the California Office of Emergency Services inundation maps for dams that would cause significant loss of life or personal injury as a result of dam failure. The County Office of Emergency Services is responsible for developing and implementing a Dam Failure Plan that designates evacuation plans, the direction of floodwaters, and provides emergency information.

Flood Management: The National Flood Insurance Act of 1968 offers an important incentive to communities for implementing a floodplain management program. In communities which have adopted floodplain management regulations, owners of property located in flood-prone areas may obtain federally subsidized flood insurance. El Dorado County has adopted such floodplain management regulations.

The boundary of the 100-year floodplain is the basic planning criterion used to distinguish areas where flood hazards justify the establishment of floodplain management regulations. Outside this boundary, the degree of flooding risk is not considered sufficient to justify the imposition of floodplain management regulations, while inside the 100-year floodplain some level of regulation is required to protect public health, safety, and welfare.

Water Quality

Stormwater Runoff: Potential hazards to surface water quality include the following nonpoint pollution problems: high turbidity from sediment resulting from erosion of improperly graded construction projects, concentration of nitrates and dissolved solids from agriculture or surfacing septic tank failures, contaminated street and lawn run-off from urban areas, and warm water drainage discharges into cold water streams.

The most critical period for surface water quality is following a rainstorm which produces significant amounts of drainage runoff into streams at low flow, resulting in poor dilution of contaminants in the low flowing stream. Such conditions are most frequent during the fall at the beginning of the rainy season when stream flows are near their lowest annual levels. Besides the greases, oils, pesticides, litter, and organic matter associated with such runoff, heavy metals such

as copper, zinc, and cadmium can cause considerable harm to aquatic organisms when introduced to streams in low flow conditions.

Urban storm water runoff was managed as a non-point discharge (a source not readily identifiable) under the Federal Water Pollution Control Amendments of 1972 (PL 92-500, Section 208) until the mid-1980's. However, since then, the Federal Environmental Protection Agency has continued to develop implementing rules which categorize urban runoff as a point source (an identifiable source) subject to National Pollution Discharge Elimination System (NPDES) permits. Rules now affect medium and large urban areas, and further rulemaking is expected as programs are developed to meet requirements of Federal water pollution control laws.

Surface water pollution is also caused by erosion. Excessive and improperly managed grading, vegetation removal, quarrying, logging, and agricultural practices all lead to increased erosion of exposed earth and sedimentation of watercourses during rainy periods. In slower moving water bodies these same factors often cause a buildup of siltation, which ultimately reduces the capacity of the water system to percolate and recharge groundwater basins, as well as adversely affecting both aquatic resources and flood control efforts.

Groundwater Quality: In general, groundwater quality throughout the region is suitable for most urban and agricultural uses, although many have local impairments. Many areas of good quality groundwater exist in the North American Subbasin. In some portions of the basin groundwater quality is marginal. The three major groundwater types are: magnesium calcium bicarbonate or calcium magnesium bicarbonate; magnesium sodium bicarbonate or sodium magnesium bicarbonate; and sodium calcium bicarbonate or calcium sodium bicarbonate. Comparison of groundwater quality data with applicable water quality standards and guidelines for drinking and irrigation indicate elevated levels of TDS/specific conductance, chloride, sodium, bicarbonate, boron, fluoride, nitrate, iron manganese, and arsenic may be of concern in some locations within the subbasin (IRWS, 2015).

Impaired Water Bodies

Section 303(d) of the federal Clean Water Act requires States to identify waters that do not meet water quality standards or objectives and thus, are considered "impaired." Once listed, Section 303(d) mandates prioritization and development of a Total Maximum Daily Load (TMDL). The TMDL is a tool that establishes the allowable loadings or other quantifiable parameters for a waterbody and thereby the basis for the States to establish Water quality-based controls. The purpose of TMDLs is to ensure that beneficial uses are restored and that water quality objectives are achieved.

There are eighteen Section 303(d) listed impaired water bodies located in El Dorado County, some of which are within the EDCTC planning area, and some are within the TRPA planning area. The pollutants and TMDLs vary by location. Table HYDRO-1 provides a list of the Section 303(d) impaired water bodies in El Dorado County, with specific notes for those water bodies that are located within the jurisdiction of TRPA.

Table HYDRO-1: El Dorado County Section 303(d) Impaired Waterbodies

IMPAIRED WATERBODIES
Lake Tahoe (note: located outside of the EDCTC planning area) Water body type: Lake Assessed area: 85,364 acres
General Creek (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 9 miles
Tallac Creek (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 2.024214 miles
Tahoe Keys Sailing Lagoon (note: located outside of the EDCTC planning area) Water body type: Lake & Reservoir Assessed area: 113 acres
Bijou Park Creek (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 1.557577 miles
Truckee River, Upper (below Christmas Valley) (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 16 miles
Trout Creek (above Highway 50) (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 12 miles
Heavenly Valley Creek (USFS boundary to Trout Creek) (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 1.473456 miles
Heavenly Valley Creek (source to USFS boundary) (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 2.035487 miles
Cold Creek (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 8.026125 miles
Hidden Valley Creek (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 2.896252 miles
Truckee River, Upper (above Christmas Valley) (note: located outside of the EDCTC planning area) Water body type: River & Stream Assessed area: 5.135638 miles
Loon Lake Water body type: Lake & Reservoir Assessed area: 988 acres
Coon Hollow Creek (El Dorado County) Water body type: River & Stream Assessed area: 1.73 miles
Folsom Lake Water body type: Lake & Reservoir Assessed area: 11,064 acres
North Canyon Creek (El Dorado County) Water body type: River & Stream Assessed area: 3.34 miles
American River, South Fork (below Slab Creek Reservoir to Folsom Lake) Water body type: River & Stream Assessed area: 45 miles
Oxbow Reservoir (Ralston Afterbay, El Dorado and Placer Counties) Water body type: Lake & Reservoir Assessed area: 65 acres

SOURCE: CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY, 2019

Responses to Checklist Questions

Responses a), e): Construction-Related Water Quality Impacts: Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

As required by the Clean Water Act, each specific improvement project will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices for grading, and preservation of topsoil. A SWPPP is not required if the project will disturb less than one acre. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

The implementing agency will submit the SWPPP with a Notice of Intent to the Regional Water Quality Control Board (RWQCB) to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General Permit for the discharge of storm water during construction activities. The RWQCB accepts General Permit applications (with the SWPPP and Notice of Intent) after specific projects have been approved by the lead agency. The lead agency for each specific project that is larger than one acre is required to obtain a General Permit for discharge of storm water during construction activities prior to commencing construction (per the Clean Water Act).

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each RTP project will include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The implementing agency will be required to coordinate the improvements with the Central Valley Flood Project Board, El Dorado County, and other applicable agencies, and obtain the necessary permits. The implementing agency will also be required to develop projects consistent with all relevant water control plans and groundwater management plans. Implementation of the following mitigation measures would ensure that the RTP would have a ***less than significant*** impact from these issues.

Mitigation Measures

Mitigation Measure HYDRO-1: *Comply with NPDES General Construction Permit requirements. To reduce or eliminate construction-related water quality effects, the implementing agency shall ensure that transportation improvement projects comply with the requirements of the NPDES General Construction Permit. Project implementation agencies are required to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size.*

A SWPPP shall be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be implemented prior to the issuance of any grading permit before construction. The SWPPP shall be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.

Compliance and coverage under the NPDES General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet

water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the construction site. Measures may include, temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed to control erosion from disturbed areas.

Final selection of BMPs will be subject to approval by the implementing agency. The implementing agency will verify that an NOI has been filed with the SWRCB, and a SWPPP has been developed before allowing construction to begin.

Mitigation Measure HYDRO-2: Implement a Spill Prevention and Control Program. As part of requiring compliance with the NPDES General Construction Permit, the implementing agency and its agents shall develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program shall be completed before any construction activities begin.

Mitigation Measure HYDRO-3: Implement measures to maintain water quality after construction. The project implementing agencies shall implement source and treatment control measures according to the El Dorado County Stormwater Management Program. General site design control measures are required to minimize the volume and rate of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:

- conserving natural areas;
- protecting slopes and channels;
- minimizing impervious areas;
- storm drain identification, and appropriate messaging and signing; and
- minimizing effective imperviousness through the use of turf buffers and/or grass-lined channels, if feasible.

In addition, projects must include treatment control measures, if possible and when feasible, to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving water. Treatment control measures may include, but not be limited to, the following:

- Vegetated buffer strip
- Vegetated swale
- Extended detention basin
- Wet pond
- Constructed wetland
- Detention basin/sand filter
- Porous pavement detention
- Porous landscape detention
- Infiltration basin
- Infiltration trench
- Media filter
- Retention/irrigation
- Proprietary control device

Selection and implementation of these measures shall be based on a project-by-project basis, depending on project size and stormwater treatment needs.

Dewatering Water Quality Impacts: Some RTP projects, such as overpasses, underpasses, grade separations, highway interchanges, and other structures could require excavation below the ground surface or support structures or foundations secured deep into the ground. Projects that excavate or secure foundations deep in the ground may encounter groundwater. Depending on the location, trenching and excavation associated with these projects may reach depths that can expose the water table and create a direct path to the groundwater basin for contaminants to enter the groundwater system. Primary construction-related contaminants that could reach groundwater would include oil and grease, and construction-related hazardous materials and dewatering effluent.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each transportation RTP project will include detailed project specific geotechnical engineering that would identify the groundwater levels and the need for dewatering. If dewatering was deemed necessary after the appropriate engineering study then the implementing agency would obtain a Dewatering Permit from the Regional Water Quality Control Board and comply with provisions for dewatering. The implementing agency would also need to obtain an NPDES permit and Waste Discharge Requirement before discharging any dewatered effluent to surface water. Implementation of the following mitigation measure would ensure that the RTP would have a ***less than significant*** impact from these issues.

Mitigation Measures

Mitigation Measure HYDRO-4: *Comply with provisions for dewatering. Before discharging any dewatered effluent to surface water, the implementing agency will obtain an NPDES permit and Waste Discharge Requirement from the Central Valley RWQCB and/or the Lahontan RWQCB, as appropriate. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, the project will conform to requirements of the General Dewatering Permit, issued by the RWQCB and/or other applicable agencies. The project implementation agencies will design and implement measures as necessary so that the discharge limits identified in the relevant permit are met.*

Response b): Individual RTP projects, such as road widenings, interchange reconstruction, and other projects would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. Infiltration rates vary depending on the overlying soil types. In general, sandy soils have higher infiltration rates and can contribute to significant amounts of ground water recharge; clay soils tend to have lower percolation potentials; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff. The amount of new pavement and the extent to which it affects infiltration depends on the site-specific soil type. Projects located in urban areas would have less of an impact than projects converting open lands and spaces.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. However, many of the individual RTP projects are located in urban areas and along existing highways, streets, and roads in which most of the surfaces are already paved or impervious. In addition, extensive storm drainage systems present in these areas currently intercept rainfall and runoff waters, thus limiting the amount of groundwater recharge that occurs. Each project will include detailed project specific drainage plans that control storm water runoff, both during and after construction. The drainage plan will include project specific best management measures that are designed to allow for

natural recharge and infiltration of stormwater. Implementation of the RTP would have a ***less than significant*** impact from these issues.

Response c.i-iv): Individual RTP projects would create new impervious surfaces. This would result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events. In addition, the increase in impervious surfaces, along with the increase in surface water runoff, could increase the non-point source discharge of pollutants. Anticipated runoff contaminants include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. Contributions of these contaminants to stormwater and non-stormwater runoff would degrade the quality of receiving waters. During the dry season, vehicles and other urban activities release contaminants onto the impervious surfaces, where they can accumulate until the first storm event. During this initial storm event, or first flush, the concentrated pollutants would be transported via runoff to stormwater drainage systems. Contaminated runoff waters could flow into the stormwater drainage systems that discharge into rivers, agricultural ditches, sloughs, and channels and ultimately could degrade the water quality of any of these water bodies.

Additionally, some of the RTP projects could potentially alter surface drainage patterns as a result of directly altering flow patterns, or placing structures in a floodway, all of which could yield increased amounts of stormwater runoff and/or redirect flood flows. The construction activities associated with RTP projects, such as road widening, interchange reconstruction, and other projects that convert permeable surfaces or install permanent structures would require stormwater drainage management measures to avoid flooding impacts. The existing storm drainage network in El Dorado County may not have sufficient capacity to convey the additional runoff from the individual RTP projects. If the storm drainage network is not appropriately designed it could be overwhelmed during a large storm event and result in flooding.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. As previously discussed, the implementing agency would be also be required to obtain permits from the Army Corps of Engineers and the Department of Fish and Wildlife if any work is performed within a waterway. Each RTP project will also include detailed project specific floodplain and drainage studies that assess the drainage characteristics and flood risks so that an appropriate storm drainage plan can be prepared to control storm water runoff, both during and after construction. The drainage plan will ultimately include project specific best management measures that are designed to allow for natural recharge and infiltration of stormwater. Implementation of the following mitigation measures would ensure that the RTP would have a ***less than significant*** impact from these issues.

Mitigation Measures

Mitigation Measure HYDRO-5: Conduct project-level drainage studies. As part of the infrastructure plan, the project implementing agencies and/or their contractors will conduct a drainage study. This study will address the following topics:

- *A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff.*
- *An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations.*

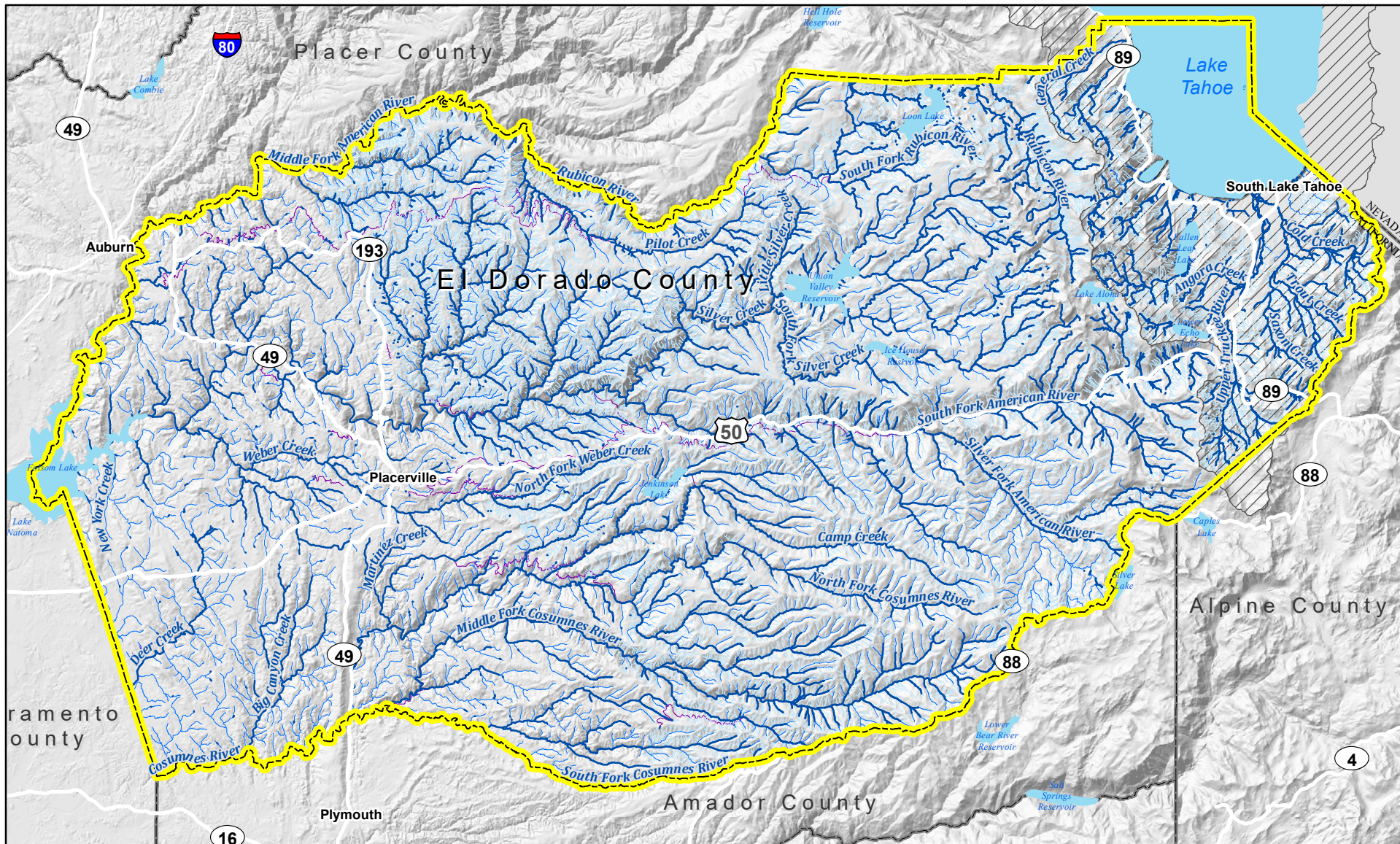
- *A description of the proposed maintenance program for the onsite drainage system.*
- *Standards for drainage systems to be installed on a project/parcel-specific basis.*
- *Proposed design measures to ensure structures are not located within 100-year floodplain areas.*

Drainage systems shall be designed in accordance with the County's, Flood Control Agency's, and other applicable flood control design criteria. As a performance standard, measures to be implemented from those studies will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and that people and structures are not exposed to additional flood risk.

Mitigation Measure HYDRO-6: *Avoid restriction of flood flows. Proposed projects requiring federal approval or funding shall comply with Executive Order 11988 for floodplain management. Projects shall avoid incompatible floodplain development designs, they will restore and preserve the natural and beneficial floodplain values, and they will maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) shall be prepared and submitted to FEMA where unavoidable construction would occur within 100-year floodplains. The LOMR shall include revised local base flood elevations for projects constructed within flood prone areas. Potential impacts due to flooding as a result of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.*

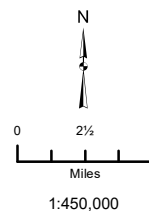
Mitigation Measure HYDRO-7: *Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects shall be avoided if possible. Due to the potential for flooding and destabilizing conditions, project implementation agencies will choose project designs that do not require continual dewatering, if suitable project alternatives exist. Project alternatives may include construction of overpasses, as opposed to below-grade underpasses, which would avoid interception with groundwater.*

Response d): The proposed project is not located in a tsunami zone. However, the potential for flood hazards and seiches exist within the planning area. Flood hazards and seiches could generate a potential hazard when they cause a levee or dam to fail. While it would be difficult to determine when and where levees or dams may fail, inundation of buildings and structures and personal injury or death could result. The proposed projects may create structures or obstructions to flood flows from levee or dam failures. However, RTP projects constructed within areas subject to flooding due to dam failure, as mapped by the California and El Dorado County Offices of Emergency Services, would be built following standard building codes and federal, state, and local regulations; all of which would be adequate to protect against further personal injury or death. Additionally, while construction of individual RTP projects has the potential to release pollutants into the environment, they would be required to comply with all existing regulations and policies. Implementation of the RTP would have a ***less than significant*** impact from this issue.



Legend

- El Dorado County
- County Boundary
- Tahoe Regional Planning Agency Jurisdiction
- Perennial Stream/River
- Intermittent Stream/River
- Ephemeral Stream/River
- Canal/Ditch



EL DORADO COUNTY 2020-2040 RTP

Figure 3. Hydrography Map

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Data sources: California Spatial Information Library; USGS National Hydrography Dataset; El Dorado County. Map date: December 19, 2019.

XI. LAND USE AND PLANNING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	X			
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	X			

Responses to Checklist Questions

Responses a), b): It has been determined that the potential impacts on land use and planning caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on land use and planning. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

XII. MINERAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Background

The State Mining and Geology Board (SMGB) prioritizes areas to be classified as containing significant mineral resources and areas to be designated as containing mineral deposits of regional or statewide significance. Mineral Resource Zone (MRZ) categories are used to identify areas identified, undetermined, and unknown mineral resource significance. MRZs are located throughout El Dorado County. Significant deposits of industrial minerals such as limestone are located among 11 different MRZs, located in several locations in northwest El Dorado County; near Placerville; and the vicinity of Omo Ranch. MRZs are also classified for construction materials and gold deposit throughout the county.

The U.S. Geological Survey Mineral Resource Data System (MRDS) describes metallic and nonmetallic mineral resources throughout the world and identifies the deposit name, location, commodity, deposit description, geologic characteristics, production, reserves, resources, and references. MRDS data indicates hundreds of records of known mineral resources in El Dorado County. The majority of resources are historic records. Portions of El Dorado County, including in the foothills and mountainous areas of the county, were historically renowned for gold deposits.

Responses to Checklist Questions

Responses a), b): An extensive range of mineral resources are found throughout El Dorado County. Current mineral extraction operations in the county include limestone and gold. Some individual RTP improvements may be located in the vicinity of land that contains mineral resources. However, implementation of the improvements would not directly cause changes resulting in conversion of any mining operations into a different use. Additionally, the individual improvement projects will improve transportation systems in the County, which would provide a beneficial impact for mining operations. Implementation of the proposed project will have a ***less than significant*** impact on mineral resources.

XIII. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

Background

The principal sources of noise in El Dorado County come from both stationary and mobile sources. Noise sources are classified as mobile sources if they are associated with vehicular traffic, airplanes, and other forms of transportation. Stationary sources refer to noise generated by stationary activities, equipment or site-specific uses.

The major source of mobile noise comes from vehicle traffic on major roadways. Freeways and highways with the largest traffic volumes generate the highest noise levels in the area. Truck routes in particular generate high traffic noise. Other mobile noise sources include aircraft operations at several public and private airports and airstrips in the area, as well as flyovers throughout most of the agricultural areas for crop dusting.

*Responses to Checklist Questions***Response a):**

General Construction Activities: The proposed RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long-term. A majority of the proposed improvements identified in the RTP, with the exception of changes in transit operations, transportation demand management, and regional planning, would require some level of construction. Larger construction-related projects, such as interchange improvements, bridge improvements, and road realignment and widening projects, would be of particular concern given the noise and ground-borne vibration generation potential of these projects.

Noise levels typically associated with roadway construction equipment and distances to predicted noise contours are summarized in Table NOISE-1.

Table NOISE-1: Construction Equipment Noise Levels

EQUIPMENT	TYPICAL NOISE LEVEL (dBA) 50 FEET FROM SOURCE		DISTANCE TO NOISE CONTOURS (FEET, dBA L_{EQ})		
	L_{MAX}	L_{EQ}	70 dBA	65 dBA	60 dBA
Air Compressor	80	76	105	187	334
Auger/Rock Drill	85	78	133	236	420
Backhoe/Front End Loader	80	76	105	187	334
Blasting	94	74	83	149	265
Boring Hydraulic Jack/Power Unit	80	77	118	210	374
Compactor (Ground)	80	73	74	133	236
Concrete Batch Plant	83	75	94	167	297
Concrete Mixer Truck	85	81	187	334	594
Concrete Mixer (Vibratory)	80	73	74	133	236
Concrete Pump Truck	82	75	94	167	297
Concrete Saw	90	83	236	420	748
Crane	85	77	118	210	374
Dozer/Grader/Excavator/Scraper	85	81	187	334	594
Drill Rig Truck	84	77	118	210	374
Generator	82	79	149	265	472
Gradall	85	81	187	334	594
Hydraulic Break Ram	90	80	167	297	529
Jack Hammer	85	78	133	236	420
Impact Hammer/Hoe Ram (Mounted)	90	83	236	420	748
Pavement Scarifier/Roller	85	78	133	236	420
Paver	85	82	210	374	667
Pile Driver (Impact/Vibratory)	95	88	420	748	1,330
Pneumatic Tools	85	82	210	374	667
Pumps	77	74	83	149	265
Truck (Dump/Flat Bed)	84	80	167	297	529

SOURCES: FHWA 2006

As indicated, maximum intermittent noise levels associated with construction equipment typically range from approximately 77 to 95 dBA L_{max} at 50 feet. Pile driving and demolition activities involving the use of pavement breakers and jackhammers, and are among the noisiest of activities associated with transportation improvement and construction projects. Depending on equipment usage and duration, average-hourly noise levels at this same distance typically range from approximately 73 to 88 dBA L_{eq} . Distances to predicted noise contours would, likewise, vary depending on the specific activities conducted and equipment usage. Delivery vehicles, construction employee vehicle trips, and haul truck trips may also contribute to overall construction noise levels.

Increases in ambient noise levels associated with construction projects located near sensitive land uses can result in increased levels of annoyance, as well as potential violation of local noise standards. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern, given the potential for increased sleep disruption. Impacts to sensitive receptors resulting from proposed transportation improvement and construction projects would depend on several factors, such as the equipment used, surrounding land uses, shielding provided by intervening structures and terrain, and duration of construction activities.

The following mitigation measure would limit construction to the daytime hours, to the extent feasible, and would require equipment to be properly maintained and muffled. Furthermore, this mitigation measure provides resident notification requirements, and measures to resolve noise

complaints. Implementation of Mitigation Measure NOISE-1 would reduce this impact to a ***less than significant*** level.

Mitigation Measure NOISE-1 would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of Mitigation Measure NOISE-1 would reduce this impact to a ***less than significant*** level.

Operational Traffic: The El Dorado County 2020-2040 RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long-term. While many of these projects will likely have no effect on the operational noise generation of the facility, some improvement projects, which involve new facilities or capacity enhancements for existing facilities, could affect noise-sensitive land uses. Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from roadway capacity improvements, new transit facilities, etc.).

El Dorado County and the City of Placerville have adopted Noise Elements of their General Plans that establish noise-related policies that, when implemented, protect sensitive receptors from significant noise. The policies that are laid out in the Noise Element are consistent with federal and state regulations designed to protect noise sensitive receptors. During the design process, the implementing agency would be responsible for ensuring that the project is designed consistent with adopted policies and state and federal regulations. Although the policy and regulatory controls for noise-related impacts are in place in the planning area, subsequent improvement projects would result in an increase in traffic noise levels. For most projects, consistency with the adopted policies and established regulations would help to reduce exposure of sensitive receptors to transportation noise levels. In addition, the following mitigation measure would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of this mitigation measure would reduce this impact to a ***less than significant*** level.

Mitigation Measure

Mitigation Measures NOISE-1: Prior to approval of RTP projects, the implementing agency shall perform a project-level noise evaluation. For projects adjacent to noise-sensitive uses, implementing agencies shall consider the following measures:

- *Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate.*
- *Properly zone, buffer, and restrict development to ensure that future development is compatible with transportation facilities.*
- *Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, transit centers, park-and-ride lots, and other new noise generating facilities.*

- *Improve the acoustical insulation of residential units where setbacks and sound barriers do not sufficiently reduce noise.*

Response b): Ground-borne vibration and noise levels associated with highway traffic is typically considered to pose no threat to buildings and potential annoyance to people would be minimal. Traffic vibration levels are typically highest associated with truck passbys. Automobile traffic normally generates vibration peaks of one-fifth to one-tenth that of trucks. Caltrans has found that even the highest truck generated vibrations, which is assumed to be approximately 16 feet from the centerline of the near travel-lane, does not exceed 0.08 in/sec. This level coincides with the maximum recommended “safe level” for ruins and historical structures.

Construction activities would, however, require the use of off-road equipment which could adversely affect nearby land uses. The highest ground-borne vibration levels would be generated by the use of pile drivers and vibratory rollers. Ground-borne vibration levels associated with proposed construction improvement projects could potentially exceed recommended criteria for structural damage and/or human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby existing land uses. As a result, exposure to construction-generated ground-borne vibration levels would be considered ***potentially significant***.

Mitigation Measure NOISE-2 would limit construction to the daytime hours, to the extent feasible, and would require use of equipment with reduced equipment noise/vibration levels, to the extent practical. The level of mitigation would be project and site specific and would include measures normally required by Caltrans, as well as requirements under the General Plan Noise Elements and Noise Ordinances of the applicable jurisdictions. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

Mitigation Measure

Mitigation Measure NOISE-2: *Subsequent projects under the RTP shall be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects may include, but are not limited to:*

- *Limit noise-generating construction activities to the least noise-sensitive daytime hours, which is generally 6am to 9pm.*
- *Construction of temporary sound barriers to shield noise-sensitive land uses.*
- *Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive land uses.*
- *Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.*
- *Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers’ recommendations.*
- *Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.*
- *Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise.*
- *Comply with all local noise control and noise rules, regulations, and ordinances.*

Response c): Some of the RTP projects are located within close proximity to airports within the County. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within El Dorado County. The proposed project would not expose people residing or working in the project area to excessive noise levels. This is a ***less than significant*** impact.

XIV. POPULATION AND HOUSING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	X			

Responses to Checklist Questions

Responses a), b): It has been determined that the potential impacts on population and housing caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on population and housing. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Responses to Checklist Questions

Response a): The proposed project will not directly result in an increased need for any public services or facilities and would not result in any new significant adverse impacts beyond those addressed in the El Dorado County 2015-2035 RTP EIR (EDCTC, 2015). The individual improvement projects are not anticipated to generate a need for additional public services such as fire, police, schools, or parks; however, each individual project will be evaluated when they are designed/engineered to determine if there are any specific impacts not known previously. With standard best management practices by the local land use authority and service providers all potential impacts associated with individual improvement projects would be reduced. Implementation of the proposed project itself would have a ***less than significant*** impact relative to this issue and this topic will not be addressed further in the EIR.

XVI. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Responses to Checklist Questions

Responses a), b): The proposed project itself will not directly result in an increased need for any recreational facilities and would not result in any new significant adverse impacts beyond those addressed in the El Dorado County 2015-2035 RTP EIR (EDCTC, 2015). The individual improvement projects are not anticipated to generate a need for additional recreation; however, each individual project will be evaluated when they are designed/engineered to determine if there are any specific impacts not known previously. With standard best management practices by the local land use authority and recreational providers all potential impacts associated with individual improvement projects would be reduced. Implementation of the proposed project itself would have a ***less than significant*** impact relative to this issue and this topic will not be addressed further in the EIR.

XVII. TRANSPORTATION

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	X			
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
d) Result in inadequate emergency access?	X			

Responses to Checklist Questions

Responses a), b), c), d): Based on existing and projected traffic volume levels along roadways, it has been determined that the potential transportation impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from transportation. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

XVIII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	X			
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	X			

Responses to Checklist Questions

Responses ai-ii): It has been determined that the potential impacts on tribal cultural resources caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the two environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact on tribal cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

XIX. UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		X		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?		X		
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?		X		
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		X		
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		X		

Responses to Checklist Questions

Response a): The provision of public services and the construction of onsite and offsite infrastructure improvements may be required to accommodate the development of the proposed RTP. Landscaping that is installed along roadways may require regular application of potable or reclaimed water. Some transit-related projects would involve the construction of transit stations. These transit stations would require small amounts of potable water for restrooms, public drinking water, and landscaping. Additionally, the increased use of transit methods of transportation, such as buses and trains, would involve a minimal increase in the demand for potable water.

Project site specific design is not currently available for RTP improvement projects. Therefore, the location of collection and conveyance infrastructure is yet to be determined. Therefore, the increased demand for water would be evaluated on a project by project basis as part of the CEQA process prior to project approval.

The proposed RTP is not anticipated to require the construction of new water treatment facilities or expansion of existing water treatment facilities for water service. However, because site specific design details are not currently available, Mitigation Measure UTILITIES-1 requires project specific review by the implementing agency prior to project approval. Implementation of Mitigation Measure UTILITIES-1 would reduce this potentially significant impact to a ***less than significant*** level.

Separately, transportation projects included in the El Dorado County 2020-2040 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater service. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of wastewater services (for toilets, water fountains, and faucets).

The total projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project by project level. Some RTP projects may require new wastewater collection and conveyance infrastructure needed for the proposed project will require trenching/excavation of earth, and placement of pipe within the trenches at specific locations, elevations, and gradients. Project site specific design is not currently available for future RTP improvement projects; therefore, the location of collection and conveyance infrastructure is yet to be determined. Therefore, this is considered a potentially significant impact.

Mitigation Measure UTILITIES-2 requires project level review for transportation projects that require additional wastewater infrastructure upgrades by the implementing agency, which includes the development of applicable mitigation measure that are project specific. Implementation of Mitigation Measure UTILITIES-2 would reduce this potentially significant impact relating to the installation of the wastewater collection and conveyance system infrastructure to a ***less than significant*** level.

Onsite storm drainage would be installed to serve individual RTP improvements throughout the plan area. Most transportation improvements will be on or adjacent to existing transportation facilities. The addition of new impervious surfaces may require additional on-site project drainage and result in additional stormwater flow volumes. Drainage systems are designed on a site-specific basis and project level design criteria are not known at this time.

Because the project site could increase runoff, project impacts to stormwater are considered potentially significant. The following mitigation measure requires the implementing agency to design and install a drainage system that meets performance standards subject to implementing agencies and/or Caltrans review and approval. With the implementation of Mitigation Measure UTILITIES-3, drainage impacts would be reduced to a ***less than significant*** level.

Lastly, transportation projects included in the El Dorado County 2020-2040 RTP may include new electric power, natural gas, or telecommunications facilities infrastructure. Implementation of Mitigation Measure UTILITIES-4 would reduce this potentially significant impact relating to the installation of the electric power, natural gas, and/or telecommunications infrastructure to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure UTILITIES-1: *The implementing agencies and/or Caltrans shall be required to provide CEQA review for all projects that may require additional water treatment upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of water treatment facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects.*

Mitigation Measure UTILITIES-2: *The implementing agencies and/or Caltrans shall be required to provide CEQA review for all projects that require additional wastewater infrastructure upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of*

wastewater treatment and collection facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.

Mitigation Measure UTILITIES-3: *The implementing agencies and/or Caltrans shall require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans, and include a project-specific drainage analysis satisfactory to the jurisdiction's engineer.*

Mitigation Measure UTILITIES-4: *The implementing agencies and/or Caltrans shall be required to provide CEQA review for all projects that require electric power, natural gas, and/or telecommunications infrastructure upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of electric power, natural gas, and/or telecommunications infrastructure facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.*

Response b): Transportation projects included in the El Dorado County 2020-2040 RTP are not anticipated to require significant additional potable water service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of potable water service, other than drinking fountains. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of potable water (for faucets, drinking fountains, and landscaping) services.

Landscaping that is installed along roadways may require regular application of potable or reclaimed water. Some transit-related projects would involve the construction of transit stations. These transit stations would require small amounts of potable water for restrooms, public drinking water, and landscaping. Additionally, the increased use of transit methods of transportation, such as buses, would involve a minimal increase in the demand for potable water.

Project site specific design is not currently available for RTP improvement projects, therefore, the amount of Potable water required to serve individual projects is not determined. Therefore, the increased demand for water would need to be evaluated on a project by project basis as part of the CEQA process prior to project approval.

The following mitigation measure requires project specific review by the implementing agency prior to project approval to ensure adequate water supplies are available to serve the proposed project and existing commitments. With implementation of the following mitigation measure any potentially significant impacts related to water supply and availability would be reduced to a **less than significant** level.

Mitigation Measures

Mitigation Measure UTILITIES-5: *Prior to construction of facilities that would require water service for potable consumption and landscaping purposes, the implementing agency shall secure adequate water supplies to serve the proposed project and undertake project-level review as necessary to provide CEQA compliance. Wherever feasible, facilities shall implement water conservation practices including but not limited to: the use of reclaimed water instead of potable water for landscaping purposes, low flow fixtures, and water efficient landscape design.*

Response c): Transportation projects included in the El Dorado County 2020-2040 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of non-motorized transportation methods, like bike routes, are not anticipated to require additional levels of wastewater service. If restrooms are incorporated into non-motorized transportation projects, these uses would also require minimal amounts of wastewater services (for toilets, water fountains, and faucets).

The total projected demand for each of these types of projects is not anticipated to be significant but will need to be analyzed on a project by project level. With incorporation of the following mitigation measure, implementing agencies would be required to be analyzed on a case by case basis to determine if additional project demand would impact wastewater treatment and collection capacity. Implementation of the following mitigation measure would ensure that there would not be a determination by the wastewater treatment and/or collection provider that there is inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. Implementation of this mitigation measure would reduce this potential impact to a **less than significant** level.

Mitigation Measures

Mitigation Measure UTILITIES-6: *Prior to construction of facilities that would require wastewater treatment services, the implementing agency shall secure adequate wastewater treatment capacity and undertake project-level review as necessary to provide CEQA compliance.*

Responses d), e): Individual RTP projects have the potential to generate a significant quantity of solid waste during construction through demolition, grading, and excavation activities. The El Dorado County General Plan contains policies to encourage the maximum use of solid waste reduction and recycling, which would include the reuse of asphalt, concrete, aggregate and other road construction materials demolished as a part of a road improvement project. Materials that are not reused would be transported to the nearest landfill and disposed of appropriately.

During operation individual RTP projects are not anticipated to generate significant volumes of solid waste. Several transportation enhancement projects including alternative transit improvements would generate minimal amounts of solid waste including improvements that require restrooms and other areas that would incorporate trash receptacles.

As discussed previously, individual project level design is not known at this time, and individual RTP projects solid waste generation is unknown. Roadway and other transportation improvement projects have the potential to generate significant volumes of solid waste during construction activities. Therefore, this is considered a potentially significant impact.

The following mitigation measure requires project specific review by the implementing agency prior to project approval to ensure receiving landfills have adequate solid waste capacity to serve individual improvement projects. Additionally, this mitigation measure encourages the recycling and reuse of construction materials to reduce solid waste generated by construction and operational activities. With implementation of the following mitigation measure, potentially significant impacts related to solid waste would be reduced to a **less than significant** level.

Mitigation Measures

Mitigation Measure UTILITIES-7: *Prior to construction of transportation improvements and facilities that generate solid waste or require solid waste services; the implementing agency shall ensure receiving landfills have adequate solid waste capacity to serve additional project waste volumes. Additionally, the implementing agency shall:*

- *Require the construction contractor to work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction.*
- *Require the amount of solid waste generated during construction to be estimated prior to construction, and appropriate disposal sites will be identified and utilized.*

For individual projects that include facilities that produce ongoing waste streams (including trash receptacles) the implementing agency shall, where feasible:

- *Require waste reduction strategies including but not limited to: convenient recycling stations (onsite recycling receptacles) at all solid waste collection (trash receptacle) locations. Waste reduction strategies shall be coordinated with the County Recycling Coordinator.*

XX. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	X			
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	X			
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	X			
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	X			

Responses to Checklist Questions

Responses a), b), c), d): It has been determined that the potential impacts from wildfire caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each of the four environmental issues listed in the checklist above in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact from wildfire. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the environmental impact report.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Responses to Checklist Questions

Responses a), b), c): As described throughout the analysis above, the proposed project will not result in any changes to General Plan land use designations or zoning districts, would not result in annexation of land, and would not allow development in areas that are not already planned for development in the General Plan and Zoning Ordinance.

Based on existing and projected population and associated traffic volume levels along roadways in El Dorado County, it has been determined that the potential impacts caused by the proposed project will require a detailed analysis in the environmental impact report. As such, the lead agency will examine each environmental issue in the environmental impact report and will decide whether the proposed project has the potential to have a significant impact relative to each topic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the environmental impact report.

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