



PUBLIC DRAFT

DRAFT ENVIRONMENTAL IMPACT REPORT

(SCH # 2020019055)

FOR THE

EL DORADO COUNTY 2020-2040 REGIONAL TRANSPORTATION PLAN

AUGUST 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
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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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INTRODUCTION

The El Dorado County Transportation Commission (EDCTC) has determined that the 2020-2040 Regional Transportation Plan is a "Project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

The EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR.

PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the updated El Dorado County RTP that has been prepared to address the 2020 to 2040 timeframe. The RTP has been prepared to fulfil the state requirements of AB 402 (Government Code Title 7, Chapter 2.5 Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive multi-modal transportation plan, including, but not limited to: highways, local streets and roads, transit, bicycle, aviation, and goods movement. EDCTC is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years. The RTP is action-oriented and pragmatic, considering both the short-term (10 year) and long-term (10- to 20-years and beyond) periods.

The purpose of the 2020-2040 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in the El Dorado County Transportation Commission (EDCTC) planning area. The 2020-2040 RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives.

The RTP contains eight specific goals, each with supporting policies and objectives, for integrated land use, air quality, and transportation planning; sustainability; highways, streets, and regional/inter-regional roadways; public transit; aviation; active transportation; transportation systems management; and funding. The goals reflect the region's transportation needs and priorities while the objectives represent a specific need or priority.

The RTP embodies three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP, as well as identifies mobility goals, objectives, and policies of the region. 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 and quantifies regional needs expressed within both short- and long-range planning horizons; and,
3. Maintains internal consistency with the Financial Element and fund estimates.

The **Action** 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.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses environmental impacts associated with the 2020-2040 RTP that are known to EDCTC, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. This Draft EIR discusses potentially significant impacts associated with aesthetics, agricultural resources, air quality, cultural and tribal resources, greenhouse gas emissions, climate change, and energy, land use and population, transportation and circulation, and wildfire. During the NOP process, a comment was received from the Native American Heritage Commission (NAHC).

The Native American Heritage Commission (NAHC) provided guidance for and lists many of the requirements of AB 52 consultation. The comment requests AB 52 consultation, as necessary, to avoid any damaging effects to any tribal cultural resource, as feasible. The comment also includes a discussion of SB 18 and how and when it applies, as well as some of its provisions. The comment advises that legal counsel should be sought to ensure compliance with AB 52 and SB 18 as well as compliance with any other applicable laws. The Shingle Springs Rancheria was on the list NAHC provided.

ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. Since the primary objective of the 2020-2040 RTP is to guide short- and long-term transportation improvements countywide, a discussion of alternative sites is not appropriate. The alternatives analyzed in this EIR include the following four alternatives, in addition to the proposed project (also identified as the Fiscally Constrained alternative within this EIR):

- No Project Alternative
- Road Emphasis
- Transit Enhancement
- Financially Unconstrained

Alternatives are described in detail in Chapter 5. Table ES-1 provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. The Financially Constrained Alternative (i.e. the proposed project) has the lowest overall impact (score of 15) and is deemed the environmentally superior alternatives because it provides the greatest reduction of potential impacts in comparison to the other alternatives. The Transit Enhancement Alternative ranks second with a score of 19, the Financially Unconstrained Alternative ranks third with a score of 21, the Road Emphasis Alternative ranks fourth with a score of 23, and the No Project alternative ranks last with a score of 25.

TABLE ES-1: COMPARISON SUMMARY OF ALTERNATIVES

| ENVIRONMENTAL ISSUE | FINANCIALLY UNCONSTRAINED | NO PROJECT | FINANCIALLY CONSTRAINED (PROPOSED PROJECT) | ROAD EMPHASIS | TRANSIT ENHANCEMENT |
|-----------------------------------|---|------------|--|-------------------|---------------------|
| Aesthetics | 3 (Worst - Equal) | 1 (Best) | 2 (Better - Equal) | 3 (Worst – Equal) | 2 (Better - Equal) |
| | The No Project Alternative would result in the lowest potential for adverse impacts on aesthetics. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to degrade scenic views, remove scenic resources, change visual character, and result in increased light and glare would be less under the No Project Alternative when compared to the other alternatives. | | | | |
| Agricultural and Forest Resources | 4 (Worst) | 1 (Best) | 2 (Better - Equal) | 3 (Worse) | 2 (Better - Equal) |
| | The No Project Alternative would result in the lowest potential for adverse impacts on agricultural and forest resources. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to convert agricultural and forest lands to non-agricultural and non-forest uses as well as the potential for conflicts with agricultural lands would be less under the No Project Alternative when compared to the other alternatives. | | | | |
| Air Quality | 2 (Medium) | 4 (Worst) | 1 (Best - Equal) | 3 (Worse) | 1 (Best - Equal) |
| | The Financially Constrained Alternative and Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts on air quality. As roadway infrastructure | | | | |

| | | | | | |
|---|---|------------|------------------|--------------------|--------------------|
| | improvement projects would increase to alleviate traffic congestion and transit service and bike/pedestrian use would increase under these alternatives, the total Vehicle Miles Traveled (VMT) per capita would decrease, which would result in a corresponding decrease of vehicle related air quality emissions. | | | | |
| Cultural and Tribal Resources | 5 (Worst) | 1 (Best) | 3 (Medium) | 4 (Worse) | 2 (Better) |
| | The No Project Alternative would result in the lowest potential for adverse impacts on cultural resources. As roadway infrastructure improvement projects would decrease under this alternative, there would be fewer construction and infrastructure development projects that would have the potential to degrade or destroy cultural resources, including archaeological, paleontological, historic, and human remains, under the No Project Alternative when compared to the other alternatives. | | | | |
| Greenhouse Gases, Climate Change and Energy | 2 (Medium) | 4 (Worst) | 1 (Best - Equal) | 3 (Worse) | 1 (Best - Equal) |
| | The Financially Constrained Alternative and the Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts from Greenhouse Gases, Climate Change, and Energy. As transportation infrastructure improvement projects would increase to alleviate traffic congestion deficiencies and transit service and bike/pedestrian use would increase under this alternative, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle-related energy usage and greenhouse gas emissions. | | | | |
| Land Use and Population | 1 (Best) | 4 (Worst) | 2 (Better) | 3 (Medium - Equal) | 3 (Medium - Equal) |
| | The Financially Unconstrained Alternative would result in the lowest potential for adverse impacts associated with land use and population because this alternative is most consistent with the needs of the local General Plans, specifically including the Land Use and Circulation Elements. This alternative would be the most consistent with land use planning activities in the county and its jurisdictions as this alternative would implement the transportation projects necessary to serve planned development as well as provide transportation services at adequate levels. Therefore, the Financially Unconstrained Alternative would have less of an impact on land use and population than other alternatives. | | | | |
| Transportation and Circulation | 1 (Best) | 5 (Worst) | 3 (Medium) | 2 (Better) | 4 (Worse) |
| | The Financially Unconstrained Alternative would reduce impacts associated with congestion and roadway safety in comparison to the other alternatives Due to the combination of enhanced roadway capacity projects and transit improvements, congestion under this alternative would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects that are needed to maintain acceptable congestion levels. | | | | |
| Wildfire | 3 (Medium) | 5 (Worst) | 1 (Best) | 2 (Better) | 4 (Worse) |
| | The Financially Constrained Alternative would result in the lowest potential for exposing people or structures to the risk of wildfire while ensuring an efficient transportation system that would provide better access to evacuate. This alternative would also refrain from developing transportation improvements and expansions above and beyond then what the current capacity warrants, reducing any impacts to the installation or maintenance of associated infrastructure that may exacerbate fire risk. | | | | |
| Summary | 21 (Medium) | 25 (Worst) | 15 (Best) | 23 (Worse) | 19 (Better) |

SUMMARY OF IMPACTS AND MITIGATION MEASURES

In accordance with the CEQA Guidelines, this EIR focuses on the significant effects on the environment. The CEQA Guidelines defines a significant effect as a substantial adverse change in the physical conditions which exist in the area affected by the proposed project. A less than significant

effect is one in which there is no long or short-term significant adverse change in environmental conditions. Some impacts are reduced to a less than significant level with the implementation of mitigation measures and/or compliance with regulations. The definition of "beneficial" effect is not defined in the CEQA Guidelines, but for purposes of this EIR a beneficial effect is one in which an environmental condition is enhanced or improved.

The environmental impacts of the proposed project, the impact level of significance prior to mitigation, the proposed mitigation measures and/or adopted policies and standard measures that are already in place to mitigate an impact, and the impact level of significance after mitigation are summarized in Table ES-2.

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TABLE ES-2: PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|---|--|--|---------------------------------|
| AESTHETICS | | | |
| Impact 3.1-1: Substantial adverse effects on scenic vistas, or substantial degradation of visual character of public views of the site and surrounding area | PS | <p>Mitigation Measure 3.1-1: The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:</p> <ul style="list-style-type: none"> Design transportation systems in a manner where the surrounding landscape dominates. Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material). Design transportation systems such that landscape vegetation blends in and complements the natural landscape. Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design. Design grades to blend with the adjacent landforms and topography. <p>Mitigation Measure 3.1.2: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic vistas or scenic resources including historic buildings, trees, rocks, or scenic water features.</p> <p>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</p> <p>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design</p> | LS |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|--|--|---|---------------------------------|
| | | <i>measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</i> | |
| Impact 3.1-2: Creation of new sources of light and glare | PS | <p>Mitigation Measure 3.1-3: <i>The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:</i></p> <ul style="list-style-type: none"> <i>Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.</i> <i>Luminaries will be directed away from habitat and open space areas adjacent to the project site.</i> <i>Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.</i> <i>Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.</i> <i>Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.</i> | LS |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|--|--|--|---------------------------------|
| AGRICULTURAL RESOURCES | | | |
| Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract | PS | <p>Mitigation Measure 3.2-1: Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).</p> <p>If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.</p> | SU |
| Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands | PS | <p>Mitigation Measure 3.2-2: Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.</p> | LS |
| AIR QUALITY | | | |
| Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area | LS | None required. | -- |
| Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net | PS | <p>Mitigation Measure 3.3-1: The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control</p> | LS |

| <i>ENVIRONMENTAL IMPACT</i> | <i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i> | <i>MITIGATION MEASURE</i> | <i>RESULTING LEVEL OF SIGNIFICANCE</i> |
|--|---|---|--|
| increase of a criteria pollutant in a non-attainment area | | <i>plan in accordance with AQMD Rule 223 (Fugitive Dust). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the AQMD.</i> | |
| Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations | PS | Mitigation Measure 3.3-2: <i>The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.</i> | LS |
| Impact 3.3-4: Create Objectionable Odors Affecting a Substantial Number of People | LS | None required. | -- |
| Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures | PS | Mitigation Measure 3.3-3: <i>Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and El Dorado AQMD Rule 223-2, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the AQMD.</i> | LS |
| CULTURAL AND TRIBAL RESOURCES | | | |
| Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5 | PS | Mitigation Measure 3.4-1: <i>During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.</i> <i>If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall</i> | LS |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|---|--|--|---------------------------------|
| | | consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. | |
| Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074 | PS | <p>Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:</p> <ul style="list-style-type: none"> Consult with relevant Native American Tribes known to have been located within each individual improvement project area to determine whether a project could affect cultural resources that may be of importance to tribes. Provide each relevant tribe within the specific project area with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the tribes to determine if tribal monitors are needed for field surveys on individual projects. Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified. <p>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</p> | LS |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|--|--|---|---------------------------------|
| | | <p><i>Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:</i></p> <ul style="list-style-type: none"> <i>If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</i> <i>If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.</i> <i>The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.</i> | |
| Impact 3.4-3: Potential to disturb human remains, including those interred outside formal cemeteries | PS | <p>Mitigation Measure 3.4-3: <i>Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</i></p> <ul style="list-style-type: none"> <i>The El Dorado County Coroner has been informed and has determined that no investigation of the cause of death is required.</i> <i>If the remains are of Native American origin, either of the following steps will be taken:</i> <ul style="list-style-type: none"> <i>The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the</i> | LS |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|---|--|--|---------------------------------|
| | | <p><i>excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.</i></p> <ul style="list-style-type: none"> ○ <i>The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and reburial the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs:</i> <ul style="list-style-type: none"> ▪ <i>The Native American Heritage Commission is unable to identify a descendent.</i> ▪ <i>The descendant identified fails to make a recommendation.</i> ▪ <i>The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</i> | |
| GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY | | | |
| Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment | PS | <p>Mitigation Measure 3.5-1: <i>The EDCTC shall explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The EDCTC shall continue to participate and host programs that are deemed feasible by the EDCTC for the region to incentivize alternative transportation modes.</i></p> <p>Mitigation Measure 3.5-2: <i>The EDCTC shall consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</i></p> <p>Mitigation Measure 3.5-3: <i>Consistent with Appendix G of the CEQA Guidelines, the agencies implementing RTP projects shall:</i></p> | SU |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|----------------------|---|--|---------------------------------------|
| | | <ul style="list-style-type: none"> Promote measures to reduce wasteful, inefficient, and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed. Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste. Promote efforts to reduce peak energy demand in the design and operation of RTP projects. Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. <p>Mitigation Measure 3.5-4: The EDCTC shall coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> Baseline inventory of GHG emissions from community and municipal sources. A target reduction goal consistent with AB 32 and SB 32. Policies and measures to reduce GHG emissions. Quantification of the effectiveness of the proposed policies and measures. A monitoring program to track the effectiveness and implementation of the CAP(s). <p>EDCTC's role in the development of local and regional CAPs should include:</p> <ul style="list-style-type: none"> Assistance in seeking and securing funding for the development of local and regional CAPs. Collaboration with local and regional agencies throughout their respective planning processes. <p>Mitigation Measure 3.5-5: EDCTC shall consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the</p> | |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|---|--|---|---------------------------------|
| | | <p>development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, EDCTC should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. • To the extent that it is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. • A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. | |
| Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases | LS | None required. | -- |
| Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency | LS | None required. | -- |
| LAND USE AND POPULATION | | | |
| Impact 3.6-1: Physical division of an established community | PS | <p>Mitigation Measure 3.6-1: Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected</p> | LS |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|---|--|--|---------------------------------|
| | | <i>community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.</i> | |
| Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect | LS | None required. | -- |
| Impact 3.6-3: Induce substantial unplanned population growth in an area | LS | None required. | -- |
| Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere | LS | None required. | -- |
| TRANSPORTATION AND CIRCULATION | | | |
| Impact 3.7-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities | LS | None required. | -- |
| Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan | PS | <p>Mitigation Measure 3.7-1: <i>The state recognized that additional state policy actions and funding would be required to close the VMT gap between what the MPOs could achieve through implementation of their SCS's, and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT.</i></p> <p><i>Consequently, EDCTC shall work collaboratively with SACOG, El Dorado County, and City of Placerville to support implementation of regional and local-level strategies and</i></p> | SU |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|----------------------|--|---|---------------------------------|
| | | <p>measures to achieve further VMT reductions. Implementing agencies (i.e., El Dorado County and City of Placerville) shall implement the following strategies to reduce VMT.</p> <p><u>Local-Level:</u></p> <ul style="list-style-type: none"> Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, CAPCOA, August 2010 were identified in the El Dorado County and City of Placerville SB 743 Implementation Plan, July 2019, as strategies most suited to El Dorado County and the City of Placerville given the rural and suburban land use context: <ol style="list-style-type: none"> <u>Increase diversity of land uses</u> – This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips. <u>Provide pedestrian network improvements</u> – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in El Dorado County tend to be smaller, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans such as the Active Transportation Plan under development. <u>Provide traffic calming measures and low-stress bicycle network improvements</u> – This strategy combines the CAPCOA research focused on | |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|----------------------|--|---|---------------------------------|
| | | <p>traffic calming with new research on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.</p> <p>4. <u>Implement car-sharing program</u> – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.</p> <p>5. <u>Increase transit service frequency and speed</u> – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in El Dorado County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.</p> <p>6. <u>Encourage telecommuting and alternative work schedules</u> – This strategy relies on effective internet access and speeds to individual</p> | |

| ENVIRONMENTAL IMPACT | LEVEL OF SIGNIFICANCE WITHOUT MITIGATION | MITIGATION MEASURE | RESULTING LEVEL OF SIGNIFICANCE |
|--|--|---|---------------------------------|
| | | <p>project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.</p> <p>7. <u>Provide ride-sharing programs</u> – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 6 above.</p> <p><u>Regional:</u></p> <ul style="list-style-type: none"> Implementing agencies shall require project modifications during the project design and environmental review stage of project development that would reduce VMT effects. For roadway capacity expansion projects, this would include but is not limited to demand management through transportation systems management and operations (TSMO) including the use of pricing. Implementing agencies shall participate in SACOG's "Green means Go" program that is proposed as part of the 2020 MTP/SCS, which is intended to serve as a pilot for some of the infill incentives and support for transit and innovative mobility that are envisioned in the 2017 Scoping Plan as key elements of filling that VMT gap. | |
| Impact 3.7-3: Substantially increase hazards due to geometric design feature (e.g., share curves or dangerous intersections) or incompatible uses (e.g., farm equipment) | LS | None required. | -- |
| Impact 3.7-4: Result in inadequate emergency access | LS | None required. | -- |

ES EXECUTIVE SUMMARY

| <i>ENVIRONMENTAL IMPACT</i> | <i>LEVEL OF SIGNIFICANCE WITHOUT MITIGATION</i> | <i>MITIGATION MEASURE</i> | <i>RESULTING LEVEL OF SIGNIFICANCE</i> |
|---|---|---|--|
| WILDFIRE | | | |
| Impact 3.8-1: Potential to expose people or structures to a risk of loss, injury or death from wildland fires, or result in a wildfire impact | LS | None required. | -- |
| CUMULATIVE IMPACTS | | | |
| Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region | LCC | None required. | -- |
| Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses | PS | <i>Implement mitigation measures 3.2-1 through 3.2-2.</i> | CC and SU |
| Impact 4.3: Cumulative Impact on the Region's Air Quality | LCC | None required. | -- |
| Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources | LCC | | -- |
| Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change | PS | <i>Implement mitigation measure 3.5-1 through 3.5-5.</i> | CC and SU |
| Impact 4.6: Cumulative Impact on Communities and Local Land Uses (Less than Considerable Contribution) | LCC | None required. | -- |
| Impact 4.7: Cumulative Impact on the Transportation Network (Considerable Contribution and Significant and Unavoidable) | PS | <i>Implement mitigation measure 3.7-1.</i> | CC and SU |
| Impact 4.8: Cumulative Impact on the Potential for Wildfire (Less than Cumulatively Considerable) | | None required. | |

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1.1 EL DORADO COUNTY TRANSPORTATION COMMISSION

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for the west slope of El Dorado County excluding the portion of the County located within the Tahoe Basin, which is under the jurisdiction of the Tahoe Metropolitan Planning Organization. The EDCTC is the agency responsible for coordinating the regional transportation efforts on the western slope of El Dorado County and the City of Placerville. The EDCTC is comprised of nine members: seven are elected officials representing local jurisdictions. Of the seven elected, voting officials, three are City of Placerville Council members and four are El Dorado County Supervisors. The two non-voting ex-officio members represent the California Department of Transportation (Caltrans, District 3) and the City of South Lake Tahoe.

Both, federal and state laws require each MPO and RTPA to prepare a Regional Transportation Plan (RTP) in urban areas every four years. The RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, aviation, rail and goods movement. The purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that require federal approval. The 2020-2040 RTP Program EIR covers the EDCTC's "Planned" list of projects (Planned projects are projects that are currently planned for future development). The list of Planned projects identifies the 20-year list of financially constrained transportation investments in the region.

The 2040 RTP fulfills the federal and state requirements using the specific guidance from the CTC RTP Guidelines, as recently amended. The most recent CTC RTP Guidelines were adopted in 2017. EDCTC is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project.

1.2 PLANNING FRAMEWORK

The 2020-2040 Regional Transportation Plan (RTP) introduces a planning framework that is updated from the 2015-2035 RTP, to reflect current priorities and practices at the regional, State, and federal levels. This framework provides guidance to policy makers as they make decisions impacting the region's transportation system. Over the 20-year time horizon of this long-range plan, the goals, objectives, and strategies will produce a more coordinated and comprehensive transportation system that effectively and efficiently utilizes the region's resources to the benefit of the citizens of El Dorado County. The goals, objectives, and strategies reflect the desired outcomes of the 2020-2040 RTP.

FEDERAL AND STATE PLANNING REQUIREMENTS

The Fixing America's Surface Transportation Act (FAST Act) was signed into law by the federal government on December 4, 2015 and provided a fully funded five-year authorization of surface transportation programs throughout the United States. The FAST Act built on the changes made by the previous federal bill — the Moving Ahead for Progress in the 21st Century Act (MAP-21). Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum totals instead of individual authorizations for each program.

At the state level, the California Transportation Commission (CTC), requires RTPAs to address federal planning regulations during the preparation of their RTPs, pursuant to 23 CFR 450.202. The federal planning regulations address metropolitan planning organizations (MPOs) and statewide/nonmetropolitan transportation planning for the State of California and the 26 rural RTPA areas of the State (CTC, 2017).

Every Regional Transportation Planning Agency (RTPA) is required by law to conduct long range planning (i.e. to develop an RTP) to ensure that the region's vision and goals are clearly identified and to ensure effective decision making in furtherance of the vision and goals. As fundamental building blocks of the State's transportation system, the RTP should also support state goals for transportation, environmental quality, economic growth, and social equity (California Government Code Section 65041.1) (CTC, 2017).

The 2020-2040 RTP is consistent with all applicable federal and state requirements, and reflects all of the planning factors in the Goals and Objectives as described in the RTP.

1.3 PURPOSE OF THE EIR

EDCTC, as lead agency, determined that the proposed project is a "Project" within the definition of CEQA. CEQA requires the preparation of an environmental impact report (EIR) prior to approving any project, which may have a significant impact on the environment. For the purposes of CEQA, the term "Project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]).

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

1.4 TYPE OF EIR

The State CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Program EIR pursuant to CEQA Guidelines Section 15168. Section 15168 states:

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically,
- 2) As logical parts in the chain of contemplated actions,
- 3) In connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program, or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The program-level analysis considers the broad environmental effects of the proposed 2020-2040 RTP project. This EIR will be used to evaluate subsequent projects and activities under the 2020-2040 RTP. This EIR is intended to provide the information and environmental analysis necessary to assist public agency decision-makers in considering approval of the RTP, but not to the level of detail to consider approval of each transportation project identified in the RTP.

Additional environmental review under CEQA will be required and would be generally based on the subsequent project's consistency with the 2020-2040 RTP and the analysis in this EIR, as required under CEQA. It may be determined that some future improvements may be exempt from environmental review. When individual subsequent projects or activities under the 2020-2040 RTP are proposed, the lead agency that would approve and/or implement the individual project will examine the projects or activities to determine whether their effects were adequately analyzed in the program EIR (CEQA Guidelines Section 15168). If the projects or activities would have no effects beyond those disclosed in this EIR, no further CEQA compliance would be required.

1.5 INTENDED USES OF THE EIR

EDCTC, as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from adoption of the proposed project ("2020-2040 RTP") and subsequent implementation of projects identified in the proposed project. The environmental review process enables interested parties to evaluate the proposed project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the proposed project. Subsequent actions that may be associated with the proposed project are identified in Chapter 2.0, Project Description.

1.6 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

The term “Responsible Agency” includes all public agencies other than the Lead Agency that have discretionary approval power over the project or an aspect of the project (CEQA Guidelines Section 15381). For the purpose of CEQA, a “Trustee” agency has jurisdiction by law over natural resources that are held in trust for the people of the State of California (CEQA Guidelines Section 15386). While no Responsible Agencies or Trustee Agencies are responsible for approvals associated with adoption of the RTP, implementation of projects identified in the RTP will require permits and approvals from Lead, Trustee, and Responsible Agencies, which may include the following:

- County of El Dorado
- City of Placerville
- El Dorado County Air Quality Management District
- Sacramento Area Council of Governments
- California Transportation Commission
- California Department of Transportation
- California Department of Fish and Wildlife
- Regional Water Quality Control Board
- State Water Resources Control Board
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service

1.7 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

The EDCTC circulated a Notice of Preparation (NOP) of an EIR for the proposed project and an Initial Study on January 22, 2020 to trustee and responsible agencies, the State Clearinghouse (SCH# 2020019055), and the public. A scoping meeting was held on February 5, 2020 at 4:00-6:00 PM at the EDCTC Office in Placerville. The NOP and Initial Study are presented in Appendix A.

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant and unavoidable impacts. Comments received in response to the NOP were considered in preparing the analysis in this EIR. Upon completion of the Draft EIR, the EDCTC will file the Notice of Completion (NOC) with the State Clearinghouse of the Governor’s Office of Planning and Research to begin the public review period.

PUBLIC NOTICE/PUBLIC REVIEW

The EDCTC will provide a public notice of availability for the Draft EIR, and invite comment from the general public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is forty-five (45) days. Public comment on the Draft EIR will be accepted both in written form and oral form. All comments or questions regarding the Draft EIR should be addressed to:

Jerry Barton, Senior Transportation Planner
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667
(530) 642-5260
jbarton@edctc.org

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and to oral comments during the review period.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The EDCTC Board will review and consider the Draft EIR together with the Final EIR. If the EDCTC Board finds that the Final EIR is "adequate and complete", the EDCTC Board may certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the EDCTC Board may take action to approve, revise, or reject the project. A decision to approve the proposed project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.8 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the State CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. Discussion of the

environmental issues addressed in the Draft EIR was established through review of environmental and planning documentation developed for the project, environmental and planning documentation prepared for recent projects located within El Dorado County, and responses to the Notice of Preparation (NOP). This Draft EIR is organized in the following manner:

EXECUTIVE SUMMARY

The Executive Summary summarizes the characteristics of the proposed project, known areas of controversy and issues to be resolved, and provides a concise summary matrix of the project's environmental impacts and possible mitigation measures. This chapter identifies alternatives that reduce or avoid at least one significant environmental effect of the proposed project.

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, trustee, and responsible agencies, summarizes the process associated with preparation and certification of an EIR, identifies the scope and organization of the Draft EIR, and summarizes comments received on the NOP.

CHAPTER 2.0 – PROJECT DESCRIPTION

Chapter 2.0 provides a detailed description of the proposed project, including the location, intended objectives, background information, the physical and technical characteristics, including the decisions subject to CEQA, subsequent projects and activities, and a list of related agency action requirements.

CHAPTER 3.0 - ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Chapter 3.0 contains an analysis of environmental topic areas as identified below. Each subchapter addressing a topical area is organized as follows:

Environmental Setting. A description of the existing environment as it pertains to the topical area.

Regulatory Setting. A description of the regulatory environment that may be applicable to the project.

Impacts and Mitigation Measures. Identification of the thresholds of significant by which impacts are determined, a description of project-related impacts associated with the environmental topic, identification of appropriate mitigation measures, and a conclusion as to the significance of each impact. The following environmental topics are addressed in this section:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Cultural and Tribal Resources
- GHGs/Climate Change and Energy
- Land Use Planning and Population
- Transportation and Circulation
- Wildfire

CHAPTER 4.0 – OTHER CEQA-REQUIRED TOPICS

Chapter 4.0 evaluates and describes the following CEQA required topics: impacts considered less-than-significant, significant and irreversible impacts, growth-inducing effects, cumulative, and significant and unavoidable environmental effects.

CHAPTER 5.0 - ALTERNATIVES TO THE PROJECT

Chapter 5.0 provides a comparative analysis between the merits of the proposed project and the selected alternatives. State CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen any significant environmental effects of the project.

CHAPTER 6 - REPORT PREPARERS

Chapter 6.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

CHAPTER 7 - REFERENCES

Chapter 7.0 provides a list of references cited throughout the Draft EIR.

APPENDICES

This section includes all notices and other procedural documents pertinent to the EIR, as well as technical material prepared to support the analysis.

1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The EDCTC received four comment letter on the NOP. Copies of the letters are provided in Appendix A of this Draft EIR and the comment is summarized below.

Native American Heritage Commission. The Native American Heritage Commission (NAHC) provided guidance for and lists many of the requirements of AB 52 consultation. The comment requests AB 52 consultation, as necessary, to avoid any damaging effects to any tribal cultural resource, as feasible. The comment also includes a discussion of SB 18 and how and when it applies, as well as some of its provisions. The comment advises that legal counsel should be sought to ensure compliance with AB 52 and SB 18 as well as compliance with any other applicable laws. The Shingle Springs Rancheria was on the list provided.

California Department of Fish & Wildlife. The California Department of Fish & Wildlife (CDFW) provided comments and recommendations regarding those activities involved in the proposed project that may affect California fish and wildlife resources. The comment letter states that, to identify the environmental baseline, the Draft EIR should include a complete and throughout analysis of rare, endangered, threatened, candidate, special-status, and locally unique species with potential to be impacted by the proposed project. The comment letter also requests that the California Natural Diversity Database (CNDDDB) should be consulted to assess the presence of

sensitive species and habitats. The comment letter also requests that, to the extent possible, the DEIR should identify wildlife migration routes, movement corridors, and existing or potential barriers to wildlife movement that may be affected by the proposed project. The comment letter also states that the DEIR should identify all potential impacts related to biological resources, including but not limited to impacts on wildlife movement, CESA Incidental Take Permits, Lake and Streambed Alteration Agreement Program, and Nesting Birds, Birds of Prey, and Migratory birds.

Central Valley Regional Water Quality Control Board. The Central Valley Regional Water Quality Control Board (CVRWQCB) provided comments concerning the surface and groundwaters of the state. The letter contains a regulatory setting, and permitting requirements that may be associated with the proposed project. Permitting requirements listed by the comment letter may include (but are not limited to) a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, Industrial Storm Water General Permit, Clean Water Act Section 404 Permit, Clean Water Act Section 401 Permit – Water Quality Certification, Waste Discharge Requirements – Discharges to Waters of the State, Dewatering Permit, Limited Threat General NPDES Permit, and NPDES Permit.

El Dorado County Air Quality Management District. The El Dorado County Air Quality Management District (EDC AQMD) provided clarifying comments regarding the AQMD plans and rules relating to asbestos dust. The comment letter cites criteria from AQMD Rule 223-2, Fugitive Dust-Asbestos Hazard Mitigation for construction activities. This comment is informational in nature only.

The proposed project is the 2020-2040 El Dorado County Regional Transportation Plan (2040 RTP, 2020-2040 RTP, or RTP). This section describes the primary components of the 2040 RTP and provides the following information: (1) The location and boundaries of the proposed project on a regional map; (2) A statement of objectives sought by the proposed project; (3) A general description of the project's technical, economic and environmental characteristics; and (4) A statement briefly describing the intended uses of the EIR. Figures referenced throughout this section are located at the end of the section. The full 2020-2040 RTP is available for review at the EDCTC website (<https://www.edctc.org/rtp2040>).

2.1 PROJECT LOCATION

El Dorado County is located in the foothills and mountains of the Sierra Nevada adjacent to Sacramento County, and extends east from the Sacramento region. The El Dorado County is bordered by Placer County to the north, Amador County to the south, Sacramento County to west, and the State of Nevada to the east. Native American occupation in the county may date to as early as 10,000 to 12,000 years ago. In more recent times, El Dorado County became 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 2.1-1 shows the project 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, 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 many small, unincorporated communities, such as Pollock Pines, as well as large tracks of rural-residential housing that are dispersed throughout the area. Areas in the Sierra Nevada outside of rural-residential ownership are predominately comprised of public and private forest lands that are typically managed for timber production or for watershed and recreational values.

2.2 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 the western slope of El Dorado County, not including the portion of the County located within the Tahoe Basin, which is under the jurisdiction of the Tahoe Regional Planning Agency (TRPA). Therefore, the General

2.0 PROJECT DESCRIPTION

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).

2.3 PROJECT PURPOSE AND NEED

The El Dorado County Transportation Commission 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 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 that 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.

2.4 PROJECT GOALS AND OBJECTIVES

The purpose of the 2020-2040 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in the El Dorado County Transportation Commission (EDCTC) planning area. The 2020-2040 RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives.

The 2020-2040 RTP, pending review by the Sacramento Area Council of Governments (SACOG), will become the El Dorado County portion of the SACOG Metropolitan Transportation Plan (MTP). As the MPO for the Sacramento Region SACOG, is responsible for the development of the MTP and Sustainable Communities strategies and related air quality conformity as directed under SB 375.

The RTP contains eight specific goals, each with supporting policies and objectives, for integrated land use, air quality, and transportation planning; sustainability; highways, streets, and regional/inter-regional roadways; public transit; aviation; active transportation; transportation systems management; and funding. The goals reflect the region's transportation needs and priorities while the objectives represent a specific need or priority. The following goals and objectives, by transportation mode and strategy, have been identified for the 2020-2040 RTP.

GOAL 1: Integrated Land Use, Air Quality, and Transportation Planning

Integrate local and regional land use, air quality, and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, preserves the environment, and protects the community character.

Objective A: Provide transportation planning support services to local jurisdictions regarding the transportation impacts of local land use decisions.

Objective B: Support local, state, and regional jurisdictions to ensure the transportation infrastructure meets existing and future needs.

GOAL 2: Sustainability

Encourage sustainable transportation options, embrace new technologies and develop climate adaptation and resiliency strategies.

Objective A: Support transportation planning and programs which aid in achieving regional air quality goals and develop strategies to lessen the impacts of severe weather events and wildfire.

Objective B: Support the necessary infrastructure and develop innovative programs to support multimodal, technology-based shared ride solutions.

GOAL 3: Highways, Streets, and Regional/Inter-Regional Roadways

Optimize the existing local, interregional and regionally significant roadway system to support improved maintenance, increased throughput, improved safety and multi-modal mobility.

Objective A: Maintain the existing transportation system at a standard which furthers its life and viability and continues to support the region's current and future transportation needs.

Objective B: Develop and retrofit transportation facilities and corridors to improve safety, enhance community character, and improve multi-modal mobility.

GOAL 4: Public Transit

Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.

Objective A: Focus transit service provision to the region's diverse characteristics.

Objective B: Promote a transit system that is responsive to the needs of transit-dependent persons.

GOAL 5: Aviation

Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.

Objective A: Promote the operation, preservation, and maintenance of a regional system of public use general aviation airports.

GOAL 6: Active Transportation

Promote a safe, convenient, and efficient active transportation system for all users.

Objective A: Plan and develop a continuous, safe, and easily accessible pedestrian and bikeway network throughout the region and connecting urban, suburban, and rural communities.

Objective B: Support local jurisdictions in providing an active transportation system that emphasizes the health, safety, and wellbeing of people as part of a multi-modal transportation system.

GOAL 7: Transportation Systems Management (TSM)

Develop and support an integrated transportation system that incorporates corridor-based solutions and public awareness programs which support alternative transportation modes and reduce the impacts of single-occupant vehicle travel.

Objective A: Support local jurisdictions and partners in developing corridor-based solutions to congestion reduction and support alternatives to the single occupant vehicle.

Objective B: Support advancement of Transportation Demand Management (TDM) in a manner which reflects the needs of the region and remains current with new technologies in transportation.

GOAL 8: Funding

Secure maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services.

Objective A: Obtain funding for vital transportation needs through all sources.

Objective B: Identify innovative and sustainable funding strategies for vital transportation needs where conventional funding sources are insufficient.

2.5 PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the updated El Dorado County RTP that has been prepared to address the 2020 to 2040 timeframe. The RTP has been prepared to fulfil the state requirements of AB 402 (Government Code Title 7, Chapter 2.5 Sections 65080-65082) using specific guidance from the California Transportation Commission Regional Transportation Plan Guidelines. More specifically, the RTP is a twenty-year, comprehensive multi-modal transportation plan, including, but not limited to; highways, local streets and roads, transit, bicycle, aviation, and goods movement. EDCTC is required to adopt and submit an updated RTP to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every five years. The RTP is action-oriented and pragmatic, considering both the short-term (10 year) and long-term (10- to 20-years and beyond) periods.

REGIONAL TRANSPORTATION PLAN

The RTP embodies three primary elements: Policy Element, Action Element, and Financial Element.

The **Policy Element** presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP, as well as identifies mobility goals, objectives, and policies of the region. 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;

2.0 PROJECT DESCRIPTION

2. Identifies and quantifies regional needs expressed within both short- and long-range planning horizons; 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.

THE POLICY ELEMENT

The 2040 RTP builds upon the 2015-2035 RTP goals, policies, objectives, and performance measures in order to provide a simplified and more clearly articulated vision of the future that emphasizes the fundamental values reflected in past RTPs. The purpose of the RTP is to guide the long-range planning and development of transportation projects in El Dorado County.

The process of updating the RTP provides an opportunity to participate in both planning and priority setting. The process allows the community to focus their attention on transportation in the context of El Dorado County as well as the entire Sacramento region, building both local and regional coalitions. The longer time frame of twenty years gives the community a chance to step back from day-to-day concerns and deliberate on how to achieve the desired transportation system.

The Policy Element is broken into five distinct chapters, including:

1. An introduction to the 2020-2040 RTP and description of successful RTP projects completed over the last five years
2. An organizational setting chapter to provide descriptions of the Regional Transportation Planning Agency, Partner Agencies, advisory committees, related transportation plans and programs, and relevant state funding programs.
3. A description of the physical setting, socioeconomic and demographic profile, and growth assumption projections of EDCTC's Planning Area;
4. A detailed description of the Regional Transportation issues specific to the EDCTC Planning Area; and

5. The updated goals, objectives, and strategies of the transportation system and sets priorities for project implementation within the context of eight regional planning principles.

THE ACTION AND FINANCIAL ELEMENTS

The Action Element identifies programs and actions to implement the 2020-2040 RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element consists of short-term and long-term activities that address regional transportation issues and needs. All applicable transportation modes and strategies.

The Action Element represents the heart of the RTP. It describes, by mode of transportation, the current conditions, recent planning activities, and priorities. Federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to ten years and the long-term horizon as projects or activities 20 years and beyond.

The Action Element must be consistent with the financial constraints identified in the Financial Element and must conform to the State Implementation Plan. Regionally significant projects are listed below by transportation mode and are grouped into “Planned Projects”, “Programmed” and “Project Development Only” categories (further detail on each of these project types is provided below).

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the Planned Projects list of the Action Element. The purpose of the Financial Element is to:

- Inventory existing and potential funding sources from federal, state and local perspectives.
- Summarize costs to operate and maintain the current transportation system.
- Summarize street and road candidate projects with both available funding and potential funding shortfalls and the cost to build the projects.
- Summarize deferred maintenance for the region and the resulting shortfall.

2020-2040 RTP PROJECTS LIST

The following tables (Tables 2.0-1 through 2.0-7) provide the RTP’s transportation projects list, categorized project type and timeframe. In addition, projects are categorized by status (i.e. Planned, Programmed, or Project Development Only). Planned projects are projects currently planned for future development. Programmed projects have some level of funding already committed, and are ready for completion in the event they are fully funded. Lastly, Project Development Only represents projects that are still in the development phase, exceed the available funding for the fiscally constrained alternative, and may be developed only on a long-term time horizon (i.e. Post-2040). Following these project lists is the short-term and long-term transit capital plan, as well as the recommended active transportation projects for bicycle facilities, sidewalks, and spot improvements.

TABLE 2.0-1: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------|--|--|--------------|-------------------|
| PLANNED | | | | |
| El Dorado County | Cameron Park Drive Widening Phase 1 - Palmer Drive to Toronto Road | Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004) | \$3,621,000 | 2020-2025 |
| El Dorado County | Green Valley Road at Loch Way Intersection Improvement | This proposed project may include a left turn pocket and shoulder widening at the Loch Way intersection with Green Valley Road. (CIP 72Loch/36105056) | \$404,000 | 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 | Diamond Springs Pkwy - Phase 1B | Project provides a new four-lane arterial roadway with concrete curb, gutter and sidewalk on both sides from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The Project also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Lime Kiln Road and signalization of multiple intersections as well as a sidewalk on the east side of SR-49. Two lanes of the Project, Right of Way, curb & gutter, and sidewalk are TIM Fee funded. Ultimate Intersection improvements for the intersection with SR-49 and Missouri Flat Road are TIM Fee funded. (CIP 72334/36105011) | \$28,293,000 | 2020-2025 |
| El Dorado County | Industrial Drive/Missouri Flat Road Signalization | Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053) | \$2,370,000 | 2020-2025 |
| El Dorado County | U.S. 50/Bass Lake Road EB Off Ramp Signalization | This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030) | \$1,172,000 | 2020-2025 |
| El Dorado County | US 50/Silva Valley Parkway Interchange Phase 1 Landscape | This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1 project (71328). The project will include design, specifications, an implementation plan, maintenance plan, and a monitoring program to mitigate environmental impacts due to the US 50/Silva Valley Parkway Interchange-Phase 1 project. (CIP 71367/36104003) | \$2,200,000 | 2020-2025 |
| El Dorado County | Silver Springs Parkway Offsite (South Segment) | Realign Bass Lake Road south of Green Valley Road through the proposed Silver Springs Subdivision, which is west | \$11,478,000 | 2020-2025 |

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|---------------------|--|--|-------------|-------------------|
| | | of the existing Bass Lake Road. The new road is named Silver Springs Parkway. The Silver Springs subdivision is responsible for building Silver Springs Parkway through the Subdivision. Silver Springs Parkway will be a two-lane standard divided roadway with shoulders. (CIP 76108/36105039) | | |
| El Dorado County | Silva Valley Parkway/ Harvard Way Intersection Improvements | Improvements include constructing additional capacity in right and left turn pockets in both directions and adding a southbound through lane at the intersection on Silva Valley Parkway. Additionally, the project will improve bike lanes, Americans with Disabilities Act (ADA) requirements at the crosswalks and curb ramps, and optimize the traffic signals for safety and efficiency. (CIP 72378/36105036) | \$782,000 | 2020-2025 |
| El Dorado County | Camino Frontage Road – Pondorado Extension | The Camino Frontage Road Project proposes to construct a two-lane roadway connecting the Camino Safety Project Phase 1 (from the proposed under-crossing near Pondorado Rd.) to the Class I Upper El Dorado Trail Extension Project located along the existing railroad corridor of the El Dorado Trail. The Camino Frontage Road Project also provides a staged solution compatible with the US Camino Safety Project Phase 2 future interchange and includes driveway connections and a trail parking area. (CIP 72383/36105064) | \$2,775,000 | 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 |
| 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 | Cameron Park Drive Widening Phase 2 | Widen Cameron Park Drive to 4 lanes (divided) from Toronto Road to Sudbury Road. Includes a curb, gutter, and sidewalk. (CIP 72144/36105065) | \$5,532,000 | 2026-2030 |

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------|---|---|--------------|-------------------|
| | Toronto Road to Sudbury Road | | | |
| El Dorado County | Bass Lake Road Widening | Widen and reconstruct Bass Lake Road from US 50 to Country Club Drive to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP72Bass/36105054) | \$1,527,000 | 2026-2030 |
| El Dorado County | US 50/Bass Lake Road EB Off Ramp Signalization | This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030) | \$1,172,000 | 2020-2025 |
| 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# 71361/36105009) | \$13,458,000 | 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) | \$7,302,000 | 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) | \$769,000 | 2026-2030 |
| El Dorado County | Latrobe Road Widening – Investment Boulevard to Golden Foothill Parkway South/ Clubview Drive | This project will widen Latrobe Road for approximately a 0.6 mile segment between Investment Boulevard and Golden Foothill Parkway (South)/Clubview Drive from two lanes to a four-lane divided roadway with curb, gutter and Class II bike lanes. (CIP 72Latrobe/36105055) | \$8,803,000 | 2026-2030 |
| El Dorado County | White Rock Road Widening 2 to 4 Lanes Windfield Way to Sacramento County Line | This project will widen White Rock Road between the County line and Windfield Way from two lanes to a four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This project is E1 of the Capital Southeast Connector. (CIP 72381/36105041) | \$8,252,000 | 2026-2030 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

TABLE 2.0-2: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION SHORT-TERM ACTION PLAN (2020-2030)

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|---------------------|--|--|-------------|-------------------|
| PLANNED | | | | |
| City of Placerville | Clay St. / Hangtown Creek Bridge | Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge. (Toll Credits for ROW & CON). Toll Credits for ROW, CON | \$4,308,864 | 2020-2025 |
| El Dorado County | Road Safety Improvements Various Locations | High friction surface treatments for the following 15 locations: South Shingle Road at Silver Oaks Lane, South Shingle Road at Fernwood Drive, Cedar Ravine Road at Elysian Way, Forni Road and Ivy Trail, Slypark Road at Mayflower Road, Forni Road at Wamego Road, Greenstone Road at Greenstone Cutoff, Meatty Drive at Alexandra Drive, Meder Road at Resler Way, Bucks Bar Road at Palace Lane, Cameron Park Road at Hacienda Road, Cedar Ravine Road at Camp Nauvoo Road, Cambridge Road at Knollwood Drive, Salmon Falls Road at Persia Lane, and Mother Lode Drive at Ridge Drive. (CIP 72195/36105060) | \$1,799,000 | 2020-2025 |

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------|--|--|--------------|-------------------|
| El Dorado County | Intersection Safety/ Sight Triangle Improvement | Sight Triangle Improvements along Pleasant Valley Road at 5 locations. Crossings to be improved include Zandonella Road/Big Cut road, Hanks Exchange Road, Cedar Ravine Road, Newton Road and Leisure Lane. (CIP 72197/36105062) | \$556,000 | 2020-2025 |
| El Dorado County | Intersection Safety/ Pedestrian Safety Improvement | Pedestrian safety improvements on Pleasant Valley Road at 4 locations. Crossings include: Oriental street, Church Street, Racquet Way and Pleasant Valley Road between Toyon Drive to Pearl Place. (CIP 72196/36105061) | \$519,000 | 2020-2025 |
| El Dorado County | Ice House Road Pavement Rehab Phase 2 | The County is working with the Federal Highway Administration on design and construction for asphalt concrete rehabilitation of 8.3 miles of Ice House Road from Pickett Pen Road (MP 15.64) to the northern intersection of Wentworth Springs Road (MP 23.94). (CIP 72191/36105023) | \$20,317,000 | 2020-2025 |
| El Dorado County | Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement | Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116/36105003) | \$8,658,000 | 2020-2025 |
| El Dorado County | Clear Creek Rd/Clear Creek (0.25 mi E of Sly Park Rd) Bridge Replacement | Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace 1-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.) (CIP 77139/36105006). Toll Credits for ENG, ROW, CON | \$4,382,000 | 2020-2025 |
| El Dorado County | Clear Creek Rd/Clear Creek (1.82 mi E of Sly Park Rd) Bridge Replacement | Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP77138/36105005). Toll Credits for ENG, ROW, CON | \$4,187,000 | 2020-2025 |
| El Dorado County | El Dorado Hills Boulevard Overlay Project | Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements at all intersections from Saratoga Way/Park Drive to Brittany Place. Toll Credits for ENG | \$5,400,000 | 2020-2025 |
| El Dorado County | Green Valley Rd/Indian Creek Bridge Replacement | Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP 77127/36105014) | \$6,225,000 | 2020-2025 |
| El Dorado County | Green Valley Rd/Mound Springs Creek Bridge Rehabilitation | Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP 77136/36105015) | \$6,225,000 | 2020-2025 |
| El Dorado County | Greenstone Rd/Slate Creek Bridge Replacement | Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd.: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77137/36105019). Toll Credits for ENG, ROW, CON | \$3,535,000 | 2020-2025 |
| El Dorado County | Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement | Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd.: Replace existing 1-lane bridge with new 2-lane bridge. Toll credits for PE, ROW, & CON. (CIP 77135/36105020). Toll Credits for ENG, ROW, CON | \$4,087,743 | 2020-2025 |
| El Dorado County | Mosquito Rd/South Fork American River Bridge Replacement | Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, & CON. (CIP 77126/36105028). High Cost Project agreement required. Toll Credits for ENG, ROW, CON | \$82,535,000 | 2020-2025 |

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PROJECT DESCRIPTION

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|---------------------|--|--|--------------|-------------------|
| El Dorado County | Mt. Murphy Rd/South Fork American River Bridge Replacement | Mt Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. Toll credits programmed for PE, ROW, and CON. (CIP 77129/36105029). Toll Credits for ENG, ROW, CON | \$25,113,000 | 2020-2025 |
| El Dorado County | Newtown Rd/South Fork Weber Creek - Bridge Rehab | Newtown Rd., Over S Fork Weber Cr., 0.7Mi West of Snows Rd. Replace existing 2 lane bridge. (CIP 77122/36105030) | \$5,846,000 | 2020-2025 |
| El Dorado County | Oak Hill Rd/Squaw Hollow Creek Bridge Replacement | Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77134/36105031). Toll Credits for ENG, ROW, CON | \$6,722,000 | 2020-2025 |
| Caltrans District 3 | ED 49 Ped/Bike Access | In El Dorado County on Route 49 from Patterson Dr to Commerce Way (PM 10.7/11.1): Widen shoulders to provide pedestrian and bike access along highway. EA 0H830 | \$2,000,000 | 2020-2025 |
| Caltrans District 3 | SR 193 Slope Stabilization | Near Placerville, on SR 193 at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3) - Restore embankment slope slip-outs [CTIPS ID 107-0000-1086] (Toll Credits). Toll Credits for ENG, ROW, CON; SR 193, PM 22.8-24.3; EA 1H600 | \$9,545,000 | 2020-2025 |
| Caltrans District 3 | SR 50 Bridge Rehab at Sawmill UC | Near Pollock Pines, SR 50, at Sawmill Undercrossing #25-0041 (PM R27.9/R29.8); also at Sly Park Road (PM R30.17/R31.3) - Replace bridge, restore culverts and add highway lighting [CTIPS ID 107-0000-1029] (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H341 | \$11,494,000 | 2020-2025 |
| Caltrans District 3 | US 50 - Camino Operational / Safety Improvements | Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads [SHOPP CTIPS ID 107-0000-1030] [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. Toll Credits for ROW | \$55,437,620 | 2020-2025 |
| Caltrans District 3 | US 50 Cameron Park Safety | On US 50 in Cameron Park at Cameron Park Drive: Improve sight distance and upgrade curb ramps [PM 6.5] (CTIPS ID 107-0000-1075) (Toll Credits). Toll Credits for ENG, ROW, CON | \$2,422,000 | 2020-2025 |
| Caltrans District 3 | US 50 Guard Rail Upgrade | In El Dorado County, US 50, at various locations from Red Hawk Undercrossing to 1.9 miles west of Route 89 (PM 11.20/68.70) - Upgrade guard rail to current standards (Toll Credits). Toll Credits for ENG, ROW, CON. EA 0H500 | \$4,506,000 | 2020-2025 |
| Caltrans District 3 | US 50 Apple Hill Pavement Rehab | In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-63) to 0.1 mile west of Still Meadows Rd; also from 0.5 mile east of Carson Rd to Sawmill UC (Br#25-41) (PM 24.5/R28.8): CAPM and drainage improvements. SHOPP ID 15994 | \$39,050,000 | 2026-2030 |
| Caltrans District 3 | US 50 Echo Summit Pavement Rehab | In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers. SHOPP ID 18420 | \$35,238,000 | 2026-2030 |

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|---------------------|--|--|--------------|-------------------|
| Caltrans District 3 | US 50 Ice House Rd Pavement Rehab | In El Dorado County on Route 50 from Ice House Rd to Strawberry Lodge: CAPM. SHOPP ID 20489 | \$18,650,000 | 2026-2030 |
| Caltrans District 3 | US 50 Riverton Drainage Rehab | In El Dorado County on Route 50 approx. 15 miles east of Placerville from Peavine Ridge Rd 1.0 mile west of Pyramid Creek Bridge (Br#25-9): CAPM & Drainage. SHOPP ID 21931 | \$44,390,000 | 2026-2030 |
| Caltrans District 3 | US 50 Shingle Springs Pavement Rehab | In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Road OC (#25-0076): CAPM. SHOPP ID 20401 | \$15,360,000 | 2026-2030 |
| Caltrans District 3 | In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay | In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay. SHOPP ID 17916 | \$6,200,000 | 2026-2030 |
| Caltrans District 3 | Placerville MTCE Mechanic shop | Placerville Resident Mechanic SHOPP ID 18466 | \$2,600,000 | 2026-2030 |
| Caltrans District 3 | SR 193 Cool Pavement Rehabilitation | In El Dorado County on Route 193 from JCT SR 49 to Pilgrim Ct. SHOPP ID 20552 | \$5,700,000 | 2026-2030 |
| Caltrans District 3 | SR 193 Georgetown Pavement Rehabilitation | In El Dorado County on Route 193 from Greenwood Rd to JCT SR 49/End of County. SHOPP ID 20553 | \$15,400,000 | 2026-2030 |
| Caltrans District 3 | SR 49 Pavement Rehabilitation A | In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330 | \$32,650,000 | 2026-2030 |
| Caltrans District 3 | SR 49 Pavement Rehabilitation B | In El Dorado County on Route 49 from approx. 0.1 mile north of Rattlesnake Bar Rd to the county line.; also in Placer County on Route 49 from El Dorado County Line to Junction of Route 80 in Auburn (PM 0.0/3.1): CAPM. SHOPP ID 20486 | \$14,200,000 | 2026-2030 |
| Caltrans District 3 | US 50 Point View Dr Landscape Rehabilitation | In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab. SHOPP ID 20607 | \$1,040,000 | 2026-2030 |
| El Dorado County | White Rock Road Widening – Post Street to South of Silva Valley Parkway | Widen White Rock Road from 2 lanes to 4 lanes – Post Street to South of Silva Valley Parkway CIP 72374/36105042 (Segment E2 of Capital Southeast Connector) (CIP 72374/36105042) | \$6,196,000 | 2026-2030 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

TABLE 2.0-3: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS MAINTENANCE AND REHABILITATION LONG-TERM ACTION PLAN (2031-2040)

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------|--|--|-------------|-------------------|
| PLANNED | | | | |
| El Dorado County | Cedar Ravine Road at Weber Creek – Bridge Rehabilitation | Project includes rehabilitation or replacement of the bridge at Weber Creek, widening and improvements at the bridge approaches. (CIP 771142/36105046) | \$3,248,000 | 2031-2040 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

TABLE 2.0-4: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY LONG-TERM ACTION PLAN (2031-2040)

| 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) | \$9,517,000 | 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 |
| 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 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 | US 50/Bass Lake Road Interchange Improvements | Phase 1 of this project includes a detailed study to determine the complete improvements needed. Phase 1 is assumed to include ramp widenings, road widening and signals. Phase 2 is assumed to include additional ramp and road widenings. This project needs to coordinate with US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018). (CIP 71330/36104005) | \$5,417,000 | 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# 72377/36105007) | \$12,065,000 | 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) | \$6,765,000 | 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. (CIP71375/36105022) | \$6,958,000 | 2036-2040 |
| El Dorado County | Missouri Flat Rd Widening, Plaza Dr to Headington Rd | Widen Missouri Flat Road to a four lane roadway with left-turn lanes, a bike lane on the west side; curb, gutter and sidewalk on both sides. The project also includes a traffic signal at the intersection of Missouri Flat Road and Headington Road (CIP 71374/36105066) | \$2,112,000 | 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 four lanes, sidewalk, curb, and gutter. (CIP 72142/36105027) | \$4,399,000 | 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#GP147/36105035 | \$4,055,000 | 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 (CIP 71332/36104006) | \$9,665,000 | 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) | \$64,693,000 | 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) | \$5,782,000 | 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) | \$8,593,000 | 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) | \$11,082,000 | 2036-2040 |

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PROJECT DESCRIPTION

| | | | | |
|------------------|--|---|--------------|-----------|
| 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) | \$7,777,000 | 2036-2040 |
| 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 a preferred alternative. This phase includes the widening of the existing US 50 overcrossing to accommodate five lanes and the realignment of the westbound loop on-ramp, ramp widenings, and widening of Ponderosa Road, Mother Lode Drive and South Shingle Road. Preliminary engineering for all phases (projects 71333/36104010, 71338/36104008 and 71339/36104009) shall be performed under the interchange project. This project requires the construction of US 50 /Ponderosa Road - North Shingle Road Realignment (project 71338/36104008) and US 50 / Ponderosa Road Interchange - Durock Road Realignment (project 71339/36104009). Project shall also be coordinated with US 50 Eastbound Auxiliary Lanes - Cameron Park Interchange to Ponderosa Road Interchange (53127/36104020), and US 50 Westbound Auxiliary Lanes - Ponderosa Road Interchange to Cameron Park Drive Interchange (53128/36104024). (CIP 71333/36104010) | \$24,568,000 | 2036-2040 |
| El Dorado County | Intersection Improvements | Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc. | \$42,109,000 | 2036-2040 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

TABLE 2.0-5: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD NETWORK PROJECT DEVELOPMENT ONLY (POST 2040)

| 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 |
| El Dorado County | Camino Phase 2 Ultimate Interchange | Construction of Alternative 4.7, full interchange in the Camino area. | \$36,397,120 | 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 | 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 | 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 | Post-2040 |
| El Dorado County | Missouri Flat Interchange Phase 2 (Ultimate Configuration) | Construction of an intersection with a diverging diamond overpass configuration, as well as the relocation of Mother Lode Drive to an intersection further south along Missouri Flat Road. | \$17,515,000 | Post-2040 |

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PROJECT DESCRIPTION

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------|--|---|--------------|-------------------|
| 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 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

TABLE 2.0-6: TRANSPORTATION SYSTEMS MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN SHORT-TERM PROJECTS (2020-2030)

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|---------------------------------------|--|---|--------------|-------------------|
| PROGRAMMED | | | | |
| Caltrans | 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 |
| PLANNED | | | | |
| 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 |

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------------|---|---|--------------|-------------------|
| 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 | 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 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

TABLE 2.0-7: TRANSPORTATION SYSTEMS MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT ACTION PLAN LONG-TERM PROJECTS (2031-2040)

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|----------------|---|---|------------|-------------------|
| PLANNED | | | | |
| 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 |

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PROJECT DESCRIPTION

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|------------------|--|---|-------------|-------------------|
| 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 | U.S. 50 Auxiliary Lane WB – Bass Lake Road IC to Silva Valley Parkway I/C | This project consists of adding an auxiliary lane to westbound US 50, connecting Bass Lake Road Interchange and the Silva Valley Parkway Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements (71330/36104005). (CIP 53117/36104022) | \$6,134,000 | 2025-2030 |
| El Dorado County | Aux Lane Project: WB Latrobe Road / ED Hills Blvd | WB Latrobe Road/ ED Hills Blvd. to Empire Ranch | \$6,185,417 | 2036-2040 |
| El Dorado County | Aux Lane Project: WB Silva Valley | WB Silva Valley to El Dorado Hills Blvd (T) | \$6,025,587 | 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 | 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) | \$9,909,000 | 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) | \$9,404,000 | 2036-2040 |
| El Dorado County | U.S. 50 Auxiliary Lane Eastbound – Sacramento County Line to El Dorado Hills Boulevard I/C | This project consists of adding an auxiliary lane to eastbound US 50 from the County line to the 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 the El Dorado Hills Blvd. interchange (71323/36104001) or Empire Ranch Interchange. The City of Folsom is planing the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report. (CIP 53125/36104017) | \$7,306,000 | 2036-2040 |

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|---------------------------------------|--|--|---------------|-------------------|
| El Dorado County | U.S. 50 Auxiliary Lane Westbound – El Dorado Hills Boulevard I/C to Sacramento County Line | This project consists of adding an auxiliary lane to westbound US 50 connecting the El Dorado Hills Boulevard/Latrobe Road interchange to the County line. Timing of construction to be concurrent with or after the El Dorado Hills Blvd Interchange (CIP 71323/36104001) or Empire Ranch Interchange. CEQA/NEPA cleared through the Empire Ranch Interchange document (CIP 53115/36104021) | \$6,297,000 | 2030-2040 |
| 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) | \$12,522,000 | 2036-2040 |
| El Dorado County | U.S. 50 Auxiliary Lane Eastbound – Cambridge Road to Cameron Park Drive | This project consists of adding an auxiliary lane to eastbound US 50 connecting Cambridge Road Interchange to Cameron Park Drive Interchange. Timing of construction to be concurrent with or after the Cambridge Road Interchange Improvements (71332/36104006). (CIP 53126/36104019) | \$9,811,000 | 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) | \$10,055,000 | 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 |
| 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 |
| 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 | 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 |

SOURCE: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2020

Short Range Transit Plan - Capital Plan

The following capital improvements, as provided in the following Table 2.0-8 (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 six local fixed route buses, five mini-vans and three staff vehicles. By the end of the

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short-term planning period, an additional DAR vehicle will need to be added to the fleet to meet increased demand.

- **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

TABLE 2.0-8: El Dorado Transit Short Range Capital Plan

| TABLE 2.0-8: El Dorado Transit Short Range Capital Plan | | | | | | | |
|--|-------------|-------------|-------------|-----------|-----------|----------------------|--|
| Plan Element | Fiscal Year | | | | | 5-Year Plan Total | |
| | 2019-20 | 2020-21 | 2021-22 | 2022-23 | 2023-24 | | |
| Vehicle Purchases | | | | | | | |
| <u>Number of Buses -- Replacement</u> | | | | | | | |
| 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 | |
| <u>Number of Buses -- Expansion</u> | | | | | | | |
| 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 | | | | | | | |

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. Table 2.0-9 on the following page 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 2.0-9: 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 |
| 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 |

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| | | | | |
|-------------------|--------------------------------------|---------------------------|----------------------|-----|
| 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 |
| 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 |

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| | | | | |
|----------------------------|--|----------------------|-----------------------|------|
| 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 |
| 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 |
| 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

Table 2.0-10 on the following page provides the recommended sidewalk projects that are included within the EDCTC recommended Active Transportation Projects list.

TABLE 2.0-10 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 |
| 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 |

2.0

PROJECT DESCRIPTION

| | | | | |
|----------------------------|----------------------|--------------------------------|-----------------------------|------|
| 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 |
| 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 |
| 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

Table 2.0-11 below provides the recommended spot improvement projects that are included within the EDCTC recommended Active Transportation Projects list.

TABLE 2.0-11: 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 |

2.0 PROJECT DESCRIPTION

TABLE 2.0-11: EL DORADO CO. 2020-2040 RTP – RECOMMENDED ACTIVE TRANSPORTATION SPOT IMPROVEMENT PROJECTS

| PROJECT ID | STREET | CROSS STREET | RECOMMENDED IMPROVEMENTS |
|----------------------------|-------------------|---------------------------------------|---|
| 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 |
| 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.

2.6 USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the 2020-2040 RTP.

EL DORADO COUNTY TRANSPORTATION COMMISSION

The EDCTC is the lead agency for the 2020-2040 RTP. The 2020-2040 RTP will be presented to EDCTC's Board for comment, review, and recommendations. The EDCTC Board has the sole discretionary authority to adopt the 2040 RTP. In order to approve the 2020-2040 RTP, the EDCTC Board would consider the following actions:

- Certification of the 2020-2040 Regional Transportation Plan EIR;
- Adoption of required CEQA findings for the above action;
- Adoption of a Mitigation Monitoring and Reporting Program; and
- Adoption of the 2020-2040 Regional Transportation Plan.

SUBSEQUENT USE OF THE EIR

This EIR provides a review of environmental effects associated with implementation of the 2020-2040 RTP. Agencies considering approval of subsequent activities under the 2020-2040 RTP project would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

The EDCTC and jurisdictions within the EDCTC's jurisdiction, including Caltrans District 3, El Dorado County, the City of Placerville of Roseville, and some small unincorporated communities, such as Coloma, Shingle Springs and Diamond Springs, may perform or consider the following subsequent activities to implement the 2020-2040 RTP:

- Tier off of this EIR for project-level environmental analysis;
- Further focused feasibility, planning and design studies;
- Various fee and financing programs; and
- Carrying out various infrastructure improvement projects.

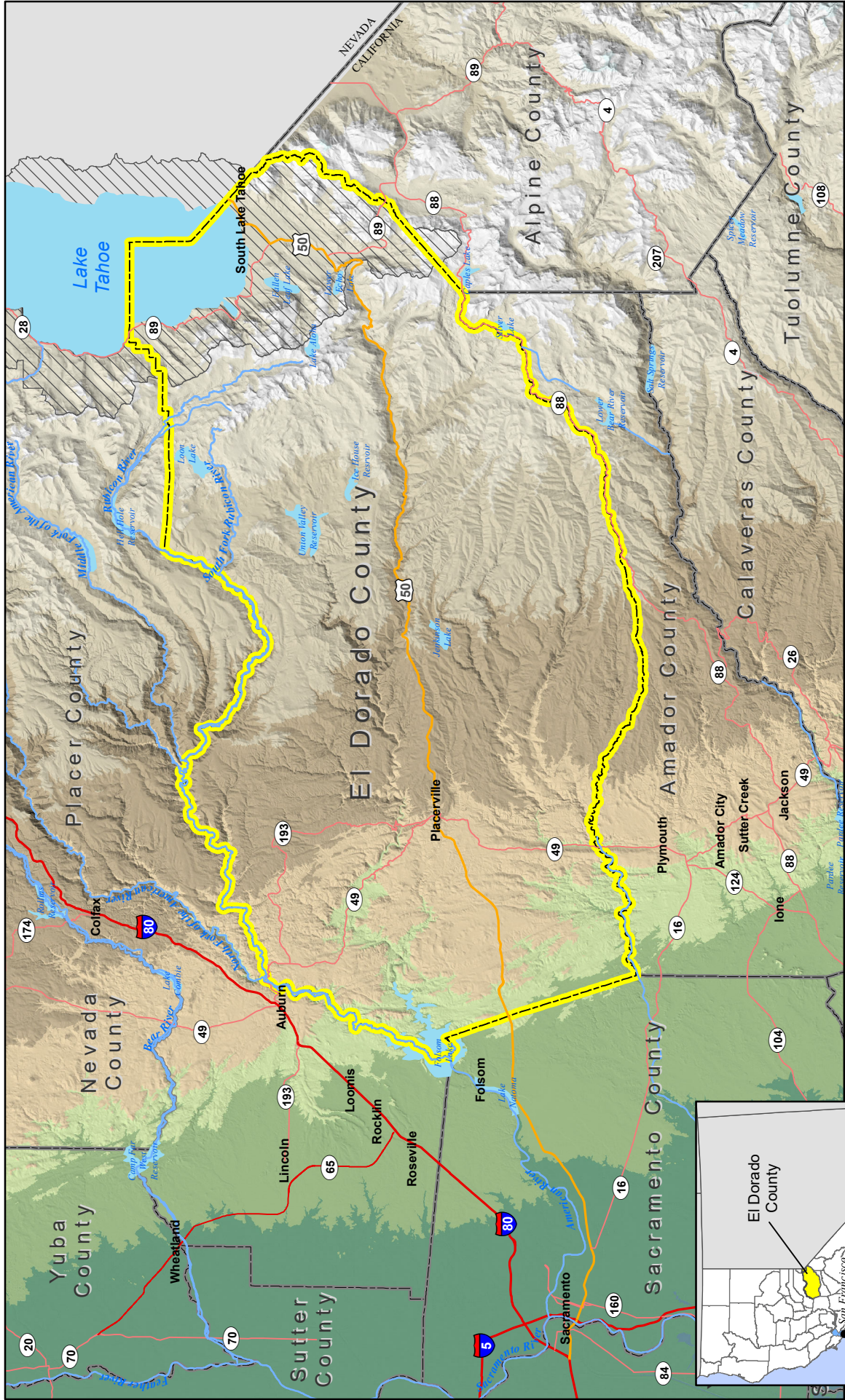
OTHER GOVERNMENTAL AGENCY APPROVALS

The EDCTC approval of the 2020-2040 RTP would not require any actions by other public agencies. Subsequent infrastructure projects and other actions to support implementation of the 2020-2040 RTP would require actions, including permits and approvals, by other public agencies that may include, but are not necessarily limited to:

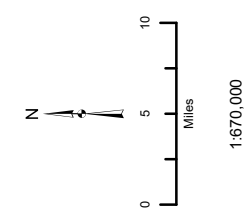
- California Department of Fish and Wildlife (CDFW) approval of potential future streambed alteration agreements, pursuant to Fish and Game Code. Approval of any future potential take of state-listed wildlife and plant species covered under the California Endangered Species Act.
- California Department of Transportation (Caltrans) approval of projects and encroachment permits for projects affecting state highway facilities.
- Central Valley Flood Protection Board (CVFPB) approval for any construction activities within the tributaries or distributaries of the Sacramento River or designated floodways.
- Regional Water Quality Control Board (RWQCB) approval for National Pollution Discharge Elimination System compliance, including permits and Storm Water Pollution Prevention Plan approval and monitoring.

2.0 PROJECT DESCRIPTION

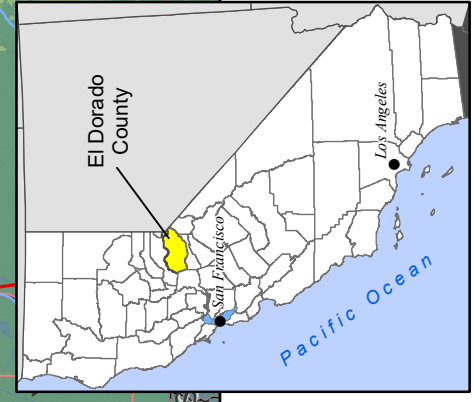
- U.S. Army Corps of Engineers (USACE) approval of any future wetland fill activities, pursuant to the Clean Water Act.
- U.S. Fish and Wildlife Service (USFWS) approvals involving any future potential take of federally listed wildlife and plant species and their habitats, pursuant to the Federal Endangered Species Act.



EL DORADO COUNTY 2020-2040 RTP
 Figure 2.1-1: Regional Location Map



- Legend**
- El Dorado County
 - County Boundary
 - Tahoe Regional Planning Agency Jurisdiction
 - Perennial River
 - Interstate Highway
 - US Highway
 - State Highway



Data sources: California Spatial Information Library. Map date: December 18, 2019.

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This section provides an overview of the visual character, scenic resources, views, scenic highways, and sources of light and glare that are encountered throughout El Dorado County. This section concludes with an evaluation of the impacts and recommendations for mitigating impacts. This section is based in part on the following:

- El Dorado County General Plan (Adopted July 2004, Amended December 2019);
- El Dorado County General Plan EIR (May 2003); and
- Placerville General Plan (January 1989).

No comments were received during the public review period or scoping meeting regarding this topic.

3.1.1 ENVIRONMENTAL SETTING

CONCEPTS AND TERMINOLOGY

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area (Federal Highway Administration, 1983). Scenic quality can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area (U.S. Bureau of Land Management, 1980). Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, number of views seen, distance of the viewers, and viewing duration. Viewer sensitivity relates to the extent of the public's concern for a particular viewshed. These terms and criteria are described in detail below.

Visual Character

Natural and artificial landscape features contribute to the visual character of an area or view. Visual character is influenced by geologic, hydrologic, botanical, wildlife, recreational, and urban features. Urban features include those associated with landscape settlements and development, including roads, utilities, structures, earthworks, and the results of other human activities. The perception of visual character can vary significantly seasonally, even hourly, as weather, light, shadow, and elements that compose the viewshed change. The basic components used to describe visual character for most visual assessments are the elements of form, line, color, and texture of the landscape features (U.S. Forest Service, 1974; Federal Highway Administration, 1983). The appearance of the landscape is described in terms of the dominance of each of these components.

Visual Quality

Visual quality is evaluated using the well-established approach to visual analysis adopted by Federal Highway Administration, employing the concepts of vividness, intactness, and unity (Federal Highway Administration, 1983), which are described below.

- Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns.

- Intactness is the visual integrity of the natural and human-built landscape and its freedom from encroaching elements; this factor can be present in well-kept urban and rural landscapes, and in natural settings.
- Unity is the visual coherence and compositional harmony of the landscape considered as a whole; it frequently attests to the careful design of individual components in the landscape.

Visual quality is evaluated based on the relative degree of vividness, intactness, and unity, as modified by visual sensitivity. High-quality views are highly vivid, relatively intact, and exhibit a high degree of visual unity. Low-quality views lack vividness, are not visually intact, and possess a low degree of visual unity.

Viewer Exposure and Sensitivity

The measure of the quality of a view must be tempered by the overall sensitivity of the viewer. Viewer sensitivity or concern is based on the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and type and expectations of individuals and viewer groups.

The importance of a view is related, in part, to the position of the viewer to the resource; therefore, visibility and visual dominance of landscape elements depend on their placement within the viewshed. A viewshed is defined as all of the surface area visible from a particular location (e.g., an overlook) or sequence of locations (e.g., a roadway or trail) (Federal Highway Administration, 1983). To identify the importance of views of a resource, a viewshed must be broken into distance zones of foreground, middle ground, and background. Generally, the closer a resource is to the viewer, the more dominant it is and the greater its importance to the viewer. Although distance zones in a viewshed may vary between different geographic region or types of terrain, the standard foreground zone is 0.25–0.5 mile from the viewer, the middle ground zone is from the foreground zone to 3–5 miles from the viewer, and the background zone is from the middle ground to infinity (U.S. Forest Service, 1974).

Visual sensitivity depends on the number and type of viewers and the frequency and duration of views. Visual sensitivity is also modified by viewer activity, awareness, and visual expectations in relation to the number of viewers and viewing duration. For example, visual sensitivity is generally higher for views seen by people who are driving for pleasure, people engaging in recreational activities such as hiking, biking, or camping, and homeowners. Sensitivity tends to be lower for views seen by people driving to and from work or as part of their work (U.S. Forest Service, 1974; Federal Highway Administration, 1983; U.S. Soil Conservation Service, 1978). Commuters and non-recreational travelers have generally fleeting views and tend to focus on commute traffic, not on surrounding scenery; therefore, they are generally considered to have low visual sensitivity. Residential viewers typically have extended viewing periods and are concerned about changes in the views from their homes; therefore, they are generally considered to have high visual sensitivity. Viewers using recreation trails and areas, scenic highways, and scenic overlooks are usually assessed as having high visual sensitivity.

Judgments of visual quality and viewer response must be made based in a regional frame of reference (U.S. Soil Conservation Service, 1978). The same landform or visual resource appearing in different geographic areas could have a different degree of visual quality and sensitivity in each setting. For example, a small hill may be a significant visual element on a flat landscape but have very little significance in mountainous terrain.

EXISTING CONDITIONS

Visual Character

Located in the foothills of the northern Sierra Nevada, El Dorado County lies east of the Central Valley and west of the state of Nevada. The planning area consists only of the western slope of the County and includes the City of Placerville (see Figure 2.1-1). The Sacramento region is located west of El Dorado County and can be characterized as flat urbanized and agricultural areas with scattered oak woodlands traversed by two major rivers (the American and Sacramento Rivers). Mountainous terrain lies on the eastern edge of the County, with high desert to the east in Nevada. The Sierra portion of the county is heavily wooded, home to a wide range of wildlife and landscapes. Urbanized areas such as Folsom, Sacramento, and Rancho Cordova surround the western portion of the County while large areas remain open as agricultural and forest land. Portions of major highways are located at a higher elevation than surrounding lands, providing motorists with views of the surrounding terrain. The projects that would be developed as part of the 2020-2040 RTP are located on state highways, regionally significant roads, local streets, former railroad rights-of-way, and public lands.

Rolling hills dotted with mature oaks and oak woodlands, agricultural land, apple orchards and vineyards, scenic rivers, and historic structures all contribute to the visual character found in the western slope of the County. These visual resources contribute to the County's and the City's economy through tourism and recreational opportunities. US 50 extends east from the Sacramento Valley through the Sierra Nevada and beyond Lake Tahoe bringing travelers through areas identified by various public agencies as scenic (El Dorado County, 2019).

The discovery of gold by James Marshall at a mill owned by John Sutter in Coloma sparked the California Gold Rush in 1848. As a result, boom towns appeared throughout the Sierra Nevada foothills in an area known as the Gold Country; these boom towns contributed substantially to the settlement of California. Many of the towns, way stations, and stopping points established during that period are still occupied and flourishing today. The Gold Rush era shaped the historic traditions of El Dorado County and the City of Placerville, and the buildings, communities, and equipment that remain from that period have become an integral part of the region's visual character. Historic trails such as the Mormon Emigrant Trail and the Pony Express Trail traverse the County. Many communities have historical structures, including gold mining remnants, which date back to the Gold Rush era (El Dorado County, 2019).

Several County and private organizations and commissions serve in an advisory capacity to the County in its efforts to preserve and manage numerous cultural resource sites in the area. These include the El Dorado County Historical Museum, El Dorado County Historical Society, and El Dorado County Pioneer Cemetery Commission. Section 3.5 (Cultural Resources) of this EIR provides more

information about the various sites and structures in the County and in the City of Placerville that are listed in the National Register of Historic Places and/or the California Register of Historic Resources.

Scenic Views and Resources

Visual resources are generally classified into two categories: scenic views and scenic resources. Scenic views are elements of the broader viewshed such as mountain ranges, valleys, and ridgelines. They are usually mid-ground or background elements of a viewshed that can be seen from a range of viewpoints, often along a roadway or other corridor. Scenic resources are specific features of a viewing area (or viewshed) such as trees, rock outcroppings, and historic buildings. They are specific features that act as the focal point of a viewshed and are usually foreground elements.

Aesthetically significant features occur in a diverse array of environments within the region, ranging in character from urban centers to rural agricultural lands to natural woodlands. The extraordinary range of visual features in the region is afforded by the mixture of climate, topography, and flora and fauna found in the natural environment, and the diversity of style, composition, and distribution of the built environment.

From a regional perspective, views of the foothills and mountains of the Sierra Nevada are considered valuable visual resources. Natural features throughout the county include mountainous terrain, pine forests, waterways, riparian habitat, wildlife habitat and wetlands, and hillsides. Natural features of the county are clustered in the eastern half of the county. County policies specify that these natural features, as elements of the visual environment, should be protected from unwarranted or premature urban encroachment.

Features of the built environment that may also have visual significance include individual or groups of structures that are distinctive due to their aesthetic, historical, social, or cultural significance or characteristics. Examples of the visually significant built environment may include bridges or overpasses, architecturally appealing buildings or groups of buildings, landscaped freeways, and a location where a historic event occurred.

Exhibit 5.3-1 of the El Dorado County General Plan EIR identifies scenic viewpoints within the County. Many scenic views and resources within the County and the City of Placerville are located along highways where viewers can see large water bodies (e.g., Jenkinson Reservoir), river canyons, rolling hills, or forests. Other scenic views and resources include historic structures or districts that are reminiscent of El Dorado County's heritage.

Scenic Highways and Corridors

SCENIC HIGHWAYS

A scenic highway is generally defined by Caltrans as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The status of a proposed state scenic highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. Several highways in El Dorado County have been designated by Caltrans as scenic highways or are eligible for such designation. The following state scenic highways have been designated in the County including the City of Placerville:

- US 50 from the eastern limits of the Government Center interchange (Placerville Drive/Forni Road) in Placerville to South Lake Tahoe;
- All of State Route (SR) 89 within the County (in the Lake Tahoe Basin and outside of the RTP planning area); and
- Those portions of SR 88 along the southern border of the County.

All of SR 49 within El Dorado County is eligible for designation as a state scenic highway, but it has not been designated. No highways have been locally designated as scenic in the County General Plan or the City of Placerville General Plan. SR 89 in the Lake Tahoe Basin is also designated as a scenic highway (El Dorado County, 2019). However, since the RTP does not include projects in the Lake Tahoe Basin, potential effects associated with this scenic highway are not addressed.

SCENIC CORRIDORS

A scenic corridor is the view from the road that may include a distant panorama and/or the immediate roadside area. A scenic corridor encompasses the outstanding natural features and landscapes that are considered scenic. It is the visual quality of the man-made or natural environments within a scenic corridor that are responsible for its scenic value. Commonly, the physical limits of a scenic corridor are broken down into foreground views (zero to one quarter mile) and distant views (over one quarter mile). In addition to distinct foreground and distant views, the visual quality of a scenic corridor is defined by special features, which include:

- Focal points - prominent natural or man-made features which immediately catch the eye.
- Transition areas - locations where the visual environment changes dramatically.
- Gateways - locations which mark the entrance to a community or geographic area.

VALUE OF SCENIC HIGHWAYS AND CORRIDORS

Scenic corridors make major contributions to the quality of life enjoyed by the residents and visitors of El Dorado County. The development of community pride, the enhancement of property values, and the protection of aesthetically-pleasing open spaces reflecting a preference for the rural lifestyle are all ways in which scenic corridors are valuable to county residents.

Scenic highways and their associated corridors also strengthen the tourist industry. For many visitors, highway corridors will provide their only experience of a community. Enhancement and protection of these corridors ensures that the tourist experience continues to be a positive one and, consequently, provides support for the tourist-related activities of the county's economy.

Scenic Water Resources and Wild and Scenic Rivers

Water resources are important visual resources that draw tourists to the area for recreational opportunities. The American and the Cosumnes rivers, which run through El Dorado County, are popular recreational resources because of their scenic quality. The lower portion of the South Fork American River offers a 21-mile stretch of whitewater rapids in an undisturbed landscape, which serves as a recreational boating resource, from Chili Bar to Folsom Reservoir.

WILD AND SCENIC RIVERS

A large portion of El Dorado County is under the jurisdiction of the U.S. Forest Service (USFS) as part of the Eldorado National Forest. Pursuant to the Wild and Scenic Rivers Act, the USFS has jurisdiction to designate rivers or river sections to “be preserved in free-flowing condition and ... protected for the benefit and enjoyment of present and future generations.” To date, no river sections in El Dorado County have been nominated for or granted Wild and Scenic River status (El Dorado County, 20019).

Federal agencies have jurisdiction, under the Wild and Scenic Rivers Act, to designate rivers or river sections to “be preserved in free-flowing condition and...protected for the benefit and enjoyment of present and future generations.” The north fork of the American River is designated under the National Wild and Scenic Rivers System.

3.1.2 REGULATORY SETTING

FEDERAL

United States Forest Service Management Plans

The USFS prepared the Eldorado National Forest Land and Resource Management Plan in 1988 to guide management and land use-planning decisions in the National Forest. The plan designates management areas based on the established priority of various resources, such as wilderness, recreation, wildlife, timber, and visual resources. In general, areas in the eastern portion of the County are designated for wilderness, primitive, and recreational uses.

Much of the National Forest within El Dorado County is designated for visual foreground or middle ground retention, including areas along the American River north of Camino and Pollock Pines, areas on both sides of US 50 between Pacific House and Kyburz, and along the Cosumnes River at the southern border of the County (U.S. Forest Service, 1988).

Bureau of Land Management Visual Resource Management System

The Bureau of Land Management (BLM) is responsible for ensuring that the scenic values of public lands are considered before allowing uses that may have negative visual impacts. BLM developed the Visual Resource Management (VRM) system to provide a systematic approach to evaluating a proposed project and to determine whether the project conforms to the approved VRM objectives. It also provides a means to identify mitigation measures that can be taken to minimize adverse visual impacts. The VRM system establishes that the current and proposed actions taken on public lands will benefit the landscape and adjacent communities in the future.

The Wild and Scenic Rivers Act

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 U.S.C. 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. The Wild and Scenic Rivers Act authorized the Secretary of the Interior and the Secretary of Agriculture to study areas and submit proposals to the President and Congress for addition to the system. It describes procedures and limitations for control of lands in Federally administered components of the system and for dealing with disposition of lands and minerals under Federal ownership. Rivers are classified as wild, scenic or recreational, and hunting and fishing are permitted in components of the system under applicable Federal and State laws.

STATE

California Scenic Highway Program

The intent of the California Scenic Highway Program is “to protect and enhance California’s natural scenic beauty and to protect the social and economic values provided by the State’s scenic resources.” Caltrans administers the program, which was established in 1963 and is governed by the California Streets and Highways Code §260 et seq. The goal of the program is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of the adjacent land. Caltrans has compiled a list of state highways that are designated as scenic and county highways that are officially designated or eligible for designation as scenic. Scenic highway designation can provide several types of benefits to the region. Scenic areas are protected from encroachment of inappropriate land uses, free of billboards, and are generally required to maintain existing contours and preserve important vegetative features. Only low density development is allowed on steep slopes and along ridgelines on scenic highways, and noise setbacks are required for residential development.

A County or City may nominate an eligible highway for designation as a scenic highway if it meets certain criteria based on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the view. To nominate such a highway, the local jurisdiction, with citizen participation, must submit a scenic corridor protection program to the Caltrans Departmental Transportation Advisory Committee that includes the following components:

- Regulations of land use and density of development;
- Detailed land and site planning;
- Control of outdoor advertising;
- Careful attention to and control of earthmoving and landscaping; and
- The design and appearance of structures and equipment.¹

¹See: Scenic Highways Program website, Frequently Asked Questions, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways/lap-liv-i-scenic-highways-faq2>, accessed on November 25, 2019.

According to the Caltrans Scenic Highway Programs website, Caltrans monitors state-designated scenic routes in order to ensure each local jurisdiction's consistency with State guidelines. Specifically, Caltrans District Scenic Highway Coordinator (DSHC) will review a scenic highway for compliance every five years, but can recommend the revocation of scenic designation at any time. To enforce the program, the DSHC will contact the responsible local agency or Local Governing Body (LGB). The LGB must either respond by submitting its current Corridor Protection Program or a letter of intent to request a revocation of the scenic designation. The DSHC reviews the submittal and takes corrective action to resolve any issues of non-compliance, certifies compliance, or recommends revocation of scenic designation.

LOCAL

El Dorado County General Plan

The El Dorado County General Plan contains the following goals, objectives, and policies related to cultural resources that are relevant to the project:

CONSERVATION AND OPEN SPACE ELEMENT

Goal 2.3 NATURAL LANDSCAPE FEATURES – Maintain the characteristic natural landscape features unique to each area of the County.

Objective 2.3.2: HILLSIDES AND RIDGE LINES - Maintain the visual integrity of hillsides and ridge lines.

Policy 2.3.2.1: Disturbance of slopes thirty (30) percent or greater shall be discouraged to minimize the visual impacts of grading and vegetation removal.

Goal 2.4 EXISTING COMMUNITY IDENTITY – Maintain and enhance the character of existing rural and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life, economic health, and community pride of County residents.

Objective 2.4.1: HILLSIDES AND RIDGE LINES - Maintain the visual integrity of hillsides and ridge lines.

Policy 2.4.1.1: Disturbance of slopes thirty (30) percent or greater shall be discouraged to minimize the visual impacts of grading and vegetation removal.

Goal 2.6 CORRIDOR VIEWSHEDS – Protection and improvement of scenic values along designated scenic road corridors.

Objective 2.6.1: SCENIC CORRIDOR IDENTIFICATION - Identification of scenic and historical roads and corridors.

Policy 2.6.1.1: A Scenic Corridor Ordinance shall be prepared and adopted for the purpose of establishing standards for the protection of identified scenic local roads and State highways. The ordinance shall incorporate standards that address at a minimum the following:

- A. Mapped inventory of sensitive views and viewsheds within the entire County;
- B. Criteria for designation of scenic corridors;
- C. State Scenic Highway criteria;
- D. Limitations on incompatible land uses;
- E. Design guidelines for project site review, with the exception of single family residential and agricultural uses;
- F. Identification of foreground and background;
- G. Long distance viewsheds within the built environment;
- H. Placement of public utility distribution and transmission facilities and wireless communication structures;
- I. A program for visual resource management for various landscape types, including guidelines for and restrictions on ridgeline development;
- J. Residential setbacks established at the 60 CNEL noise contour line along State highways, the local County scenic roads, and along the roads within the Gold Rush Parkway and Action Program;
- K. Restrict sound walls within the foreground area of a scenic corridor; and
- L. Grading and earthmoving standards for the foreground area.

Policy 2.6.1.2: Until such time as the Scenic Corridor Ordinance is adopted, the County shall review all projects within designated State Scenic Highway corridors for compliance with State criteria.

Policy 2.6.1.3: Discretionary projects reviewed prior to the adoption of the Scenic Corridor Ordinance, that would be visible from any of the important public scenic viewpoints identified in Table 5.3-1 and Exhibit 5.3-1 of the El Dorado County General Plan Draft Environmental Impact Report, shall be subject to design review, and Policies 2.6.1.4, 2.6.1.5, and 2.6.1.6 shall be applicable to such projects until scenic corridors have been established.

Policy 2.6.1.5: All development on ridgelines shall be reviewed by the County for potential impacts on visual resources. Visual impacts will be assessed and may require methods such as setbacks, screening, low-glare or directed lighting, automatic light shutoffs, and external color schemes that blend with the surroundings in order to avoid visual breaks to the skyline.

Policy 2.6.1.6: A Scenic Corridor (-SC) Combining Zone District shall be applied to all lands within an identified scenic corridor. Community participation shall be encouraged in identifying those corridors and developing the regulations.

Policy 2.6.1.8: In addition to the items referenced in Policy 2.6.1.1, the Scenic Corridor Ordinance shall consider those portions of Highway 49 through El Dorado County that are appropriate for scenic highway designation and pursue nomination for designation as such by Caltrans.

Goal 2.8 LIGHTING – Elimination of high intensity lighting and glare consistent with prudent safety practices.

Objective 2.8.1: LIGHTING STANDARDS - Provide standards, consistent with prudent safety practices, for the elimination of high intensity lighting and glare.

Policy 2.8.1.1: Development shall limit excess nighttime light and glare from parking area lighting, signage, and buildings. Consideration will be given to design features, namely directional shielding for street lighting, parking lot lighting, sport field lighting, and other significant light sources, that could reduce effects from nighttime lighting. In addition, consideration will be given to the use of automatic shutoffs or motion sensors for lighting features in rural areas to further reduce excess nighttime light.

Goal 7.5 CULTURAL RESOURCES – Ensure the preservation of the County’s important cultural resources.

Objective 7.5.2: VISUAL INTEGRITY - Maintenance of the visual integrity of historic resources.

Policy 7.5.2.6 The County, in cooperation with the State, shall identify the viewshed of Coloma State Park and establish guidelines to be used for development within the viewshed. In addition, the County shall continue to support the relocation of State Route 49 to bypass the Park in order to protect its visual and physical integrity.

El Dorado County Zoning Ordinance

The County Zoning Ordinance (Title 130 of the County Code) consists of descriptions of the zoning districts, including identification of allowed uses, and specific development standards that apply in particular districts based on parcel size and land use density. The development standards address minimum lot sizes, maximum structure height, and required setbacks from the front, rear, and side property lines. Section 130.34.020 of the Zoning Ordinance establishes outdoor lighting standards, and requires that all outdoor lighting shall be located, adequately shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way.

City of Placerville General Plan

There are numerous policies set forth in the Placerville General Plan, Section V: Natural, Cultural, and Scenic Resources (Goal G and I) and Section VII: Community Design (Goal A and E). Listed below are the policies related to the protection of visual and scenic resources:

NATURAL, CULTURAL, AND SCENIC RESOURCES ELEMENT

Goal G: To preserve and enhance Placerville’s historical heritage.

Policy 1: The City shall set as a high priority the protection and enhancement of Placerville’s historically and architecturally significant buildings and sites.

Goal I: To protect and enhance Placerville’s community character and scenic resources.

Policy 3: The City shall, to the maximum extent possible, prevent the scarring of hillsides and ridgetops by excessive grading. To this end, grading elevations shall be required in conjunction with site development plans.

Policy 4: The City shall condition development approvals to protect natural features such as rock outcrops and trees.

Policy 7: The City shall protect the visual character of scenic street and highway corridors.

COMMUNITY DESIGN ELEMENT

Goal A: To preserve and enhance the overall visual attributes of Placerville.

Policy 1: The City shall protect and manage Placerville's tree cover for ecological, aesthetic, and economic reasons.

Policy 2: The City shall encourage creative site planning for developments in hillside and environmentally sensitive areas to preserve the ridgelines and minimize the need for substantial grading and vegetation removal.

Policy 6: The City shall maintain and/or enhance the visual character of scenic street and highway corridors.

Goal E: To upgrade the visual quality of the Highway 50 corridor and to better integrate the highway into the Placerville's overall community design framework.

Policy 1: The City shall encourage Caltrans to continue programs to landscape the Highway 50 right-of-way and interchanges.

Policy 3: The City shall endeavor to maintain natural land features and vegetation along Highway 50 by promoting high quality construction within the adjacent Highway 50 corridor.

Policy 4: The City shall promote the enhancement and visual distinctiveness of Highway 50 entrances to Placerville on the west and east.

3.1.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on aesthetics if it will:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- 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 the applicable zoning and other regulations governing scenic quality; and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Generally, the greater the change from existing conditions, the more significant the impact. For example, the construction of a new interchange usually has a greater impact on the surrounding

scenic area than the modification of an existing one. Likewise, the construction of a new roadway generally has a greater impact on scenic resources than the widening of an existing one. Road widening, however, can have significant local impacts especially when requiring the removal of trees and other important landscape buffers, or when construction of noise barriers or other visual impediments is necessary.

METHODOLOGY

The exact individual locations of each RTP improvement project is not known and was therefore not physically surveyed or photo-documented as part of this program-level review. As the individual improvement projects are designed and the exact location of the improvements is known there will be a project-level review that will include an evaluation of the site-specific visual resources and potential impacts, and site specific design and mitigation measures.

IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Substantial adverse effects on scenic vistas and scenic resources, or substantial degradation of visual character of public views of the site and surrounding area (less than significant with mitigation)

Exhibit 5.3-1 of the El Dorado County General Plan EIR identifies scenic viewpoints within the county. Many scenic views and resources within the County and the City of Placerville are located along highways where viewers can see large water bodies (e.g., Jenkinson Reservoir), river canyons, rolling hills, or forests. Views of scenic resources, including, scenic water resources, and other scenic resources in the county are available from highways and roadways, including scenic roads and corridors, throughout the county. There is a potential for new transportation improvements to affect scenic vistas and resources or degrade the visual character of the area. Improvements to existing infrastructure, such as roadway widening, bridge replacements, signal installation, road rehabilitation, runway resurfacing, and runway improvements, may result in modification of the foreground of the various scenic viewsheds throughout the county. There is also potential for the RTP projects, such as new roadways and bridges, to affect scenic resources or degrade the visual character of the area. Examples would include RTP projects that are located adjacent to a broad viewshed such as the mountain ranges, valleys, ridgelines, or water bodies along roadways, or adjacent to the focal point of the forefront of the broad viewshed, such as visually important trees, rocks, or historic buildings. An impact would occur if a project would change the view to the middle ground or background elements of the broad viewshed, or remove the visually important trees, rocks, or historic buildings in the foreground.

While RTP projects are not anticipated to significantly disrupt mid-ground or backdrop views of viewsheds, they have not yet been designed and may involve features, such as soundwalls, grading, or structures that may disrupt views. The RTP projects may involve removal of trees or other visually significant features, or may result in development that would cause an intermittent interruption in views to users of the highways, roadways, and other components of the transportation system. The RTP projects could also convert areas of open space to developed uses, resulting in a permanent change in views.

The design process for each improvement project will involve environmental review (unless it is determined to be exempt under CEQA) to evaluate the affect that the project would have on the viewshed and to identify project-specific design measures that can be employed to avoid or lessen an impact. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of important rocks and historic buildings. The proposed RTP does not directly cause an impact to scenic vistas or resources. The design process that was previously discussed would ensure that each project is designed consistent with the policies that are established in the County and City General Plan(s) for the purpose of protecting visual resources, including the foreground, middle ground, and background of important viewsheds.

While each jurisdiction in which the improvements may be located has policies related to the protection of scenic vistas, resources, and views, the potential remains for removal of scenic features, particularly those that would be in the foreground of scenic viewsheds and vistas. This impact is potentially significant. Mitigation Measures 3.1-1 and 3.1-2 require projects to include design measures to avoid or reduce removal of scenic features and scenic views. Implementation of Mitigation Measures 3.1-1 and 3.1-2 would reduce the impact to a ***less than significant*** level.

MITIGATION MEASURE

Mitigation Measure 3.1-1: *The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:*

- *Design transportation systems in a manner where the surrounding landscape dominates.*
- *Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).*
- *Design transportation systems such that landscape vegetation blends in and complements the natural landscape.*
- *Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.*
- *Design grades to blend with the adjacent landforms and topography.*

Mitigation Measure 3.1.2: *Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic vistas or scenic resources including historic buildings, trees, rocks, or scenic water features.*

If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.

If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.

Impact 3.1-2: Creation of new sources of light and glare (less than significant with mitigation)

There is a potential for RTP projects to create new sources of light and glare near sensitive receptors. Examples would include projects that require the new roadway lighting, lit signs, and/or construction lighting. The proposed RTP does not directly cause a light or glare impact. During the design process, the implementing agency would be required to ensure that each project is designed consistent with the relevant lighting standards (i.e., County or City). Consistency with the County and City standards would ensure that appropriate lighting is installed.

For example, Chapter 130.34. (Outdoor Lighting) of the County's Zoning Ordinance contains standards and provisions related to exterior lighting. The primary purpose of this chapter is to regulate lighting to balance the safety and security needs for lighting with the City's desire to preserve dark skies and to ensure that light trespass and glare have negligible impacts on surrounding property. Outdoor Lighting Standards requires that all outdoor lighting shall be located, adequately shielded, and directed such that no direct light falls outside the property line, or into the public right-of-way.

Additionally, Chapter 130.34 of the El Dorado County Municipal Code complies with General Plan Objective 2.8.1, providing standards consistent with prudent safety practices for the elimination of excess nighttime light and glare. Outdoor lighting criteria for lighting practices and systems are contained in the Design and Improvement Standards Manual (DISM)/Land Development Manual (LDM), or successor document.

The proposed project lighting would be installed consistent with the El Dorado County standards and specifications, and would be required to incorporate design features to minimize the effects of light and glare. Compliance with the above noted standards would reduce lighting and glare impacts. The proposed project would also implement Mitigation Measure 3.1-3. With implementation of the following mitigation measure, the direct and indirect impacts from the proposed project are ***less than significant***.

MITIGATION MEASURES

Mitigation Measure 3.1-3: *The RTP projects shall be designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:*

- *Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.*

- *Luminaries will be directed away from habitat and open space areas adjacent to the project site.*
- *Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately 'low average maintained illumination', as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.*
- *Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.*
- *Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.*

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This section provides an overview of the agricultural and forest economy, production and values, soils, and the important farmland mapping program. This section concludes with an evaluation of the impacts and recommendations for mitigating impacts. This EIR provides an environmental setting that describes the agricultural resources and productivity of the region, including prime farmland, farmland of statewide importance, and Williamson Act contracts. This section is based in part on the following:

- El Dorado County General Plan (Adopted July 2004, Amended December 2019);
- El Dorado County General Plan EIR (May 2003);
- Placerville General Plan (January 1989);
- El Dorado County Annual Agricultural Crop and Livestock Report (2018);
- El Dorado County Annual Agricultural Crop and Livestock Report (2017);
- The United States Department of Agriculture (USDA) 2017 Agricultural Census Report; and
- USDA 2012 Agricultural Census Report; and
- California Department of Conservation The 2016 Land Conservation Act Status Report.

No comments were received during the public review period relating to agricultural or forest resources.

3.2.1 ENVIRONMENTAL SETTING

AGRICULTURAL AND FOREST CONTRIBUTION TO EL DORADO COUNTY

El Dorado County is divided into three agricultural regions—the valley, foothills, and timber lands. The valley region on the west slope of the county is considered the most valuable for agriculture because of the area’s rich alluvial soils and gentler slopes. The foothill region consists mostly of grazing lands, with limited crop production. Historically, grazing of cattle and other livestock was the primary contributor in El Dorado County; however, recently the production of fruit (including wine grapes) has become a major contributor to the county’s agricultural production value (El Dorado County Department of Agriculture 2018). The timber lands in the higher elevations consist of timber harvesting and recreation.

Although El Dorado county farms make up approximately 1.97 percent of California’s farms, agricultural land uses are a major component of the western side of the County’s resource land base. Agricultural uses are also a major element in defining the quality of life available to the residents of El Dorado County. Agricultural influences and activities contribute to the economic stability of the county through crop production, serve as the foundation of the county’s rural lifestyle, and serve as a key element in the sense of community for many rural regions. The overall contribution of agriculture to the county’s economy – through employment, sales, tourism, and other related activities – totaled approximately \$600 million in 2017 (El Dorado County Department of Agriculture 2018).

According to the US Department of Agriculture (USDA) 2017 Agricultural Census for El Dorado County, a total of 1,390 farms encompassed 91,006 acres of farmland (excluding grazing lands) or

3.2 AGRICULTURAL AND FOREST RESOURCES

approximately eight percent of the county. Compared to the USDA 2012 Agricultural Census, El Dorado County saw a 29 percent (37,359 acres) decrease of total farmland from 2012 to 2017.

Agricultural Production and Value

El Dorado County's total gross value of agricultural crops and products for 2018 was \$75,477,425, representing a 6.6 percent increase or \$4,671,268 above 2017's value of \$70,806,157. The increase in total gross value of agricultural crops in 2018 was mostly due to timber, which increased production by 17,396 million board feet or 81 percent, making it the leading crop in 2018. This increased production resulted in timber values nearly doubling in total value from \$10,047,556 in 2017 to \$18,235,255, directly attributing to increased timber values per million board feet. In addition, Apples and apple products slipped to the second leading crop with a total value of \$17,103,293 or a 23 percent reduction from 2017, which can be directly attributed to late weather damage to the crop and many of the other tree crops. Livestock was the third leading crop with a value of \$11,875,350. Wine grapes values also increased by 25 percent over 2017 values to \$11.2 million. Table 3.2-1 provides the agricultural production summary in El Dorado County in 2018.

TABLE 3.2-1: EL DORADO COUNTY 2018 AGRICULTURAL PRODUCTION SUMMARY BY VALUE

| PRODUCT | 2018 |
|---------------------------------------|---------------------|
| Timber | \$18,235,255 |
| Apples | \$17,103,293 |
| Livestock | \$11,875,350 |
| Wine Grapes | \$11,168,707 |
| Hay and Pasture | \$4,919,340 |
| Christmas Trees | \$2,577,684 |
| Minor and Miscellaneous Crops | \$2,560,155 |
| Pears | \$2,274,372 |
| Nursery | \$1,799,763 |
| Other Fruit and Nut Crops | \$1,688,506 |
| Apiary | \$1,275,000 |
| Total Agricultural Gross Value | \$75,477,425 |

SOURCE: 2018 EL DORADO COUNTY AGRICULTURAL CROP PRODUCTION REPORT.

Forest Lands in El Dorado County

The combination of ample rainfall, a long growing season, and deep soils result in good growing conditions for mixed conifer forest in El Dorado County. These timber resources are primarily located in the eastern portions of the county at elevations between approximately 2,200 and 6,200 feet. The major vegetation community associated with timberlands in El Dorado County is westside mixed conifer (Sierra mixed conifer), which is dominated by sugar pine, ponderosa pine, Douglas fir, white fir, and incense cedar. Figure 3.2-1 illustrates the Timber Production Zones in El Dorado County.

Timberlands occur on both public and private lands. Some logging occurs in the areas managed by the US Forest Service within the National Forests. Timber harvests on private lands are primarily regulated by the California Department of Forestry and Fire Protection (CAL FIRE) through the timber harvesting plan review process.

Important Farmlands

The Farmland Mapping and Monitoring Program (FMMP) is a farmland classification system administered by the California Department of Conservation. Important farmland maps are based on the Land Inventory and Monitoring criteria, which classify a land's suitability for agricultural production based on both the physical and chemical characteristics of soils, and the actual land use. The system maps five categories of agricultural land, which include important farmlands (prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance) and grazing land, as well as three categories of non-agricultural land, which include urban and built-up land, other land, and water area.

IMPORTANT FARMLANDS IN EL DORADO COUNTY

Data from Department of Conservation for 2016 indicates that within the county, Prime Farmland encompassed approximately 0.05% of total county agricultural land. The remaining agricultural land comprises Farmland of Statewide Importance (.07%), Unique Farmland (0.27%), Farmland of Local Importance (5.13%), and Grazing Land (16.9%) (California Department of Conservation 2016). The types and acreages of farmland totals for 2016 are shown below in Table 3.2-2. Figure 3.2-2 illustrates the Important Farmlands located within the County.

TABLE 3.2-2: EL DORADO COUNTY FARMLANDS AND OTHER LANDS BY LAND USE CATEGORY

| <i>LAND USE CATEGORY</i> | <i>TOTAL ACREAGE 2016</i> | <i>% OF SURVEYED FARMLAND 2016</i> | <i>% OF TOTAL COUNTY LAND</i> |
|------------------------------------|-------------------------------|--|-----------------------------------|
| Prime Farmland | 608 | 0.11% | 0.05% |
| Farmland of Statewide Importance | 804 | 0.15% | 0.07% |
| Unique Farmland | 3,141 | 0.59% | 0.27% |
| Farmland of Local Importance | 59,281 | 11.05% | 5.13% |
| IMPORTANT FARMLAND SUBTOTAL | 63,834 | 11.9% | 5.52% |
| Grazing Land | 195,201 | 36.39% | 16.9% |
| AGRICULTURAL LAND SUBTOTAL | 259,035 | 48.29% | 22.42% |
| Urban and Built-up Land | 32,806 | 6.12% | 2.84% |
| Other Land | 237,594 | 44.29% | 20.57% |
| Water Area | 6,973 | 1.3% | 0.6% |
| TOTAL AREA INVENTORIED | 536,408 | 100.00% | 46.43% |
| Total County Land Area | 1,155,200 | -- | |

SOURCE: CA DEPARTMENT OF CONSERVATION, FARMLAND MAPPING AND MONITORING PROGRAM, TABLE A-6, 2014-2016.

Definitions of these types of farmland are provided below:

PRIME FARMLAND

Prime farmland is farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

3.2 AGRICULTURAL AND FOREST RESOURCES

FARMLAND OF STATEWIDE IMPORTANCE

Farmland of statewide importance is farmland with characteristics similar to those of prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

UNIQUE FARMLAND

Unique farmland is farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

FARMLAND OF LOCAL IMPORTANCE

Farmland of local importance is land of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

GRAZING LAND

Grazing land is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

URBAN AND BUILT-UP LAND

Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

OTHER LAND

Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

WATER

Water is considered perennial water bodies with an extent of at least 40 acres.

3.2.2 REGULATORY SETTING

FEDERAL

Farmland Protection Policy Act

The Farmland Protection Policy Act (FPPA) is intended to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. It ensures that, to the extent practicable, federal programs are compatible with state and local units of government as well as private programs and policies to protect farmland. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for crop production. In fact, the land can be forest land, pastureland, cropland, or other land but does not include water bodies or land developed for urban land uses (i.e., residential, commercial, or industrial uses).

The Natural Resource Conservation Service (NRCS) administers the Farmland Protection Program. NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of Federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. The assessment is completed on form AD-1006, Farmland Conversion Impact Rating. The sponsoring agency completes the site assessment portion of the AD-1006, which assesses non-soil related criteria such as the potential for impact on the local agricultural economy if the land is converted to non-farm use and compatibility with existing agricultural use.

STATE

Williamson Act

The California Land Conservation Act of 1965, commonly known as the Williamson Act, was established based on numerous State legislative findings regarding the importance of agricultural lands in an urbanizing society. Policies emanating from those findings include those that discourage premature and unnecessary conversion of agricultural land to urban uses and discourage discontinuous urban development patterns, which unnecessarily increase the costs of community services to community residents.

The Williamson Act authorizes each County to establish an agricultural preserve. Land that is within the agricultural preserve is eligible to be placed under a contract between the property owner and County that would restrict the use of the land to agriculture in exchange for a tax assessment that is based on the yearly production yield. The contracts have a 10-year term that is automatically renewed each year, unless the property owner requests a non-renewal or the contract is cancelled.

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If the contract is cancelled the property owner is assessed a fee of up to 12.5 percent of the property value.

Acreage within El Dorado County under Williamson Act contracts is shown in Table 3.2-3.

FARMLAND SECURITY ZONES

In 1998 the state legislature established the Farmland Security Zone (FSZ) program. FSZs are similar to Williamson Act contracts, in that the intention is to protect farmland from conversion. The main difference however, is that the FSZ must be designated as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The term of the contract is a minimum of 20 years. The property owners are offered an incentive of greater property tax reductions when compared to the Williamson Act contract tax incentives; the incentives were developed to encourage conservation of prime farmland through FSZs. The non-renewal and cancellation procedures are similar to those for Williamson Act contracts.

Acreage within El Dorado County under the FSZ program and Land Conservation Act is shown in Table 3.2-3.

TABLE 3.2-3: TOTAL REPORTED ENROLLMENT FARMLAND SECURITY ZONE AND LAND CONSERVATION ACT

| CATEGORY | PRIME ACREAGE | NON-PRIME ACREAGE |
|---|---------------|-------------------|
| Land Conservation Act* (Williamson Act) | 2,235 | 31,217 |
| Farmland Security Zone* | 5 | 180 |
| TOTAL | 2,240 | 31,397 |

* TOTALS INCLUDE BOTH CONTINUING TERM AND NONRENEWAL CONTRACTS.

SOURCE: THE CALIFORNIA LAND CONSERVATION ACT 2016 STATUS REPORT.

Land Evaluation and Site Assessment Model

The California Department of Conservation has developed the California Agricultural Land Evaluation and Site Assessment (LESA) model to evaluate agricultural quality of specific sites to assist in determining the significance of agricultural lands. The LESA model considers six different factors. Two Land Evaluation factors are based upon measures of soil resource quality. Four Site Assessment factors provide measures of a given project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. For a given project, each of these factors is separately rated on a 100 point scale. The factors are then weighted relative to one another and combined, resulting in a single numeric score for a given project, with a maximum attainable score of 100 points. It is this project score that becomes the basis for making a determination of a project's potential significance, based upon a range of established scoring thresholds.

Forest Practices Rules

The California Department of Forestry and Fire Protection (CalFire) implement the laws that regulate timber harvesting on privately-owned lands. These laws are contained in the Z'berg- Nejedly Forest Practice Act of 1973 which established a set of rules known as the Forest Practice Rules (FPRs) to be applied to forest management related activities (i.e., timber harvests, timberland conversions, fire hazard removal, etc.). They are intended to ensure that timber harvesting is conducted in a manner that will preserve and protect fish, wildlife, forests, and streams. Under the Forest Practices Act, a

Timber Harvesting Plan (THP) is submitted to CalFire by the landowner outlining what timber is proposed to be harvested, harvesting method, and the steps that will be taken to prevent damage to the environment. If the landowner intends to convert timberland to non-timberland uses, such as a winery or vineyard, a Timberland Conversion Permit (TCP) is required in addition to the THP. It is CalFire's intent that a THP will not be approved which fails to adopt feasible mitigation measures or alternatives from the range of measures set out or provided for in the Forest Practice Rules, which would substantially lessen or avoid significant adverse environmental impacts resulting from timber harvest activities. THPs are required to be prepared by Registered Professional Foresters (RPFs) who are licensed to prepare these plans (CalFire, 2007). For projects involving TCPs, CalFire acts as lead agency under CEQA, and the County acts as a responsible agency.

California Public Resources Code Section 4526

"Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

California Public Resources Code Section 56064

"Prime agricultural land" means an area of land, whether a single parcel or contiguous parcels, that has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

- (a) Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.
- (b) Land that qualifies for rating 80 through 100 Storie Index Rating.
- (c) Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.
- (d) Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars (\$400) per acre.
- (e) Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars (\$400) per acre for three of the previous five calendar years.

California Public Resources Code Section 12220(g)

"Forest land" is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

LOCAL

El Dorado County Agricultural Commission

The County Agricultural Commission is an advisory board to the County Planning Commission and Board of Supervisors. This group provides advice and recommendations related to agricultural land use issues and "right to farm" issues, as well as advising on Williamson Act issues. The commission makes recommendations for protection of agricultural soils and operations within the county on a case-by-case basis, covering areas including the grape and wine industry, cattle, timber, and fruits.

The Agricultural Commission is composed of the Agricultural Commissioner and seven representatives of the agricultural industry. The Agricultural Commissioner is appointed by the chairman of the Board of Supervisors, with approval from the entire Board, and serves a 4-year term. The members of the commission include individuals involved in interests throughout the agricultural industry, including forestry, livestock, and fruit and nut farming.

El Dorado County General Plan

The El Dorado County General Plan contains the following goals, objectives, and policies related to agricultural and forestry resources that are relevant to the project:

LAND USE ELEMENT

Goal 2.2 LAND USE DESIGNATIONS – A set of land use designations which provide for the maintenance of the rural and open character of the County and maintenance of a high standard of environmental quality.

Objective 2.2.2: OVERLAY LAND USE DESIGNATIONS - Establishment of overlay designations to provide additional direction for the development of land where circumstances apply generally to the lands regardless of the underlying land use designations.

Policy 2.2.2.1: The following General Plan overlay designations are included:

- A. Agricultural Districts
- B. Platted Lands
- C. Ecological Preserve
- D. Mineral Resource
- E. Important Biological Corridor

Policy 2.2.2.2: The purpose of the Agricultural District (-A) overlay designation is to identify the general areas which contain the majority of the County’s federally designated prime, State designated unique or important, or County designated locally important soils (collectively referred to as “choice” agricultural soils) and which the Board of Supervisors has determined should be preserved primarily for agricultural uses. This designation does not imply any restrictions on agricultural uses in areas not designated specifically as an Agricultural District but only serves to identify agriculture as the principal activity and to discourage incompatible uses such as higher density residential use.

- A. Agricultural Districts shall be used to conserve and protect important agricultural crop lands and associated activities, maintain viable agricultural based communities, and encourage the expansion of agricultural activities and production.
- B. The minimum residential parcel size for lands containing choice agricultural soils within an Agricultural (-A) District shall be twenty (20) acres or the minimum lot size established by the underlying land use designation, whichever is greater. Residential parcels within Agricultural Districts where 70 percent or more of the parcel area is identified by the Agricultural Commission as land unsuitable for agriculture, as defined in “The Procedure for Evaluating the Suitability of Land for Agriculture,” may be considered for a minimum parcel size of ten (10) acres. Clustering of planned residential developments on “non-choice” agricultural soils within Agricultural Districts, that have been identified by the Agricultural Commission as land unsuitable for agriculture, may be allowed but in no case smaller than five (5) acres.
- C. Ranch marketing is encouraged on lands engaged in agricultural production.

AGRICULTURE AND FORESTRY ELEMENT

Goal 8.1 AGRICULTURAL LAND CONSERVATION– Long-term conservation and use of existing and potential agricultural lands within the County and limiting the intrusion of incompatible uses into agricultural lands.

Objective 8.1.1: IDENTIFICATION OF AGRICULTURAL LANDS - Identification of agricultural lands within the County that are important to the local agricultural economy including important crop lands and grazing lands.

Policy 8.1.1.1: “Agricultural Districts” shall be created and maintained for the purposes of conserving, protecting, and encouraging the agricultural use of important agricultural lands and associated activities throughout the County; maintaining viable agricultural-based communities; and encouraging the expansion of agricultural activities and production. These districts shall be delineated on the General Plan land use map as an overlay land use designation.

Policy 8.1.1.2 Agricultural Districts shall be based on the following criteria:

- A. Lands currently under Williamson Act contract (i.e., “agricultural preserves”);

3.2 AGRICULTURAL AND FOREST RESOURCES

- B. Soils identified as El Dorado County “choice” agricultural soil, which consist of Federally designated prime, State designated unique or important, or County designated locally important soils;
- C. Lands under cultivation for commercial crop production;
- D. Lands that possess topographical and other features that make them suitable for agricultural production;
- E. Low development densities; and
- F. A determination by the Board of Supervisors that the affected lands should be preserved for agricultural production rather than other uses.

Policy 8.1.1.3 The boundaries of Agricultural District overlays shall be based on existing land features including but not limited to soil types, rivers, ridgelines, and other visibly evident features or, otherwise, shall follow legal property boundaries.

Policy 8.1.1.4 The procedures set forth in The Procedure for Evaluating the Suitability of Land for Agriculture shall be used for evaluating the suitability of agricultural lands in Agricultural Districts and Williamson Act Contract lands (agricultural preserves). The procedures shall be developed, reviewed, and revised, as appropriate, by the Agricultural Commission, and approved by the Board of Supervisors. Revisions to the procedure shall not constitute a General Plan amendment.

Policy 8.1.1.5 Except for parcels assigned urban or other nonagricultural uses by the Land Use Map for the 1996 General Plan, parcels 20 acres or larger containing “choice” agricultural soils (see Policy 8.1.1.2(b)) shall be zoned for agricultural use except where the Board of Supervisors determines that economic, social, or other reasons justify allowing nonagricultural development or uses to occur on the affected properties. Where such parcels are zoned for agricultural use, they shall be protected from incompatible land uses by the Right to Farm Ordinance and agricultural buffering. Before rezoning parcels that are 20 acres or larger and contain choice agricultural soils to a zoning category that will permit nonagricultural uses, the Board of Supervisors and/or Planning Commission shall solicit and consider input from the Agricultural Commission.

Policy 8.1.1.7 All agricultural lands in active production or determined by the Agricultural Commission to be suitable for production shall be incorporated into an Agricultural District following suitability review.

Policy 8.1.1.8 Lands assigned the Agricultural Land (AL) designation shall be of sufficient size to sustain agricultural use and should possess one or more of the following characteristics:

- A. Are currently under a Williamson Act or Farmland Security Zone Contract;
- B. Contain the characteristics of choice agricultural land (i.e., contain choice agricultural soils and/or contain Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Locally Important Farmland); or
- C. Are under cultivation for commercial crop production or are identified as grazing land;

And one of the following:

1. Are located in the county's Rural Region; or
2. The County Department of Agriculture has determined that the land is well suited for agricultural production.

Objective 8.1.2: GRAZING - Protection of range lands for grazing of domestic livestock.

Policy 8.1.2.1: The County Agricultural Commission shall identify lands suitable for sustained grazing purposes which the Commission believes should be managed as grazing lands. Once such lands have been identified by the Commission, the Board of Supervisors shall determine whether to initiate incentive-based programs to retain such lands as productive grazing units.

Policy 8.1.2.2: Some lands within Rural Regions have historically been used for commercial grazing of livestock and are currently capable of sustaining commercial grazing of livestock. If they can be demonstrated to be suitable land for grazing, and if they were not assigned urban or other nonagricultural uses in the Land Use Map for the 1996 General Plan, those lands shall be protected with a minimum of 40 acres unless such lands already have smaller parcels or the Board of Supervisors determines that economic, social, or other considerations justify the creation of smaller parcels for development or other nonagricultural uses. Where 40-acre minimum parcel sizes are maintained, planned developments may be considered which are consistent with the underlying land use designation. Before taking any actions to create parcels of less than 40 acres in areas subject to this policy, the Board of Supervisors and/or Planning Commission shall solicit and consider input from the Agricultural Commission.

Policy 8.1.2.3: The County shall encourage the assignment of the Agricultural Land (AL) designation to rangelands currently used for grazing or suitable for sustained grazing of domestic livestock.

Objective 8.1.3: PROTECTION OF AGRICULTURAL LANDS - Protection of agricultural lands from adjacent incompatible land uses.

Policy 8.1.3.1: Agriculturally zoned lands including Williamson Act Contract properties shall be buffered from increases in density on adjacent lands by requiring a minimum of 10 acres for any parcel created adjacent to such lands. Parcels used to buffer agriculturally zoned lands should have a similar width to length ratio of other parcels when feasible.

Policy 8.1.3.2: Agriculturally incompatible uses adjacent to agricultural zoned lands shall provide a minimum setback of 200 feet from the boundary of the agriculturally zoned lands.

Agriculturally incompatible uses adjacent to agriculturally zoned land outside of designated Agricultural Districts shall provide a minimum setback of 200 feet on parcels 10 acres or larger.

Within a Community Region and Rural Center planning concept areas, agriculturally incompatible uses adjacent to agriculturally zoned land shall maintain a minimum setback

of 50 feet. The 50-foot setback shall only apply to incompatible uses including residential structures.

The implementing ordinance shall contain provisions for Administrative relief to these setbacks, where appropriate, and may impose larger setbacks where needed to protect agricultural resources.

Policy 8.1.3.3: The County shall revise the Right to Farm Ordinance to include a provision for a mandatory local option real estate transfer disclosure statement on all new parcels created adjacent to Agricultural Districts or agriculturally designated lands requiring the new owner to sign a statement acknowledging that his or her parcel is adjacent to a parcel engaging in agricultural activities.

Policy 8.1.3.4: A threshold of significance for loss of agricultural land shall be established by the Agriculture Department and the Planning Department, with opportunity for public comment before adoption, to be used in rezone applications requesting conversion of agricultural lands to non-agricultural lands, based on the California LESA system. For projects found to have a significant impact, mitigation shall include 1:1 replacement or conservation for loss of agricultural land in active production and/or 1:1 replacement or conservation for land identified as suitable for agricultural production. A monitoring program should be established to be overseen by the Agricultural Department.

Policy 8.1.3.5: On any parcel 10 acres or larger identified as having an existing or potential agricultural use, the Agricultural Commission must consider and provide a recommendation on the agricultural use (except for parcels assigned urban or other non-agricultural uses by the land use map for the 1996 General Plan) or potential of that parcel and whether the request will diminish or impair the existing or potential use prior to any discretionary permit being approved.

Objective 8.1.4: DEVELOPMENT ENTITLEMENTS -- Consideration of the agricultural use of land prior to approvals for any development entitlements.

Policy 8.1.4.1: The County Agricultural Commission shall review all discretionary development applications and the location of proposed public facilities involving land zoned for or designated agriculture, or lands adjacent to such lands, and shall make recommendations to the reviewing authority. Before granting approval, a determination shall be made by the approving authority that the proposed use:

- A. Will not intensify existing conflicts or add new conflicts between adjacent residential areas and agricultural activities; and
- B. Will not create an island effect wherein agricultural lands located between the project site and other non-agricultural lands will be negatively affected; and
- C. Will not significantly reduce or destroy the buffering effect of existing large parcel sizes adjacent to agricultural lands.

Policy 8.1.4.2: The Agricultural Commission shall review all school site development applications involving agricultural lands and lands within Agricultural Districts, or lands adjacent to agricultural lands and lands adjacent to Agricultural Districts, and shall make

recommendations to the approving authority. To determine consistency with the General Plan, the approving authority shall find that the school site development is “in the public interest.” For purposes of this policy, the approving authority, in determining if the school development is “in the public interest,” shall consider the following factors:

- A. The objectives of the Agricultural Element, to ensure that agricultural lands are conserved and protected, and the Public Services and Utilities Element, to ensure that the need for adequate school facilities is met.
- B. Whether other school sites outside of the Agricultural District including rural centers were considered by the school district and whether such sites were considered acceptable or not feasible as a school site for the school district.
- C. The effect of the proposed school site upon adjacent agricultural lands and whether the proposed site would be incompatible with agricultural operations on adjacent or proximate agricultural lands.
- D. Whether the use of the land as a school site is consistent with the applicable provisions of this General Plan.

Goal 8.3 FOREST AND LAND CONSERVATION – Maintain healthy sustainable forests that provide for raw materials while limiting the intrusion of incompatible uses into important forest lands.

Objective 8.3.1: IDENTIFICATION OF TIMBER PRODUCTION LANDS -- Identification of existing and potential timber production lands for commercial timber production.

Policy 8.3.1.1: Lands suitable for timber production which are designated Natural Resource (NR) on the General Plan land use map and zoned Timber Production Zone (TPZ) or Forest Resource (FR) are to be maintained for the purposes of protecting and encouraging the production of timber and associated activities.

Policy 8.3.1.2: The procedures set forth in The Procedure for Evaluating the Suitability of Land for Timber Production shall be used for evaluating the suitability of forest lands for timber production. The procedure shall be developed and maintained by the Agricultural Commission and approved by the Board of Supervisors. Revisions to said procedure shall not constitute a General Plan amendment. These provisions shall be used in the following instances:

- A. To evaluate commercial forestry and timber lands within areas designated Natural Resource (NR) and/or lands zoned Timber Production Zone (TPZ) for their timber production value;
- B. To evaluate lands outside of areas designated Natural Resource (NR) and/or zoned Timber Production Zone (TPZ) for their timber production values for recommendation to the approving authority for inclusion within the Natural Resource designation and/or Timber Production Zone zoning district; and
- C. To evaluate lands designated NR and/or zoned TPZ generally located below 3,000 feet elevation for their timber production value.

3.2 AGRICULTURAL AND FOREST RESOURCES

Policy 8.3.1.3: The County Agricultural Commission shall assess lands to determine their suitability for timber production. Lands considered suitable for timber production shall be based on the following criteria:

- A. Lands designated Natural Resource (NR) on the General Plan land use map or lands zoned Timber Production Zone (TPZ);
- B. Soils identified as El Dorado County “choice” timber production soils which shall consist of soils found on Timber Site Classifications I, II, or III as defined in the California Forest Handbook and the Soil Survey of El Dorado Area issued April 1974 by the USDA Soil Conservation Service and the U.S. Forest Service;
- C. Lands used for commercial forestry/timber production;
- D. Lands that possess topographical and other features that make them suitable for timber production; and
- E. Low development densities in vicinity.

Objective 8.3.2: CONSERVATION OF FOREST LANDS -- Protect and conserve lands identified as suitable for commercial timber production within the County that are important to the local forest product industry and forest lands that serve other values such as watershed, wildlife habitat, recreation, hydroelectric power generation, grazing, mineral extraction, or other resource based uses.

Policy 8.3.2.1: Lands zoned Timber Production Zone (TPZ) shall not be subdivided into parcels containing less than 160 acres.

Policy 8.3.2.2: Timber production lands within areas designated Natural Resource and generally above 3,000 feet elevation shall maintain a 160-acre minimum parcel size or larger, except where smaller parcels already exist, in order to ensure the viability of long-term operations and to maximize economic feasibility for timber production or otherwise meet the parcel size requirements of the Natural Resource designation.

Policy 8.3.2.3: Lands designated Natural Resource, excluding those zoned TPZ, generally located below 3,000 feet elevation that have been found to be suitable for producing commercial timber by the Board of Supervisors, after reviewing advice of the Agricultural Commission, shall have a 40-acre minimum parcel size unless such lands already have smaller parcels.

El Dorado County Zoning Ordinance

The County Zoning Ordinance (Title 130 of the County Code) consists of various ordinances that relate to agricultural and forestry resources. Chapter 130.21 *Agricultural, Rural, and Resource Zones* of the County Code is to provide for, promote, and regulate the range of uses applicable to the various agricultural, rural and resource zones established by County Code. Section 130.40.350 *Timber Production Zone: Criteria, Regulations, and Zone Changes* of the County Code implements

the provisions and intent of the Forest Taxation Act of 1967 as amended and provides development standards and regulations for lands zoned Timber Production Zone.

RIGHT TO FARM ORDINANCE

The County Right to Farm Ordinance (County Code Section 130.40.290), adopted in 1988, was established to conserve and protect agriculturally zoned, commercially viable land within the county and protect agricultural landowners from nuisance complaints related to cultivation, irrigation, spraying, fertilizing, and other activities that are a part of normal agricultural operations. The Right to Farm Ordinance is intended to protect future agricultural operations and the expansion of existing operations in areas zoned for agricultural use (A, AE, PA, and residential agriculture [RA] zones on parcels 20 acres [RA-20] or larger) from nuisance complaints caused by changing uses on adjacent lands and encroaching development. The focus is to remove barriers that keep new farmers from entering into the field of agriculture in addition to preventing existing farms from curtailing or ceasing operations (El Dorado County Planning Department 2001).

RANCH MARKETING ORDINANCE

The County adopted the Ranch Marketing Ordinance (County Code Section 130.40.260) in 1986, amending the ordinance in January 2001 to provide agricultural landowners with the right to sell agricultural products and conduct agriculture-related activities on site. Under this ordinance, ranch owners may engage in activities such as food stands, promotional events, tours, hiking, and picnicking. To be eligible, a ranch marketing operation must be inspected by the Agricultural Commissioner to certify that produce is sold directly to the consumer by the farmer. The Ranch Marketing Ordinance can only be applied to land zoned SA-10, PA, and AE (as described above). The parcel must be at least 10 acres, with a minimum of 5 acres in permanent crop production as determined by the Agricultural Commissioner (El Dorado County Planning Department 2001).

Once certified, a ranch marketing operation may develop and operate permitted activities with no discretionary review, including structures up to 500 square feet for the sale of agriculture-related promotional items, gift items, or prepackaged goods; parking areas; food stands and bake shops; special commercial events; and marketing of promotional events. Special events permitted by right may involve up to 125 people and may take place up to six times per year for a parcel of less than 20 acres, with the frequency and maximum attendance limits increasing as parcel size increases.

WINERIES ORDINANCE

The Wineries Ordinance (County Code Section 130.40.400) was also adopted in January 2001 to provide for the development of wineries and encourage agricultural and tourism industries within the county. Wineries were previously regulated under the 1986 provision of the Ranch Marketing Ordinance. Wineries are permitted by right within the agricultural zone districts SA-10, SA, PA, AE, and all commercial zones except Professional Office Commercial (CPO) zoning. The wineries must be located on parcels of 20 acres or more, with a minimum of 5 acres of planted grapes. Tasting rooms and other accessory uses (such as tours, promotional events, and special events involving up to 250 people) are permitted by right within the commercial and agricultural zone districts. Outdoor

3.2 AGRICULTURAL AND FOREST RESOURCES

amplified music is permitted by right until 10 p.m. in commercial zone districts, subject to County noise standards. Specific criteria and development standards must be met in order to comply with this ordinance (El Dorado County Planning Department 2001).

City of Placerville General Plan

There are numerous policies set forth in the Placerville General Plan, Section V: Natural, Cultural, and Scenic Resources that relate to the protection of agricultural and forest resources. Listed below are the relevant policies.

NATURAL, CULTURAL, AND SCENIC RESOURCES ELEMENT

Goal B: To prevent the premature conversion of agricultural lands and to protect the soil resources of the Placerville area.

Policy 1: The City shall preserve, to the maximum extent possible, those soils most suitable for intensive agricultural production and encourage their continued use for agricultural purposes.

Policy 2: The City shall direct development incompatible with agricultural activities away from valuable agricultural lands and into areas of lesser agricultural importance.

Policy 3: The City shall encourage the County's continued use of Williamson Act contracts in the areas surrounding Placerville's Sphere of Influence.

Policy 4: The City shall site and condition approvals of developments in areas of steep slopes and with erosive soils to minimize the need for grading and shall require reseeding and landscaping of disturbed areas, matting of steep cut slopes, and construction of retention basins.

Policy 5: The City shall require stockpiling of topsoil and construction sites for replacement following construction.

Policy 6: The City shall condition development approvals to minimize unnecessary compaction of soils that would reduce its permeability.

Policy 7: The City shall, to the maximum extent possible, prevent the dumping of wastes and other substances, such as pesticides, soil sterilants, and toxic wastes, harmful to soil structure, soil organisms, or fertility.

3.2.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the agricultural resources if it will:

- 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;

- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- 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);
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- 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.

IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract (significant and unavoidable)

Individual RTP improvement projects have the potential to result in the conversion of some farmland, including important farmlands, to nonagricultural uses, and, or conflict with a Williamson act contract. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in a negligible, if any impact, to important farmland located adjacent to these improvements. Some RTP projects, such as roadway extensions, capacity improvements, park-n-ride facilities, bicycle lanes and sidewalks, could occur outside of existing rights-of-way, which may result in impacts to important farmlands. However, the 2020-2040 RTP is a long-range planning document, therefore the individual RTP improvement projects have not been designed and the precise location and development footprint of some facilities have not yet been determined.

Transportation improvements are typically compatible with agricultural land uses and zoning. Agricultural operations throughout the county would benefit from improved movement of their commodities from the farm to the marketplace as a result of the improvements to the transportation systems.

If an individual RTP improvement project has the potential to impact farmland, the implementing agency will be required to assess the RTP improvement project relative to the potential impacts to agricultural resources. Mitigation Measure 3.2-1 is intended to minimize the impact on farmland as individual RTP projects are contemplated and ultimately constructed. This measure would require protection of comparable farmlands or improvement of farmlands in order to off-set the impact associated with a conversion of important or significant farmlands. There is also the possibility that land under a Williamson Act contract will need to be acquired by the implementing agency for individual RTP improvement projects. While this mitigation measure will help reduce the potential impact, it may not be possible to fully mitigate the impact to a level of insignificance.

Due to the importance of the region's agricultural resources, any impacts on FMMP designated farmland are considered significant and unavoidable. If the implementing agency adopts Mitigation Measure 3.2-1, this impact could be reduced, but not to a less than significant level,

because of site-specific conditions resulting in the net loss of agricultural land. Additionally, EDCTC cannot require the implementing agency to adopt this mitigation measure, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation. Therefore, impacts on Williamson Act contracts, and important or significant farmlands remains ***significant and unavoidable***.

MITIGATION MEASURES

Mitigation Measure 3.2-1: *Prior to the design approval of individual RTP improvement projects, the implementing agency shall assess the potential for agricultural impacts. For federally funded projects, the implementing agency shall complete form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance).*

If significant agricultural resources are identified within the limits of an individual RTP improvement project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands to the extent feasible. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts at a 1:1 ratio.

Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands (less than significant with mitigation)

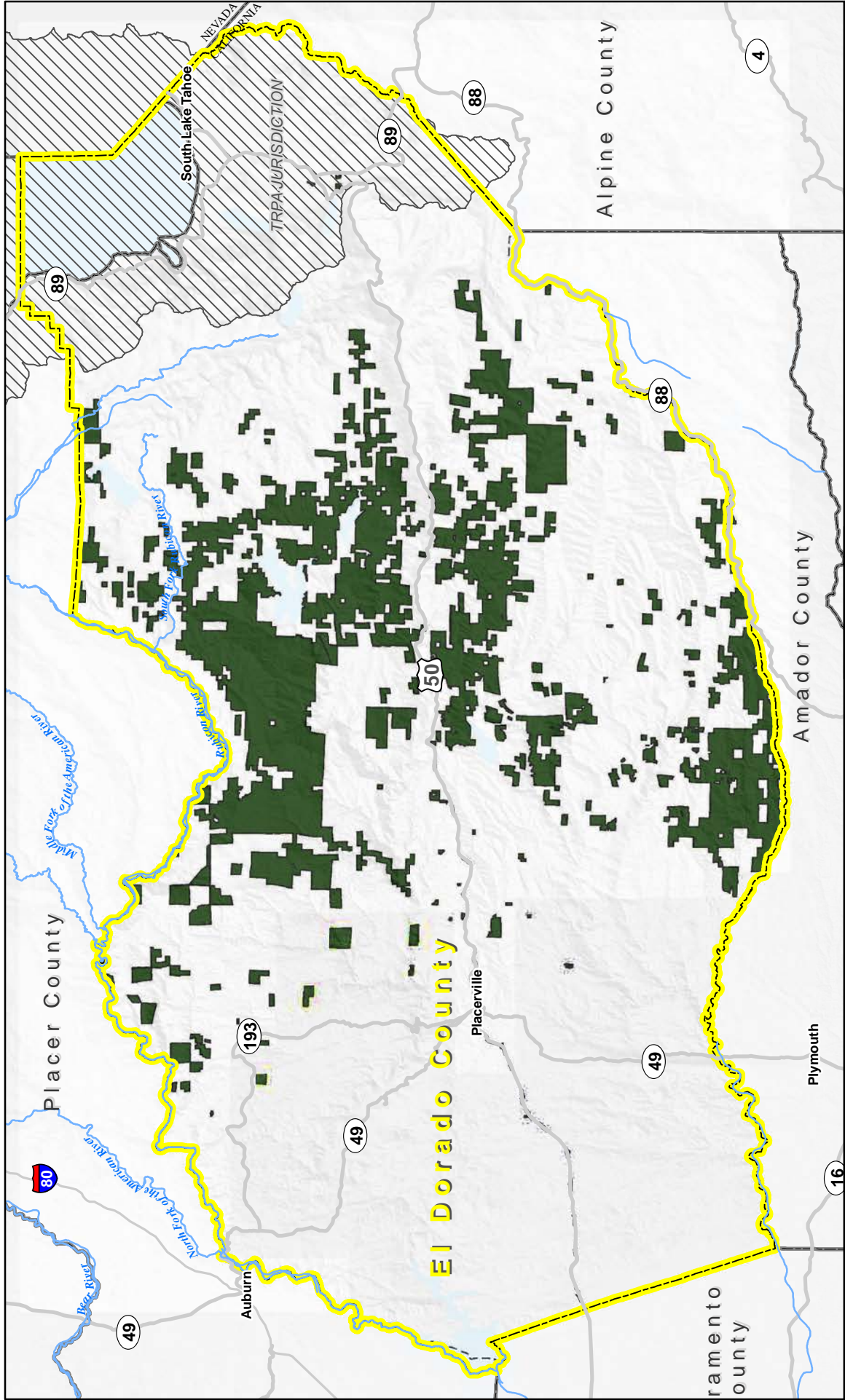
Individual RTP improvement projects have the potential to result in the conversion of some forest lands or timber lands. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in a negligible, if any impact, to forest lands or timber lands located adjacent to these improvements. Some RTP projects, such as roadway extensions, capacity improvements, park-n-ride facilities, bicycle lanes and sidewalks, could occur outside of existing rights-of-way, which may result in impacts to forest lands including tree removal activities. However, the 2020-2040 RTP is a long-range planning document, therefore the individual RTP improvement projects have not been designed and the precise location and development footprint of some facilities have not yet been determined.

If an individual RTP improvement project has the potential to impact forest or timber lands, the implementing agency will be required to assess the RTP improvement project relative to its potential impact to forest resources. Mitigation Measure 3.2-2 is intended to minimize the impact on forest or timber resources as individual RTP projects are contemplated and ultimately constructed. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.2-2: *Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.*

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Legend

- Timber Production Zone
- El Dorado County Boundary
- Tahoe Regional Planning Agency

0 2 5 Miles

1:450,000

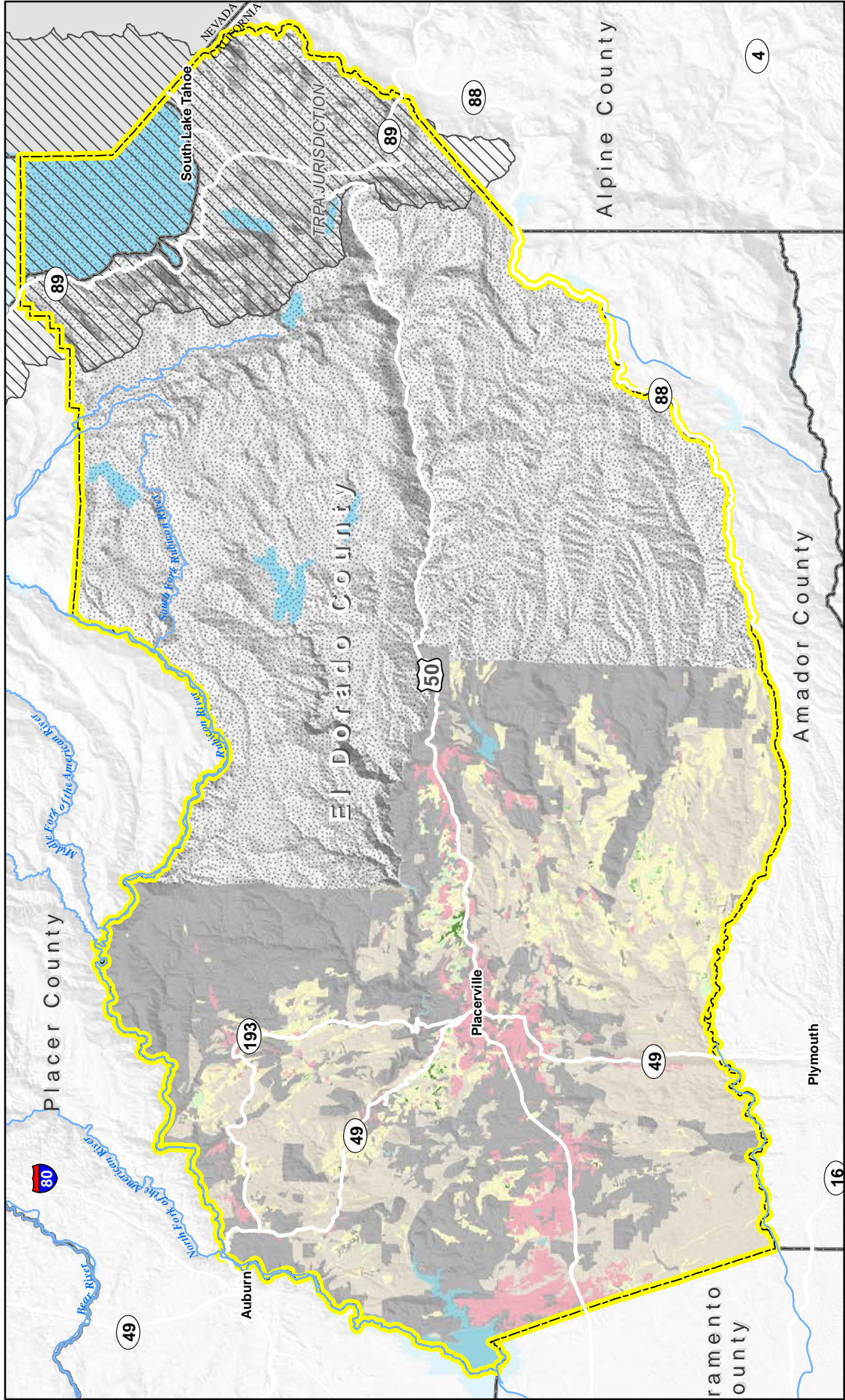
EL DORADO COUNTY 2020-40 RTP

Figure 3.2-1 Timber Production Zone Map

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

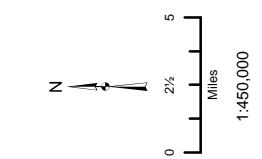
Sources: El Dorado County GIS 2015, ESP 2015; California Spatial Information Library. Map date: March 24, 2020.

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EL DORADO COUNTY 2020-40 RTP

Figure 3.2-2 Important Farmlands Map



Legend

| | |
|----------------------------------|-------------------------|
| Prime Farmland | Other Land |
| Farmland of Statewide Importance | Urban and Built-Up Land |
| Unique Farmland | Water Area |
| Grazing Land | Out of Survey Area |
| Farmland of Local Importance | |

Sources: California Spatial Information Library; California Department of Conservation Farmland Mapping and Monitoring Program, El Dorado County 2016. Map date: March 24, 2020.

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

This section describes the regional air quality, current attainment status of the air basin, local sensitive receptors, emission sources, and impacts that are likely to result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans. The Greenhouse Gases, Climate Change, and Energy analysis is located in Section 3.5. No comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic.

3.3.1 ENVIRONMENTAL SETTING

AIR BASIN

Land area included in California air basins generally share similar meteorological and geographic conditions (air basins are defined in the California Health and Safety Code and the California Code of Regulations). El Dorado County is located in the middle portion of the Mountain Counties Air Basin (MCAB), which contains Plumas, Sierra, Nevada, Placer, El Dorado, Amador, Calaveras, Tuolumne, and Mariposa Counties. The air basin is located along the northwestern Sierra Nevada mountain range, and covers approximately 11,000 square miles. The entire western slope of the County is located within the air basin. The Mountain Counties Air Basin includes the City of Placerville and the western part of El Dorado County. The largest source of air pollution within this basin comes from motor vehicles. A portion of El Dorado County is located in the Lake Tahoe Air Basin. However, the portion of El Dorado County within the Lake Tahoe Air Basin is located outside the scope of the proposed project.

Topography

Specific topography corresponds to the specific air basin. The natural topography of the western slope of the Sierra creates extreme elevation changes throughout the air basin. Elevations range from a few hundred feet above sea level in the west to over 10,000 feet to the east. The pattern of mountains and hills causes a wide variation in rainfall, temperature, and localized winds throughout the basin.

Climate

Temperature variations have an important influence on basin wind flow, dispersion along mountain ridges, vertical mixing, and photochemistry. Winter temperatures in the mountains can be below freezing for weeks at a time, and substantial depths of snow can accumulate. In the western foothills, winter temperatures usually dip below freezing only at night and precipitation is mixed as rain or light snow. In the summer, temperatures in the mountains are mild, with daytime peaks in the 70s to low 80s Fahrenheit, but the western end of the County can routinely exceed 100 degrees Fahrenheit.

The Sierra Nevada receives large amounts of precipitation from storms moving in from the Pacific in the winter, with lighter amounts of precipitation in the summer. Precipitation levels are high in the highest mountain elevations but decline rapidly toward the western portion of the basin.

Local meteorological conditions are recorded at the Placerville Station. The annual normal precipitation, which occurs primarily from November through March, is approximately 36.74 inches. January temperatures range from a normal minimum of 31.4°F to a maximum of 53.2°F. July temperatures range from a normal minimum of 55.9°F to a normal maximum of 91.2°F (National Oceanic and Atmospheric Administration, 1992).

CRITERIA POLLUTANTS

All criteria pollutants can have human health and environmental effects at certain concentrations. The United States Environmental Protection Agency (USEPA) uses six "criteria pollutants" as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health may occur. These threshold concentrations are called National Ambient Air Quality Standards (NAAQS). In addition, California establishes ambient air quality standards, called California Ambient Air Quality Standards (CAAQS). California law does not require that the CAAQS be met by a specified date as is the case with NAAQS.

The ambient air quality standards for the six criteria pollutants (as shown in Table 3.3-1) are set to public health and the environment within an adequate margin of safety (as provided under Section 109 of the Federal Clean Air Act). Epidemiological, controlled human exposure, and toxicology studies evaluate potential health and environmental effects of criteria pollutants, and form the scientific basis for new and revised ambient air quality standards. Principal characteristics and possible health and environmental effects from exposure to the six primary criteria pollutants generated by the proposed project are discussed below.

Ozone (O₃) is a photochemical oxidant and the major component of smog. While O₃ in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O₃ at ground level are a major health and environmental concern. O₃ is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC)¹ and oxides of nitrogen (NO_x) in the presence of sunlight. These reactions are stimulated by sunlight and temperature so that peak O₃ levels occur typically during the warmer times of the year. Both VOCs and NO_x are emitted by transportation and industrial sources. VOCs are emitted from sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents.

The reactivity of O₃ causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

¹ The CARB uses the term "Reactive Organic Gases" (ROG) in place of "Volatile Organic Compounds" (VOC).

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency 2019b). The average background level of ozone in the California and Nevada is approximately 48.3 parts per billion, which represents approximately 77 percent of the total ozone in the western region of the U.S. (NASA, 2015). Ozone concentrations tend to be highest in summer and lowest in winter.

In addition to human health effect, ozone has been tied to crop damage, typically in the form of stunted growth, leaf discoloration, cell damage, and premature death. O₃ can also act as a corrosive and oxidant, resulting in property damage such as the degradation of rubber products and other materials.

Carbon monoxide (CO) is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. Carbon monoxide is harmful because it binds to hemoglobin in the blood, reducing the ability of blood to carry oxygen. This interferes with oxygen delivery to the body's organs. The most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress. Inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies whose mothers experience high levels of CO exposure during pregnancy are at risk of adverse developmental effects (California Air Resources Board, 2019a). Exposure to CO at high concentrations can also cause fatigue, headaches, confusion, dizziness, and chest pain. There are no ecological or environmental effects to ambient CO (California Air Resources Board, 2019a).

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels increases the risk of such incidences.

CO concentrations tend to be highest in fall and winter and lowest in spring and summer. Over the long-term, CO concentrations have decreased throughout the United States. Average concentrations of CO have reduced from approximately 333 parts per billion in 2000 to

approximately 132 parts per billion in 2017, in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018).

Nitrogen dioxide (NO₂) is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO₂ is the increased likelihood of respiratory problems. Under ambient conditions, NO₂ can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O₃) and acid rain, and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂.

The major mechanism for the formation of NO₂ in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO_x). NO_x plays a major role, together with VOCs, in the atmospheric reactions that produce O₃. NO_x forms when fuel is burned at high temperatures. The two major emission sources are transportation and stationary fuel combustion sources such as electric utility and industrial boilers.

NO₂ concentrations tend to be highest in winter and lowest in summer. Over the long-term, nitrogen dioxide concentrations have generally been decreasing throughout the United States, including the Sacramento region (USEPA, 2018). Average concentrations of NO₂ have reduced from approximately 69 parts per billion in 2000 to approximately 48 parts per billion in 2017, in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018).

Sulfur dioxide (SO₂) is one of the multiple gaseous oxidized sulfur species and is formed during the combustion of fuels containing sulfur, primarily coal and oil. The largest anthropogenic source of SO₂ emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO₂ is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO₂ affects breathing and may aggravate existing respiratory and cardiovascular disease in high doses. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children and the elderly. SO₂ is also a primary contributor to acid deposition, or acid rain, which causes acidification of lakes and streams and can damage trees, crops, historic buildings and statues. In addition, sulfur compounds in the air contribute to visibility impairment in large parts of the country. This is especially noticeable in national parks. Ambient SO₂ results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills and from nonferrous smelters.

Short-term exposure to ambient SO₂ has been associated with various adverse health effects. Multiple human clinical studies, epidemiological studies, and toxicological studies support a causal relationship between short-term exposure to ambient SO₂ and respiratory morbidity. The observed health effects include decreased lung function, respiratory symptoms, and increased emergency department visits and hospitalizations for all respiratory causes. These studies further suggest that people with asthma are potentially susceptible or vulnerable to these health effects. In addition, SO₂

reacts with other air pollutants to form sulfate particles, which are constituents of fine particulate matter (PM_{2.5}). Inhalation exposure to PM_{2.5} has been associated with various cardiovascular and respiratory health effects (USEPA, 2017). Increased ambient SO₂ levels would lead to increased risk of such effects.

SO₂ emissions that lead to high concentrations of SO₂ in the air generally also lead to the formation of other sulfur oxides (SO_x). SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter (PM) pollution. Small particles may penetrate deeply into the lungs and in sufficient quantity can contribute to health problems.

Over the long-term, nitrogen dioxide concentrations have decreased throughout the United States (USEPA, 2018). Average concentrations of SO₂ have reduced from approximately 17.6 parts per billion in 2000 to approximately 6.2 parts per billion in 2017 at monitoring sites in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018).

Particulate matter (PM) includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by sources such as factories, power plants, cars, construction activity, fires and natural windblown dust. Particles formed in the atmosphere by condensation or the transformation of emitted gases such as SO₂ and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM₁₀ is particulate matter 10 micrometers or less in diameter (known as respirable particulate matter), and PM_{2.5} is particulate matter 2.5 micrometers or less in diameter (known as fine particulate matter).

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO₂) and laboratory studies of animals and humans, there are major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations.

Respirable particulate matter (PM₁₀) consists of small particles, less than 10 microns in diameter, of dust, smoke, or droplets of liquid which penetrate the human respiratory system and cause irritation by themselves, or in combination with other gases. Particulate matter is caused primarily by dust from grading and excavation activities, from agricultural uses (as created by soil preparation activities, fertilizer and pesticide spraying, weed burning and animal husbandry), and from motor vehicles, particularly diesel-powered vehicles. PM₁₀ causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Fine particulate matter (PM_{2.5}) consists of small particles, which are less than 2.5 microns in size. Similar to PM₁₀, these particles are primarily the result of combustion in motor vehicles, particularly diesel engines, as well as from industrial sources and residential/agricultural activities such as household burning and wildfire. It is also formed through the reaction of other pollutants. As with PM₁₀, these particulates can increase the chance of respiratory disease, and cause lung damage and cancer. In 1997, the EPA created new Federal air quality standards for PM_{2.5}.

The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children. Particulate matter also soils and damages materials, and is a major cause of visibility impairment.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in PM_{2.5} results in a one percent reduction in mortality rate for individuals over 30 years old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particulate levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM₁₀ and PM_{2.5} can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency 2019c).

Over the long-term, PM concentrations have decreased throughout the United States (USEPA, 2018). For example, average concentrations of PM_{2.5} have been reduced by approximately 19% between the years 2000 and 2018 at monitoring sites in California and Nevada (i.e. the West region, as defined by the USEPA) (USEPA, 2018). PM concentrations tend to be highest in winter and spring and lowest in summer.

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil or dust. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also affects the oxygen carrying capacity of the blood. Excessive Pb exposure can cause seizures, mental retardation and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have also shown that Pb may be a factor in high blood pressure and subsequent heart disease.

Lead is persistent in the environment and can be added to soils and sediments through deposition from sources of lead air pollution. Other sources of lead to ecosystems include direct discharge of waste streams to water bodies and mining. Elevated lead in the environment can result in decreased growth and reproductive rates in plants and animals, and neurological effects in vertebrates.

Lead exposure is typically associated with industrial sources; major sources of lead in the air are ore and metals processing and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters. As a result of the USEPA's regulatory efforts, including the removal of lead from motor vehicle gasoline, levels of lead in the air decreased by 98 percent between 1980 and 2014 (USEPA, 2019d). Based on this reduction of lead in the air over this period,

and since most new developments do not generate an increase in lead exposure, the health impacts of ambient lead levels are not typically monitored by the California Air Resources Board.

ODORS

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another.

It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

SENSITIVE RECEPTORS

A sensitive receptor is a location where human populations, especially children, seniors, and sick persons, are present and where there is a reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals and schools.

AMBIENT AIR QUALITY

Both the USEPA and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. Each pollutant is measured over several standardized timeframes (called the averaging times), which provide a standard to compare monitored levels of pollutants to the federal and state standards.

3.3 AIR QUALITY

Each criteria pollutant has more than one average time – for example, the state ambient air quality standard for ozone is monitored over both a 1-hour and 8-hour periods.

The federal and California state ambient air quality standards are summarized in Table 3.3-1 for important pollutants. The federal and state ambient standards were developed independently, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM₁₀.

TABLE 3.3-1: FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

| POLLUTANT | AVERAGING TIME | FEDERAL PRIMARY STANDARD | STATE STANDARD |
|-------------------|------------------|--------------------------|-----------------------|
| Ozone | 1-Hour | -- | 0.09 ppm |
| | 8-Hour | 0.070 ppm | 0.070 ppm |
| Carbon Monoxide | 8-Hour | 9.0 ppm | 9.0 ppm |
| | 1-Hour | 35.0 ppm | 20.0 ppm |
| Nitrogen Dioxide | Annual | 0.53 ppm | 0.03 ppm |
| | 1-Hour | 0.100 ppm | 0.18 ppm |
| Sulfur Dioxide | Annual | 0.03 ppm | -- |
| | 24-Hour | 0.14 ppm | 0.04 ppm |
| | 1-Hour | 0.075 ppm | 0.25 ppm |
| PM ₁₀ | Annual | -- | 20 µg/m ³ |
| | 24-Hour | 150 µg/m ³ | 50 µg/m ³ |
| PM _{2.5} | Annual | 12 µg/m ³ | 12 µg/m ³ |
| | 24-Hour | 35 µg/m ³ | -- |
| Lead | 30-Day Avg. | -- | 1.5 µg/m ³ |
| | Calendar Quarter | 0.15 µg/m ³ | -- |

NOTES: PPM = PARTS PER MILLION, PPB = PARTS PER BILLION, µG/M³ = MICROGRAMS PER CUBIC METER

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2019B.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Existing air quality concerns within the EDCTC planning area are related to increases of regional criteria air pollutants (e.g., ozone and particulate matter), exposure to toxic air contaminants, and odors. The primary source of ozone (smog) pollution is motor vehicles which account for 70 percent of the ozone in the region. Particulate matter is caused by dust, primarily dust generated from construction and grading activities, and smoke which is emitted from fireplaces, wood-burning stoves, incidences of wildfire, and agricultural burning.

Attainment Status

In accordance with the California Clean Air Act (CCAA), the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once (excluding those occasions when a violation was caused by an exceptional event, as defined by the CARB).

Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The USEPA designates areas for ozone, CO, and NO₂ as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO₂, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of Attainment, Nonattainment, and Unclassified is more frequently used.

The portion of El Dorado County located within the MCAB (i.e. the western portion of El Dorado County, which excludes area within the Lake Tahoe Air Basin) has a state designation of Nonattainment for ozone and PM₁₀, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of El Dorado County within the MCAB has a national designation of Nonattainment for ozone and PM_{2.5} and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). Table 3.3-2 presents the state and national attainment status for the portion of El Dorado County within the MCAB.

TABLE 3.3-2: STATE AND NATIONAL ATTAINMENT STATUS (EL DORADO COUNTY WITHIN THE MCAB*)

| CRITERIA POLLUTANTS | STATE DESIGNATIONS | NATIONAL DESIGNATIONS |
|-------------------------------|--------------------|-------------------------|
| Ozone | Nonattainment | Nonattainment |
| PM ₁₀ | Nonattainment | Unclassified |
| PM _{2.5} | Unclassified | Nonattainment |
| Carbon Monoxide | Unclassified | Unclassified/Attainment |
| Nitrogen Dioxide | Attainment | Unclassified/Attainment |
| Sulfur Dioxide | Attainment | Unclassified/Attainment |
| Sulfates | Attainment | ** |
| Lead | Attainment | Unclassified/Attainment |
| Hydrogen Sulfide | Unclassified | ** |
| Visibility Reducing Particles | Unclassified | ** |

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2018.

*= Note: The portion of El Dorado County with the MCAB does not include the area within the Lake Tahoe Air Basin.

**= There was insufficient (or no) data available to determine the status.

El Dorado County Air Quality Monitoring

Air pollutant concentrations are measured at several monitoring stations throughout El Dorado County including:

- Big Hill Lookout Road
- Coloma-Park Headquarters
- Cool-Highway 193
- Echo Summit

3.3 AIR QUALITY

- Kyburz-Fire Station
- Loon Lake-Power House
- Placerville-Airport
- Placerville-Gold Nugget Way
- Shingle Springs Ponderosa High School
- Sly Park-Dam
- Strawberry

Air Quality in El Dorado County is generally worse in the western portion of the County. Table 3.3-3 provides a sample of the air quality monitoring results for the monitoring stations within the portion of El Dorado County in the MCAB for years 2016 through 2018. Data for Ozone is provided from the Cool Highway 193 monitoring site located in Auburn. However, recent data for particulate matter (i.e. PM₁₀ and PM_{2.5}) for the portion of El Dorado County in the MCAB was not available. The only monitoring station in El Dorado County that maintains recent monitoring for particulate matter in El Dorado County is located in South Lake Tahoe (South Lake Tahoe-Sandy Way monitoring station), which is located outside of the Planning Area. Table 3.3-4 provides a sample of the air quality monitoring results for the MCAB as a whole.

TABLE 3.3-3: AMBIENT AIR QUALITY MONITORING DATA (COOL HIGHWAY 193)

| POLLUTANT | CAL. | FED. | YEAR | MAX CONCENTRATION | DAYS EXCEEDED STATE/FED STANDARD |
|--|--------------------------|--------------------------|----------------------|-------------------------|-------------------------------------|
| | PRIMARY STANDARD | | | | |
| Ozone (O ₃) (1-hour) | 0.09 ppm (180 µg/m³) | -- | 2018 2017 2016 | 0.121 0.106 0.105 | 13 / ** 4 / ** 3 / ** |
| Ozone (O ₃) (8-hour) | 0.070 ppm (137 µg/m³) | 0.070 ppm (147 µg/m³) | 2018 2017 2016 | 0.108 0.085 0.095 | 26 / 26 28 / 28 20 / 20 |
| Particulate Matter (PM ₁₀) (24-hour) | 50 µg/m³ | 150 µg/m³ | 2018 2017 2016 | ** ** ** | **/** **/** **/** |
| Fine Particulate Matter (PM _{2.5}) (24-hour) | -- | 35 µg/m³ | 2018 2017 2016 | ** ** ** | **/** **/** **/** |

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: µG/M³ = MICRONS PER CUBIC METER; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE.

TABLE 3.3-4: AMBIENT AIR QUALITY MONITORING DATA (MOUNTAIN COUNTIES AIR BASIN)

| POLLUTANT | CAL. | FED. | YEAR | MAX CONCENTRATION | DAYS EXCEEDED STATE/FED STANDARD |
|--|---------------------------------------|---------------------------------------|----------------------|-------------------------|-------------------------------------|
| | PRIMARY STANDARD | | | | |
| Ozone (O ₃) (1-hour) | 0.09 ppm (180 µg/m ³) | -- | 2018 2017 2016 | 0.129 0.113 0.112 | 24/ ** 18/ ** 17 / ** |
| Ozone (O ₃) (8-hour) | 0.070 ppm (137 µg/m ³) | 0.070 ppm (147 µg/m ³) | 2018 2017 2016 | 0.114 0.099 0.097 | 56/ 53 90 / 84 74 / 72 |
| Particulate Matter (PM ₁₀) (24-hour) | 50 µg/m ³ | 150 µg/m ³ | 2018 2017 2016 | 307.5 141.7 62.4 | **/** 0/** 0 / 0 |
| Fine Particulate Matter (PM _{2.5}) (24-hour) | -- | 35 µg/m ³ | 2018 2017 2016 | 142.8 109.7 57.2 | **/16.2 **/15.5 **/24.3 |

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2019A.

NOTES: µG/M³ = MICRONS PER CUBIC METER; ** = THERE WAS INSUFFICIENT (OR NO) DATA AVAILABLE TO DETERMINE THE VALUE.

3.3.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: NAAQS for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The USEPA is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health (with an adequate margin of safety, including for sensitive populations such as children, the elderly, and individuals suffering from respiratory diseases), and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

NAAQS standards define clean air and represent the maximum amount of pollution that can be present in outdoor air without any harmful effects on people and the environment. Existing violations of the ozone and PM_{2.5} ambient air quality standards indicate that certain individuals exposed to these pollutants may experience certain health effects, including increased incidence of cardiovascular and respiratory ailments.

NAAQS standards have been designed to accurately reflect the latest scientific knowledge and are reviewed every five years by a Clean Air Scientific Advisory Committee (CASAC), consisting of seven members appointed by the USEPA administrator. Reviewing NAAQS is a lengthy undertaking and includes the following major phases: Planning, Integrated Science Assessment (ISA), Risk/Exposure Assessment (REA), Policy Assessment (PA), and Rulemaking. The process starts with a comprehensive review of the relevant scientific literature. The literature is summarized and conclusions are presented in the ISA. Based on the ISA, USEPA staff perform a risk and exposure assessment, which is summarized in the REA document. The third document, the PA, integrates the findings and conclusions of the ISA and REA into a policy context, and provides lines of reasoning that could be used to support retention or revision of the existing NAAQS, as well as several alternative standards that could be supported by the review findings. Each of these three documents is released for public comment and public peer review by the CASAC. Members of CASAC are appointed by the USEPA Administrator for their expertise in one or more of the subject areas covered in the ISA. The committee's role is to peer review the NAAQS documents, ensure that they reflect the thinking of the scientific community, and advise the Administrator on the technical and scientific aspects of standard setting. Each document goes through two to three drafts before CASAC deems it to be final.

Although there is some variability among the health effects of the NAAQS pollutants, each has been linked to multiple adverse health effects including, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. NAAQS standards were last revised for each of the six criteria pollutant as listed below, with detail on what aspects of NAAQS changed during the most recent update:

- Ozone: On October 1, 2015, the USEPA lowered the national eight-hour standard from 0.075 ppm to 0.070 ppm, providing for a more stringent standards consistent with the current California state standard.
- CO: In 2011, the primary standards were retained from the original 1971 level, without revision. The secondary standards were revoked in 1985.
- NO₂: The national NO₂ standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO₂ concentrations than the existing national standard.
- SO₂: On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb.
- PM: the national annual average PM_{2.5} standard was most recently revised in 2012 following an exhaustive review of new literature pointed to evidence for increased risk of premature mortality at lower PM_{2.5} concentrations than the existing standard.
- Lead: The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. In 2016, the primary and secondary standards were retained.

The law recognizes the importance for each state to locally carry out the requirements of the FCAA, as special consideration of local industries, geography, housing patterns, etc. are needed to have full comprehension of the local pollution control problems. As a result, the USEPA requires each state to develop a State Implementation Plan (SIP) that explains how each state will implement the FCAA within their jurisdiction. A SIP is a collection of rules and regulations that a particular state will implement to control air quality within their jurisdiction. The CARB is the state agency that is responsible for preparing and implementing the California SIP.

Transportation Conformity Analysis

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the EPA adopted implementing regulations in 1997. See §176 of the FCAA (42 U.S.C. §7506) and 40 CFR Part 93, Subpart A. Transportation conformity serves much the same purpose as general conformity: it ensures that transportation plans, transportation improvement programs, and projects that are developed, funded, or approved by the United States Department of Transportation or that are recipients of funds under the Federal Transit Act or from the Federal Highway Administration (FHWA), conform to the SIP as approved or promulgated by EPA.

Currently, transportation conformity applies in nonattainment areas and maintenance areas (maintenance areas are those areas that were in nonattainment that have been redesignated to attainment, under the FCCA). Under transportation conformity, a determination of conformity with the applicable SIP must be made by the agency responsible for the project, such as the Metropolitan Planning Organization, the Council of Governments, or a federal agency. The agency making the determination is also responsible for all the requirements relating to public participation. Generally, a project will be considered in conformance if it is in the transportation improvement plan and the transportation improvement plan is incorporated in the SIP. If an action is covered under transportation conformity, it does not need to be separately evaluated under general conformity.

Transportation Control Measures

One particular aspect of the SIP development process is the consideration of potential control measures as a part of making progress towards clean air goals. While most SIP control measures are aimed at reducing emissions from stationary sources, some are typically also created to address mobile or transportation sources. These are known as transportation control measures (TCMs). TCM strategies are designed to reduce vehicle miles traveled and trips, or vehicle idling and associated air pollution. These goals are achieved by developing attractive and convenient alternatives to single-occupant vehicle use. Examples of TCMs include ridesharing programs, transportation infrastructure improvements such as adding bicycle and carpool lanes, and expansion of public transit.

STATE

California Clean Air Act

The CCAA was first signed into law in 1988. The CCAA provides a comprehensive framework for air quality planning and regulation, and spells out, in statute, the state's air quality goals, planning and regulatory strategies, and performance. The CARB is the agency responsible for administering the CCAA. The CARB established ambient air quality standards pursuant to the California Health and Safety Code (CH&SC) [§39606(b)], which are similar to the federal standards.

California Air Quality Standards

Although NAAQS are determined by the USEPA, states have the ability to set standards that are more stringent than the federal standards. As such, California established more stringent ambient air quality standards. Federal and state ambient air quality standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, suspended particulates (PM₁₀) and lead. In addition, California has created standards for pollutants that are not covered by federal standards. Although there is some variability among the health effects of the CAAQS pollutants, each has been linked to multiple adverse health effects including, among others, premature death, hospitalizations and emergency department visits for exacerbated chronic disease, and increased symptoms such as coughing and wheezing. The existing state and federal primary standards for major pollutants are shown in the previously provided Table 3.3-1 (entitled "Federal and State Ambient Air Quality Standards").

Air quality standard setting in California commences with a critical review of all relevant peer reviewed scientific literature. The Office of Environmental Health Hazard Assessment (OEHHA) uses the review of health literature to develop a recommendation for the standard. The recommendation can be for no change, or can recommend a new standard. The review, including the OEHHA recommendation, is summarized in a document called the draft Initial Statement of Reasons (ISOR), which is released for comment by the public, and also for public peer review by the Air Quality Advisory Committee (AQAC). AQAC members are appointed by the President of the University of California for their expertise in the range of subjects covered in the ISOR, including health, exposure, air quality monitoring, atmospheric chemistry and physics, and effects on plants, trees, materials, and ecosystems. The Committee provides written comments on the draft ISOR. The ARB staff next revises the ISOR based on comments from AQAC and the public. The revised ISOR is then released for a 45-day public comment period prior to consideration by the Board at a regularly scheduled Board hearing.

In June of 2002, the CARB adopted revisions to the PM₁₀ standard and established a new PM_{2.5} annual standard. The new standards became effective in June 2003. Subsequently, staff reviewed the published scientific literature on ground-level ozone and nitrogen dioxide and the CARB adopted revisions to the standards for these two pollutants. Revised standards for ozone and nitrogen dioxide went into effect on May 17, 2006 and March 20, 2008, respectively. These revisions reflect the most recent changes to the CAAQS.

CARB Mobile-Source Regulation

The State of California is responsible for controlling emissions from the operation of motor vehicles in the state. Rather than mandating the use of specific technology or the reliance on a specific fuel, the CARB's motor vehicle standards specify the allowable grams of pollution per mile driven. In other words, the regulations focus on the reductions needed rather than on the manner in which they are achieved. Toward this end, the CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

Tanner Air Toxics Act

California regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act sets forth a formal procedure for ARB to designate substances as TACs. This includes research, public participation, and scientific peer review before ARB can designate a substance as a TAC. To date, ARB has identified more than 21 TACs and has adopted EPA's list of HAPs as TACs. Most recently, diesel PM was added to the ARB list of TACs. Once a TAC is identified, ARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that particular TAC. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate best available control technology (BACT), as determined on a case-by-case basis, to minimize emissions.

The AB 2588 requires that existing facilities that emit toxic substances above a specified level prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures. ARB has

adopted diesel exhaust control measures and more stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In February 2000, ARB adopted a new public-transit bus-fleet rule and emission standards for new urban buses. These rules and standards provide for (1) more stringent emission standards for some new urban bus engines, beginning with 2002 model year engines; (2) zero-emission bus demonstration and purchase requirements applicable to transit agencies; and (3) reporting requirements under which transit agencies must demonstrate compliance with the urban transit bus fleet rule. Upcoming milestones include the low-sulfur diesel-fuel requirement, and tighter emission standards for heavy-duty diesel trucks (2007) and off-road diesel equipment (2011) nationwide.

LOCAL

Air Quality Management District

The El Dorado County Air Quality Management District (AQMD), or “Air District”, is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in El Dorado County, as well as for adopting strategies needed to improve air quality and ensure the Region’s compliance with federal and state standards.

The Air District maintains a list of rules including Air District Rule 228 – Fugitive Dust. Air District Rule 228 is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. This rule applies to public and private construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), and operation of machines/equipment. The rule requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.²

Sacramento Area Council of Governments

SACOG is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. In addition, SACOG, through a memorandum of understanding with the EDCTC, governs federal transportation planning and programming for El Dorado County and is responsible for ensuring that the 2020-2040 RTP conforms to the State Implementation Plan (SIP).

El Dorado County Transportation Commission

The EDCTC is comprised of nine members: seven are elected officials representing local jurisdictions. Of the seven elected, voting officials, three are City of Placerville Council members and four are El

Dorado County Supervisors. The two non-voting advisory members represent the California Department of Transportation (Caltrans, District 3) and the City of South Lake Tahoe. EDCTC staff consists of an Executive Director, two Senior Transportation Planners, an Administrative Services Officer, and an Executive Assistant.

The EDCTC is responsible for coordinating regional transportation planning for the western slope of El Dorado County. Being the State-mandated Regional Transportation Planning Agency, EDCTC prepares the Regional Transportation Plan and Improvement Program for the Western Slope. This Plan is updated every five years.

Local General Plans

El Dorado County and the only incorporated city/town within the portion of El Dorado County in the MCAB (Placerville) do not directly regulate air quality within their jurisdictions, however, the county and City of Placerville each adopt policies within their General Plans to reduce air pollutant emissions as part of their general plans and other local programs.

3.3.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with air quality if it will:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impacts related to greenhouse gases, climate change, and energy are addressed in Section 3.5.

Impacts related to Project-generated Pollutants of Human Health Concern

In December 2018, the California Supreme Court issued its decision in *Sierra Club v. County of Fresno* (226 Cal.App.4th 704) (hereafter referred to as the Friant Ranch Decision). The case reviewed the long-term, regional air quality analysis contained in the EIR for the proposed Friant Ranch development. The Friant Ranch project is a 942-acre master-plan development in unincorporated Fresno County within the San Joaquin Valley Air Basin, an air basin currently in nonattainment for the ozone and PM_{2.5} NAAQS and CAAQS. The Court found that the air quality analysis was inadequate because it failed to provide enough detail “for the public to translate the bare [criteria pollutant emissions] numbers provided into adverse health impacts or to understand why such a translation is not possible at this time.” The Court’s decision clarifies that the agencies authoring environmental documents must make reasonable efforts to connect a project’s air quality impacts to specific health effects or explain why it is not technically feasible to perform such an analysis.

All criteria pollutants that would be generated by the project are associated with some form of health risk (e.g., asthma). Criteria pollutants can be classified as either regional or localized pollutants. Regional pollutants can be transported over long distances and affect ambient air quality far from the emissions source. Localized pollutants affect ambient air quality near the emissions source. Ozone is considered a regional criteria pollutant, whereas CO, NO₂, SO₂, and lead (Pb) are localized pollutants. PM can be both a local and a regional pollutant, depending on its composition. As discussed above, the primary criteria pollutants of concern generated by the project are ozone precursors (ROG and NO_x) and PM (including Diesel PM). The AQMD does not currently have a methodology that would correlate the expected air quality emissions of projects to the likely health consequences of the increased emissions.

REGIONAL PROJECT-GENERATED CRITERIA POLLUTANTS (OZONE PRECURSORS AND REGIONAL PM)

Adverse health effects induced by regional criteria pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO_x) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO_x generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long-distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region.

Technical limitations of existing models to correlate project- or plan-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for the Friant Ranch legal proceedings. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, “it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The air district further notes that emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NO_x and VOC in the San Joaquin Valley) is not likely to yield valid information,” and that any such information should not be “accurate when applied at the local level.” SCAQMD presents similar information in their brief, stating that “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels”³.

³ For example, SCAQMD’s analysis of their 2012 Air Quality Attainment Plan showed that modeled NO_x and ROG reductions of 432 and 187 tons per day, respectively, only reduced ozone levels by 9 parts per billion. Analysis of SCAQMD’s Rule 1315 showed that emissions of NO_x and ROG of 6,620 and 89,180 pounds per day, respectively, contributed to 20 premature deaths per year and 89,947 school absence (South Coast Air Quality Management District, 2015).

As discussed above, air districts develop region-specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment or nonattainment designations under the NAAQS and CAAQS. The NAAQS and CAAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the NAAQS or CAAQS would be exceeded. For plan-level projects, such as the proposed 2020-2040 El Dorado County Regional Transportation Plan, air districts typically consider projects that do not generate a net increase of criteria pollutants for which the region is in nonattainment to not adversely affect air quality. Emissions generated by a project or plan could increase some local concentrations of photochemical reactions and the formation of tropospheric ozone and secondary PM (even if regional emissions are reduced with implementation of a project or plan), which at certain concentrations, could lead to increased incidence of specific health consequences at the local level. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As such, a project or plan's incremental contribution cannot be traced to specific health outcomes on a regional scale, and a quantitative correlation of project-generated regional criteria pollutant emissions to specific human health impacts is not included in this analysis.

IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Long-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area (less than significant)

PROJECT EMISSIONS

A finding of conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the State Implementation Plan (SIP). Conformity ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. Additionally, SIPs in California are developed to ensure conformity with the State ambient air quality standards. SACOG, through a memorandum of understanding with the EDCTC, governs federal transportation planning and programming for El Dorado County and is responsible for ensuring that the 2020-2040 RTP conforms to the State Implementation Plan (SIP). The EDCTC is not required to develop a Regional Air Quality Plan and the EDCTC is not required to perform air quality "Conformity Analysis" for its transportation projects due to being governed under SACOG which is the federally designated Metropolitan Planning Organization (MPO).

Under the terms of a Memorandum of Understanding between EDCTC and SACOG, EDCTC submits the El Dorado County RTP for inclusion into the SACOG MTP. This process allows the El Dorado County RTP, a locally developed plan, to be included in the regional air quality conformity process. The local planning process for the RTP includes a local consensus of policies, projects, programs, and funding decisions, which then become an integral part of the regional MTP.

In order to compare the region's current air quality with federal and state standards, the Air District maintains air quality monitoring stations located throughout the Planning Area. Although this analysis will not require a formal conformity determination, it will undergo public review in accordance with EDCTC policies for community input, as well as review by SACOG to ensure conformance with regional objectives. These procedures ensure that the public has adequate opportunity to be informed of the regional emissions analysis, encourages public participation and comment, and endures conformity with regional plans and procedures.

Emission Estimates: EMFAC Outputs

The SACOG regional emissions analysis and forecasts for transportation-related ROG, NO_x, and PM_{2.5} are summarized below in Table 3.3-4. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

TABLE 3.3-4: EMISSION ESTIMATES (TONS PER DAY)

| | 2016 | | 2035 | | 2040 | |
|-----------------------|------------------|----------------------|------------------|----------------------|------------------|----------------------|
| EMISSIONS TYPE | EL DORADO COUNTY | SACOG REGIONAL TOTAL | EL DORADO COUNTY | SACOG REGIONAL TOTAL | EL DORADO COUNTY | SACOG REGIONAL TOTAL |
| ROG | 1.55 | 20.70 | 0.67 | 8.38 | 0.58 | 7.47 |
| % Reduction from 2016 | N/A | N/A | -56.77% | -59.52% | -62.58% | -63.91% |
| NO _x | 2.44 | 36.00 | 0.50 | 10.26 | 0.41 | 9.58 |
| % Reduction from 2016 | N/A | N/A | -79.51% | -71.50% | -83.20% | -73.39% |
| PM _{2.5} | 0.10 | 1.74 | 0.09 | 1.57 | 0.09 | 1.60 |
| % Reduction from 2016 | N/A | N/A | -10.00% | -9.77% | -10.00% | -8.05% |

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

The results from the emissions outputs show a downward trend through the 2040 analysis horizon for ROG and NO_x within El Dorado County. Regional air quality emissions are shown to improve during the 2040 planning horizon for ROG, NO_x, and PM_{2.5}. The projected changes to emissions of criteria pollutants are related to assumptions in the EMFAC modeling regarding improving fuel efficiency and emission rates for vehicles due to State and federal emission control programs, as well as improvements in technology and the overall transportation network.

PROJECT EFFECTS ON PUBLIC HEALTH

As shown in Table 3.3-4, emissions estimates in El Dorado show a downward trend through the 2040 analysis horizon for ROG, NO_x, and PM_{2.5}.

Ozone

O₃ is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOC) (also known as ROG) and oxides of nitrogen (NO_x) in the presence of sunlight. The reactivity of O₃ causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours

at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term ozone exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to ozone may increase the risk of respiratory-related deaths (U.S. Environmental Protection Agency, 2019a). The concentration of ozone at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of ozone and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggest that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum ozone concentration reaches 80 parts per billion (U.S. Environmental Protection Agency, 2019b).

The proposed project would generate emissions of ROG and NO_x during long-term operational activities. Although the exact effect of such emissions on local health are not quantified, it is likely that the generation of ROG and NO_x by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of individual RTP projects. However, as shown in Table 3.3-4, ROG and NO_x emissions associated with the project's transportation facilities within both El Dorado County and the broader SACOG region would decrease over the planning horizon. Therefore, the proposed project is unlikely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards throughout the RTP planning horizon. However, the proposed project's generation of ROG and NO_x would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

Particulate Matter

Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO₂) and laboratory studies of animals and humans, PM can cause major effects of concern for human health. These include effects on breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular disease, alterations in the body's defense systems against foreign materials, damage to lung tissue, carcinogenesis and premature death. Small particulate pollution has health impacts even at very low concentrations – indeed no threshold has been identified below which no damage to health is observed. The major subgroups of the population that appear to be most sensitive to the effects of particulate matter include individuals with chronic obstructive pulmonary or cardiovascular disease or influenza, asthmatics, the elderly and children.

Numerous studies have linked PM exposure to premature death in people with preexisting heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms. Studies show that every 1 microgram per cubic meter reduction in PM_{2.5} results in a one percent reduction in mortality rate for individuals over 30 years

old (Bay Area Air Quality Management District, 2017). Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function and the development of chronic bronchitis – and even premature death. Additionally, depending on its composition, both PM₁₀ and PM_{2.5} can also affect water quality and acidity, deplete soil nutrients, damage sensitive forests and crops, affect ecosystem diversity, and contribute to acid rain (U.S. Environmental Protection Agency, 2019c).

Although the exact effects of such emissions on local health are not known, it is likely that PM generated by the proposed project would especially affect people with impaired respiratory systems, but also healthy adults and children located in the immediate vicinity of individual RTP projects. However, as shown in Table 3.3-4, PM_{2.5} emissions associated with the project's transportation facilities within both El Dorado County and the broader SACOG region would not increase over the planning horizon. Therefore, the proposed project is unlikely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards through the planning horizon. However, the proposed project's generation of PM would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

Discussion

As previously discussed, the magnitude and locations of any potential changes in ambient air quality, and thus health consequences, from these additional emissions cannot be quantified with a high level of certainty due to the dynamic and complex nature of pollutant formation and distribution (e.g., meteorology, emissions sources, sunlight exposure), as well as the variabilities in the receptors that reside in a particular area. It is anticipated that public health will continue to be affected by the emission of criteria pollutants, especially by those with impaired respiratory systems in the EDCTC planning area and the surrounding region so long as the region does not attain the CAAQS or NAAQS. However, as shown in Table 3.3-4, these pollutants as generated by the region's transportation facilities would decrease over the planning horizon. Nevertheless, the criteria pollutants generated by the proposed project during project operation when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of individual RTP projects.

CONCLUSION

The emission outputs reflect a decreasing trend of criteria pollutant emissions through 2040 for ROG and NO_x, and no change for PM_{2.5}. The results of the emission model largely reflects the fact that the state and federal Environmental Protection Agency's vehicle and fuel regulations that are being phased into place over the study horizon will bring about significantly lower emission levels, which is particularly important for the reduction of emissions in nonattainment areas. The results of the emission model also reflect improvements to technology, independent of state and federal regulations. Furthermore, the outputs also reflect improvements to the transportation network, including the use of alternative modes such as bike/pedestrian, transit, and carpooling opportunities.

While the 2020-2040 RTP provides improvements that will increase transportation system capacity, it should be noted that it does not control land development and population growth, rather, the

General Plans for the incorporated and unincorporated communities control growth and development. Implementation of the 2020-2040 RTP may also result in beneficial air quality impacts as a result of the transportation system improvements.

Implementation of the 2020-2040 RTP will not conflict with or obstruct any air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a Nonattainment area. Therefore, this impact is considered *less than significant*.

Impact 3.3-2: Short-term - conflict with, or obstruct, the applicable air quality plan, or result in a cumulatively considerable net increase of a criteria pollutant in a non-attainment area (less than significant with mitigation)

PROJECT EMISSIONS

The portion of El Dorado County located within the MCAB has a state designation of Nonattainment for ozone and PM₁₀, and a state designation of either Unclassified or Attainment for all other criteria pollutants. The portion of El Dorado County within the MCAB has a national designation of Nonattainment for ozone and a national designation of either Attainment or Unclassified for all other criteria pollutants (or insufficient or no data was available to determine the status). The portion of El Dorado County located within the MCAB has a state designation of Nonattainment for ozone and PM_{2.5}, and a state designation of either Unclassified or Attainment for all other criteria pollutants.

Activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x) as well as PM₁₀ and PM_{2.5}, which could exacerbate the county's existing non-attainment status for these criteria pollutants.

Construction projects in El Dorado County, including the construction of the roadway and other transportation improvements identified in the 2020-2040 RTP, are required to receive a permit from El Dorado Air Quality Management District (AQMD). The AQMD has existing rules and regulations in place to reduce construction related emissions and dust impacts. All future roadway and other transportation construction projects associated with implementation of the 2020-2040 RTP would be subject to the existing AQMD requirements. El Dorado AQMD Rule 223 – Fugitive Dust is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. This rule applies to public and private construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), and operation of machines/equipment. The rule requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.

Implementation of these measures requires the development of a dust control plan and the construction operators to take special precautions during construction, including grading, paving, and maintenance of roads and other improvements that would reduce emissions of particulate matter, ozone precursors, and other pollutants.

PROJECT EFFECTS ON PUBLIC HEALTH

Ozone precursors (ROG and NO_x) and PM would be generated locally during construction activities. However, construction activities are temporary in nature, and with implementation with the AQMD's pre-established rules, any potential increases of these pollutants generated by the proposed project are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, due to expected improvements in on-road and off-road mobile vehicle efficiencies over the EDCTC planning horizon. Nevertheless, the criteria pollutants generated by the proposed project during project construction when combined with the existing criteria pollutants emitted regionally, would affect people, especially those with impaired respiratory systems located in the immediate vicinity of the individual RTP projects.

CONCLUSION

Compliance with the AQMD pre-established rules, including implementation of Mitigation Measure 3.3-1, will ensure that short-term air quality impacts are reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.3-1: *The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with AQMD Rule 223 (Fugitive Dust). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the AQMD.*

Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations (less than significant with mitigation)

Very high levels of CO are not likely to occur outdoors. However, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability for getting oxygenated blood to their hearts in situations where the heart needs more oxygen than usual. They are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain also known as angina (USEPA, 2016). Such acute effects may occur under current ambient conditions for some sensitive individuals, while increases in ambient CO levels could increase the risk of such incidences.

The RTP projects are designed to improve traffic flows and reduce congestion system-wide, reducing the potential for CO "hot spots" that can occur from exhaust of idling cars waiting to clear a heavily

congested intersection or crossing. The RTP projects are intended to reduce congested conditions throughout the system while accommodating additional traffic generated by the increase in population projected for El Dorado County. These are considered beneficial effects.

While the RTP projects will respond to additional traffic and reducing congestion (brought by that additional traffic) system-wide, there is a potential for CO concentrations or hot spots to develop under adverse atmospheric conditions that prevent a rapid dispersion of CO. Currently, the county is in attainment of federal and State standards for CO. Nonetheless, there is a potential for some, albeit rare, instances of congestion and an occasional hot spot. The following mitigation measure would ensure traffic flows near sensitive receptors are improved in order to reduce the potential for the formation of CO hot spots. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.3-2: *The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.*

Impact 3.3-4: Create objectionable odors affecting a substantial number of people (less than significant)

Implementation of the RTP would not directly create or generate objectionable odors. Persons residing in the immediate vicinity of proposed improvements may be subject to temporary odors typically associated with roadway construction activities (hot asphalt, etc.). However, any odors generated by construction activities would be minor and would be short and temporary in duration. This is considered a ***less than significant*** impact.

Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures (less than significant with mitigation)

Asbestos is a material that has been used in a variety of transportation facilities, including bridges, walls, and road base. Demolition and excavation activities of facilities containing asbestos requires monitoring to ensure that they are properly removed and disposed of in accordance with local and State regulations.

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, in accordance with AQMD Rule 223-2 (Asbestos Hazard Mitigation). If asbestos is deemed present naturally, or in existing facilities, 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. The following mitigation measure would ensure that any construction activities that may result in the release of asbestos would include appropriate measures contained within an Asbestos Hazard Dust Mitigation

Plan to ensure that exposure to construction workers and the public is minimized to acceptable State and local levels. Implementation of the following mitigation measure would ensure that this potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.3-3: Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), and El Dorado AQMD Rule 223-2, to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities, or other recommended actions by the AQMD.

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This section provides a background discussion of the prehistoric period background, ethnographic background, historic period background, known cultural resources in the region, the regulatory setting, an impact analysis, and mitigation measures. This section is based in part on the following:

- El Dorado County General Plan (Adopted July 2004, Amended December 2019);
- El Dorado County General Plan EIR (May 2003); and
- Placerville General Plan (January 1989);

A comment letter from the Native American Heritage Commission was received during the public review period relating to cultural resources.

KEY TERMS

Cultural and Historic Resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. Preservation of the city and county's cultural heritage should be considered when planning for the future.

Archaeology. The study of historic or prehistoric peoples and their cultures by analysis of their artifacts and monuments.

Complex. A patterned grouping of similar artifact assemblages from two or more sites, presumed to represent an archaeological culture.

Ethnography. The study of contemporary human cultures.

Midden. A deposit marking a former habitation site and containing such materials as discarded artifacts, bone and shell fragments, food refuse, charcoal, ash, rock, human remains, structural remnants, and other cultural leavings.

3.4.1 ENVIRONMENTAL SETTING

El Dorado County contains a rich cultural resource heritage that includes archeological, historical, and cultural sites and resources. Many archeological and historical sites and resources have been identified and evaluated. However, given the rich heritage of the area, many archeological, historical, and tribal sites and resources may remain undiscovered.

PREHISTORY

The Sierra Nevada, lower foothills of the Sierra Nevada and eastern edge of the lower Sacramento Valley are not well known archeologically due to the limited scope and nature of previous archeological investigations. Local cultural-chronological sequences have been proposed, although archaeological data concerning the material culture and lifeways has been gathered from archaeological sites scattered across El Dorado County over the last 60 years. The following summary is based on the El Dorado County and studies that have been performed to date.

In California, manifestations of prehistoric material culture can be categorized according to "patterns" or "horizons" with each incorporating distinctive technological, economic, social, and ideological elements. Early research resulted in the development of the Central California

3.4 CULTURAL AND TRIBAL RESOURCES

Taxonomic System and a tripartite Horizon classification scheme (Early, Middle, Late). Although these broad temporal and cultural periods have been further subdivided (cf. Scheme B1, Bennyhoff and Hughes 1987), they are also referred to as Windmill, Berkeley, and Augustine patterns and are briefly described below. Although Native American occupation in the county may date to as early as 10,000 to 12,000 years ago (Anderson 2000, Engelbrecht and Seyfert 1994, Feidel 2000, Gamble 1994, Meltzer 1995, Yesner 1996), the best documented evidence for human occupation in the general region is found among sites exhibiting traits characteristic of the Windmill Pattern or Early Horizon. Such sites date to as early as 4,750 years Before Present (BP) and as late as 2,500 years BP, and frequently contain numerous mortar fragments, indicating that acorns and/or various seeds were relatively important food items (Moratto 1984). However, the remains of numerous faunal species are often found on Windmill sites, and the presence of angling hooks and potter artifacts possibly used as net or line sinkers indicates a varied and efficient subsistence system (Fredrickson 1973; Heizer 1949, Schulz 1970; Ragir 1972).

Windmill sites also show that a great deal of trade was taking place; obsidian, Haliotis, and Olivella shell beads and ornaments, quartz crystals, and other exotic materials are frequently found on these sites (Heizer 1949, Moratto 1984). These seasonal migrations may have involved population shifts to higher elevations during the summer with winter occupations being in the valley (Moratto 1984).

Sites from the later Berkeley Pattern or Middle Horizon (2,500–1,450 years BP) are often quite similar to Windmill sites. Features such as the use of red ocher in burial contexts, cobble mortars, “charmstones,” and lanceolate point styles can be found during both periods. (Elsasser 1978, Johnson 1971, Moratto 1984.) However, during this time, a much heavier reliance on acorns as a staple food develops as evidenced by an increased number of mortars and pestles in the archaeological record. Distinctive artifacts and radiocarbon dates from sites associated with the Berkeley Pattern suggest that these cultural manifestations may represent a Proto-Miwok population movement from the San Francisco Bay area to the Central Valley and Sierra foothill environments.

First appearing in the archaeological record around 1,400 years BP and extending to proto-historic times, manifestations of the Augustine Pattern or Late Horizon indicate that intensive fishing, hunting, and acorn gathering supported large, dense populations. Highly developed exchange systems had evolved and mortuary practices with elaborate ceremonialism indicate a well-stratified society. Earlier Augustine Pattern sites, however, still bear many similarities to the Berkeley Pattern, suggesting that the Augustine Pattern represents elements of local innovation and a blending of traits with the Middle Horizon (Fredrickson 1973; Jackson and Schulz 1975; Johnson 1977; Moratto 1984).

Early Native American occupation has resulted in sites being distributed throughout the county, and stone tool scatters, midden deposits, and small campsites can be found in many areas, particularly where natural water sources are located. In general, such evidence is comparatively subtle, although more substantial traces of intensive prehistoric occupation and activities can be seen in stone quarries and bedrock mortars and large village sites with house pits. Prehistoric artifacts, features, and sites are found throughout the county, although larger sites and denser midden and artifact deposits tend to occur at lower elevations in the Sierra foothills.

In summary, the trend in prehistoric times has been toward increased diversity in utilized resources, greater dependence on lower ranked resources, and increased intensity of resource exploitation. Over time plant food gathering and tool processing became more elaborate and specialized. Although perhaps triggered and moderated by climatic change, these trends are thought to be adaptive responses to stress on resources caused mainly by population pressure.

ETHNOGRAPHIC BACKGROUND

At the time of historic contact, there were three different Native American tribes in El Dorado County – the Nisenan, the Northern Miwok and the Washoe. The following provides a brief overview of the tribes.

Nisenan, Northern Miwok, and Washoe Native Americans

El Dorado County's geography and climate required the early people living in the county area to adapt a variety of strategies to fully use the lands resources. The area is known to have been occupied by three groups of Native Americans. West of the Sierra Nevada crest were the Nisenan, also known as the Southern Maidu. The Nisenan occupied the northern portion of the county in an area stretching from Folsom Reservoir to just west of Lake Tahoe and about as far south as several miles south of present-day U.S. Highway 50 (US 50). (Dixon 1905; Kroeber 1925, 1929, 1932; Moratto 1984; Wilson and Towne 1978.) The higher elevation areas to the west and south of Lake Tahoe were occupied by the Washoe people (Kroeber 1925). The Miwok peoples lived in a region generally south of US 50, stretching from near Latrobe in the west to the vicinity of Strawberry in the east (Bennyhoff 1977, Moratto 1984).

Culturally, the Nisenan and Miwok possessed a wide range of political, economic, and technological systems that clearly differentiated the two groups. However, they shared many basic traits with one another, particularly in terms of settlement and subsistence patterns. Both the Nisenan and Miwok, at least in the foothill sections of El Dorado County, relied heavily on various species of acorns as a staple food source. Ample evidence for their heavy exploitation of acorns can be found in the bedrock and boulder mortars found throughout the region that were used from prehistoric times until well after extensive European contact in the middle of the 19th century. Political structure, religious and ceremonial practices, and overall worldview all share basic similarities, yet each group maintained a distinctive cultural identity (Beals 1933; Kroeber 1925; Wilson and Towne 1978).

Largely because they inhabited ecological zones so different from much of the Nisenan and Miwok areas, the Washoe adopted somewhat different economic, subsistence, settlement, and technological systems. For example, while the Nisenan and Miwok relied heavily on the acorn as a staple food, the Washoe exploited a wide variety of flora including camas bulbs, bitterroot, tule, cattail, wild rye, and pine nuts (d'Azevedo 1986, Kroeber 1925). Bedrock mortars are also found in Washoe areas, but they tend to be shallower and far less numerous than at lower elevations in El Dorado County, reflecting less exploitation of food resources requiring extensive processing.

The types of resources associated with ethnographic or early historic periods of Native American occupation in the county differ little from those noted for later prehistoric periods. Sites and activity areas were still located in well-watered level areas and bedrock mortars were used for food

processing until fairly recent times. Ethnographic village sites frequently exhibit large subterranean structure remains or house pits and can be more readily visible than the remnants of earlier Native American cultures and periods.

HISTORIC PERIOD BACKGROUND

Although earlier Euroamerican explorations and incursions into the El Dorado County area were taking place before the discovery of gold in Coloma in 1848, intensive immigration to the region began only after the announcement of the find. The first mining camps dating to the first months and years of the Gold Rush were almost exclusively temporary settlements consisting of nothing more than tents and portable structures; larger centers such as Placerville, El Dorado, and Diamond Springs soon developed into permanent towns with schools, stores, hotels, mills, substantial homes, and formal roadways and continue to serve as economic and cultural centers in the county. Evidence of more than a century of placer and hard rock mining can include tailing piles, ditches, dams, prospect pits, mine shafts, roads, rail grades, mills, etc., and can be found throughout the county. Apart from the physical remains of its Gold Rush history, county place names such as China Diggins', Irish Creek, Frenchtown, Negro Hill, New York Creek, and Chili (sic) Bar reflect the influence of a wide range of ethnic groups and immigrant populations that contributed to the cultural foundations of the region.

Although gold mining may have been the primary economic pursuit in the 1840s and 1850s, many immigrants soon began to engage in logging, farming, and ranching enterprises. Many of these pursuits initially focused on supporting the miners and the mining industry. However, as the most easily mined gold deposits played out, ranching, agriculture, and especially the timber industry soon developed into stable and widespread endeavors, forming a diverse regional economy.

The agricultural value of the land was soon recognized, and large tracts of land were claimed by permanent settlers. The region in the low foothills was originally claimed by a number of individuals who attempted to make a living by farming and ranching. The nature of agriculture and ranching has evolved considerably over the last century, with many of the ditches first developed for mining adapted to agricultural and domestic use. Agriculture continues to be an important industry in the region.

As timber harvesting became widespread and industrialized in the latter decades of the 19th century, temporary logging camps became familiar features on the landscape, particularly at higher elevations where dense stands of valuable fir and pine existed. These camps moved with the cutting and tent platforms; traces of temporary structures and refuse deposits associated with these camps can be found throughout the county. More substantial logging-related sites in the county include log chutes, mills, and narrow-gauge rail grades such as the Camino Michigan-California line (1903), the Diamond and Caldor line (1902) and the Camino, Placerville and Lake Tahoe line (1904). Logging supported a number of sawmills from which milled lumber was shipped first by railroad, and later by truck. Timber harvest in an ongoing industry within El Dorado County.

Soon after the 1848 discovery of gold in the Sierra foothills, roads were developed crossing the valley from Sacramento into the foothills for the thousands of miners who wanted to seek their fortunes.

One such road was the Sacramento-Placerville Road, roughly the course of modern White Rock Road. Many inns sprang up along this and other roads to provide overnight lodging for travelers. Later, the road became the main route for freighting goods to the mines in Nevada via Placerville. Large wagons with ox or mule teams lumbered along the road. The many small inns along the roadways provided lodging for the freighters.

The railroad line that provided transportation for goods and supplies to and from the eastern portion of the County was the Placerville and Sacramento Valley Railroad Company, incorporated in 1862. The goal was to extend from the Sacramento Valley Railroad's line from Sacramento to Folsom into El Dorado County. The company began laying track in 1863. The railroad reached Latrobe in 1865 and Shingle Springs by 1870. The Sacramento Valley Railroad Company and the Folsom & Placerville Railroad merged in 1877 under the name Sacramento & Placerville Railroad Company. The railroad was finally extended to Placerville in 1888, and extended again later to provide service for sawmills further east in the County. Southern Pacific acquired the line in 1898 (Fickewirth 1992).

With the increasing popularity of Lake Tahoe as a recreation destination in the late 19th century, and the formation of the Eldorado National Forest in 1910, the Mormon Emigrant Trail, the Carson Emigrant Trail, the Pony Express Trail and other lesser-known routes evolved into more developed roadways. State Route (SR) 88 and US 50 roughly follow some of these trails. Former Pony Express stations such as the Sportsman's Hall in Pollock Pines still exist today and small settlements such as Kyburz and Strawberry sprang up to serve travelers to the National Forest and the Lake Tahoe Basin. Some of the buildings in these towns, and the roadways and associated structures still visible, represent some of the more prominent transportation-related cultural resources in the county.

KNOWN CULTURAL RESOURCES

According to the North Central Information Center, as of June 2015, 5,542 cultural resources identified within El Dorado County have been assigned primary identification numbers, and of this total, 2,927 have been assigned permanent state trinomials. The difference between these two figures relates to the division of cultural resources into those that are assigned primary numbers only (isolated artifacts, resources that lack complete documentation, State Landmarks) and those resources that are more comprehensive in nature and have been documented to standards established by the Office of Historic preservation. This second category receives both a permanent and primary number.

Site types expected, or known to be present, within El Dorado County include prehistoric period occupation areas (both short and long term), burial areas, ceremonial areas, resource collection and processing sites, lithic scatters, quarries, rock art sites, trails, and isolated examples of prehistoric period artifacts.

For the historic period, cultural resources may include post-contact Native American occupation and ceremonial areas, trails, roads, railroads, small and large-scale mining features, logging features, occupation areas (short and long term), buildings, structures, water conveyance features (ditches), quarries, trash dumps, and cemeteries.

3.4 CULTURAL AND TRIBAL RESOURCES

In general, prehistoric period cultural resources were situated in the most favored environmental settings—areas adjacent to permanent water sources with relatively level topography. This is also true of most historic period resources, with the exception of mining related features and settlements where the discovery of a mineral deposit did not always correspond with a favored environmental setting.

NATIVE AMERICAN TRIBAL CONSULTATION

The Shingle Springs Rancheria requested to be notified and provided information, under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as AB 52, regarding projects with El Dorado County's jurisdiction and within the traditional territory of the Shingle Springs Rancheria. Additionally, El Dorado County requested consultation under Senate Bill 18 (Chapter 905, Statutes of 2004,) which requires local governments to consult with tribes prior to making certain planning decisions and requires consultation and notice for a general and specific plan adoption or amendment in order to preserve, or mitigate impacts to, cultural places that may be affected. The Native American Heritage Commission (NAHC) provided a list of tribal entities and individuals who have requested to be placed on the SB 18 consultation list. The Shingle Springs Rancheria was on the list provided. A certified mailing was sent to Ms. Regina Cuellar of the Shingle Springs Rancheria, providing notification, as well as a copy of the Notice of Preparation.

3.4.2 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act was enacted in 1966 as a means to protect cultural resources that are eligible to be listed on the National Register of Historic Places (NRHP). The law sets forth criterion that is used to evaluate the eligibility of cultural resources. The NRHP is composed of districts, sites, buildings, structures, objects, architecture, archaeology, engineering, and culture that are significant to American History.

Virtually any physical evidence of past human activity can be considered a cultural resource. Although not all such resources are considered to be significant and eligible for listing, they often provide the only means of reconstructing the human history of a given site or region, particularly where there is no written history of that area or that period. Consequently, their significance is judged largely in terms of their historical or archaeological interpretive values. Along with research values, cultural resources can be significant, in part, for their aesthetic, educational, cultural and religious values.

Section 106 of the National Historic Preservation Act

Specific regulations regarding compliance with Section 106 of the NHPA state that, although the tasks necessary to comply with Section 106 may be delegated to others, the federal agency is ultimately responsible for ensuring that the Section 106 process is completed according to statute.

The Section 106 process is a consultation process that involves the State Historic Preservation Officer (SHPO) throughout; the process also calls for including Native American Tribes and interested members of the public, as appropriate, throughout the process. Implementing regulations for Section 106 (36 CFR 800) detail the following five basic steps.

1. Initiate the Section 106 process.
2. Identify and evaluate historic properties.
3. Assess the effects of the undertaking on historic properties within the area of potential effects (APE).
4. If historic properties are subject to adverse effects, the federal agency, the SHPO, and any other consulting parties (including Native American tribes) continue consultation to seek ways to avoid, minimize, or mitigate the adverse effect. A memorandum of agreement (MOA) is usually developed to document the measures agreed upon to resolve the adverse effects.
5. Proceed in accordance with the terms of the MOA.

Department of Transportation Act - Section 4(f)

The Department of Transportation (DOT) Act of 1966, is set forth in Title 49 United States Code (U.S.C.). This law established that it is the policy of the United States Government to make a special effort to preserve historic sites. The Secretary of Transportation may approve a transportation program or project that requires the use of a historic site of national, state, or local significance only if: a) There is no prudent and feasible alternative to using that land; and b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

STATE

California Register of Historic Resources

The California Register of Historical Resources (CRHR) was established in 1992 and codified in the Public Resource Code §5020, 5024 and 21085. The law creates several categories of properties that may be eligible for the CRHR. Certain properties are included in the program automatically, including: properties listed in the NRHP; properties eligible for listing in the NRHP; and certain classes of State Historical Landmarks. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §15064.5(b) and Public Resources Code (PRC) §21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

Cultural resources, under CRHR and NRHP guidelines, are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, cultural, or scientific importance. A cultural resource may be eligible for listing on the CRHR and/or NRHP if it:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;

3.4 CULTURAL AND TRIBAL RESOURCES

- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

If a prehistoric or historic period cultural resource does not meet any of the four CRHR criteria, but does meet the definition of a “unique” site as outlined in PRC §21083.2, it may still be treated as a significant resource if it is: an archaeological artifact, object or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- it contains information needed to answer important scientific research questions and that
- there is a demonstrable public interest in that information,
- it has a special and particular quality such as being the oldest of its type or the best available example of its type, or
- it is directly associated with a scientifically recognized important prehistoric or historic event.

California Environmental Quality Act

CEQA Guidelines §15064.5 provides guidance for determining the significance of impacts to archaeological and historical resources. Demolition or material alteration of a historical resource, including archaeological sites, is generally considered a significant impact. Determining the CRHR eligibility of historic and prehistoric properties is guided by CCR §15064.5(b) and Public Resources Code (PRC) §21083.2 and 21084.1. NRHP eligibility is based on similar criteria outlined in Section 106 of the NHPA (16 U.S. Code [USC] 470).

CEQA also provides for the protection of Native American human remains (CCR §15064.5[d]). Native American human remains are also protected under the Native American Graves Protection and Repatriation Act of 1990 (25 USC 3001 et seq.), which requires federal agencies and certain recipients of federal funds to document Native American human remains and cultural items within their collections, notify Native American groups of their holdings, and provide an opportunity for repatriation of these materials. This act also requires plans for dealing with potential future collections of Native American human remains and associated funerary objects, sacred objects, and objects of cultural patrimony that might be uncovered as a result of development projects overseen or funded by the federal government.

State Laws Pertaining to Human Remains

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. CEQA Guidelines (Section 15064.5) specify the procedures to be followed in case of the discovery of human remains on non-Federal land. The disposition of Native American burials falls within the jurisdiction of the Native American Heritage Commission.

Assembly Bill 52

AB 52, approved in September 2014, creates a formal role for California Native American tribes by creating a formal consultation process and establishing that a substantial adverse change to a tribal cultural resource has a significant effect on the environment. Tribal cultural resources are defined as:

- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - A) Included or determined to be eligible for inclusion in the CRHR
 - B) Included in a local register of historical resources as defined in PRC Section 5020.1(k)
- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1 (c). In applying the criteria set forth in PRC Section 5024.1 (c) the lead agency shall consider the significance of the resource to a California Native American tribe.

A cultural landscape that meets the criteria above is also a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. In addition, a historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a “non-unique archaeological resource” as defined in PRC Section 21083.2(h) may also be a tribal cultural resource if it conforms with above criteria.

AB 52 requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Assembly Bill 978

In 2001, Assembly Bill (AB) 978 expanded the reach of Native American Graves Protection and Repatriation Act of 1990 and established a state commission with statutory powers to assure that

federal and state laws regarding the repatriation of Native American human remains and items of patrimony are fully complied with. In addition, AB 978 also included non-federally recognized tribes for repatriation.

Senate Bill 18

Senate Bill SB 18 (Chapter 905, Statutes of 2004) requires cities and counties to contact, and consult with California Native American tribes the purpose of protecting Traditional Tribal Cultural Places, prior to amending or adopting any general plan or specific plan, or designating land as open space. The Governor's Office of Planning and Research (OPR) developed Tribal Consultation Guidelines (November 2005) that provides information on how and when to conduct consultation with California Native American Tribes.

For purposes of consultation with tribes, as required by Government Code Sections 65352.3 and 65562.5, the Native American Heritage Commission (NAHC) maintains a list of California Native American Tribes with whom local governments must consult. Prior to initiating consultation with a Tribe, the city/county must contact the NAHC for a list of Tribes with whom to consult.

LOCAL

El Dorado County, and its one incorporated area (City of Placerville), have each adopted General Plans with goals and policies related to the conservation and preservation of cultural resource heritage including: archeological, historical, and tribal sites and resources.

El Dorado County General Plan

The El Dorado County General Plan contains the following goals, objectives, and policies related to cultural resources that are relevant to the project:

CONSERVATION AND OPEN SPACE ELEMENT

Goal 7.5 CULTURAL RESOURCES - Ensure the preservation of the County's important cultural resources.

Objective 7.5.1: PROTECTION OF CULTURAL HERITAGE - Creation of an identification and preservation program for the County's cultural resources.

Policy 7.5.1.2: Reports and/or maps identifying specific locations of archaeological or historical sites shall be kept confidential in the Planning Department but shall be disclosed where applicable

Policy 7.5.1.3: Cultural resource studies (historic, prehistoric, and paleontological resources) shall be conducted prior to approval of discretionary projects. Studies may include, but are not limited to, record searches through the North Central Information Center at California State University, Sacramento, the Museum of Paleontology, University of California, Berkeley, field surveys, subsurface testing, and/or salvage excavations. The avoidance and protection of sites shall be encouraged.

Policy 7.5.1.4: Promote the registration of historic districts, sites, buildings, structures, and objects in the National Register of Historic Places and inclusion in the California State Office of Historic Preservation's California Points of Historic Interest and California Inventory of Historic Resources.

Policy 7.5.1.6: The County shall treat any significant cultural resources (i.e., those determined California Register of Historical Resources/National Register of Historic Places eligible and unique paleontological resources), documented as a result of a conformity review for ministerial development, in accordance with CEQA standards.

Objective 7.5.2: VISUAL INTEGRITY - Maintenance of the visual integrity of historic resources

Policy 7.5.2.3: New buildings and reconstruction in historic communities shall generally conform to the types of architecture prevalent in the gold mining areas of California during the period 1850 to 1910.

Policy 7.5.2.4: The County shall prohibit the modification of all National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) listed properties that would alter their integrity, historic setting, and appearance to a degree that would preclude their continued listing on these registers. If avoidance of such modifications on privately owned listed properties is deemed infeasible, mitigation measures commensurate with NRHP/CRHR standards shall be formulated in cooperation with the property owner.

Policy 7.5.2.5: In cases where the County permits the demolition or alteration of an historic building, such alteration or new construction (subsequent to demolition) shall be required to maintain the character of the historic building or replicate its historic features.

Objective 7.5.3: RECOGNITION OF PREHISTORIC/HISTORIC RESOURCES - Recognition of the value of the County's prehistoric and historic resources to residents, tourists, and the economy of the County, and promotion of public access and enjoyment of prehistoric and historic resources where appropriate

City of Placerville General Plan

There are numerous policies set forth in the Placerville General Plan, Section V: Natural, Cultural, and Scenic Resources (Goal G and H). Listed below are the policies related to the protection of cultural resources:

NATURAL, CULTURAL, AND SCENIC RESOURCES ELEMENT

Goal G: To preserve and enhance Placerville's historical heritage.

Policy 1: The City shall set as a high priority the protection and enhancement of Placerville's historically and architecturally significant buildings and sites.

Policy 2: The City shall encourage all public and private efforts to preserve and promote Placerville's historical heritage for economic benefits associated with increasing tourist trade.

Policy 3: The City shall prepare, maintain, and regularly update an inventory of buildings, sites, cemeteries, parks, and other artifacts of historical and architectural significance.

3.4 CULTURAL AND TRIBAL RESOURCES

Policy 4: The City shall designate the historic section of downtown Placerville as a specific design review area with due concern and respect for businesses and property owners' interests.

Policy 5: The City shall work with property owners in seeking registration of historical structures as State Historic Landmarks and/or listing on the National Register of Historic Places.

Policy 6: The City shall support the efforts of property owners to preserve and renovate historic and architecturally significant structures. Where buildings cannot be preserved intact, the City shall seek to preserve the building facades.

Policy 7: The City shall promote awareness of the significance of Placerville's historical features through such means as walking tours, a docent program, appropriate monuments, plaques and markers, and pamphlets and interpretive displays.

Policy 10: The City shall work closely in promoting and protecting Placerville's historic heritage with historical and heritage organizations, including those along the Highway 49 "Gold Chain."

Goal H: To protect Placerville's Native American heritage.

Policy 1: The City shall not knowingly approve any public or private project that may adversely affect an archeological site without consulting the California Archeological Inventory at California State University, Sacramento, conducting a site evaluation as may be indicated, and attempting to mitigate any adverse impacts according to the recommendations of a qualified archeologist. City implementation of this policy shall be guided by Appendix K of the State CEQA Guidelines.

Policy 2: The City shall refer development proposals that may adversely affect archeological sites to the California Archeological Inventory at California State University, Sacramento.

Policy 3: The City shall work closely in promoting and protecting Placerville's Native American heritage with historical and archeological organizations, including those along Highway 49 "Gold Chain."

3.4.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on cultural or tribal resources if it will:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5;
- Cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries.

- 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:
 - 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).
 - 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5 (less than significant with mitigation)

Implementation of individual RTP improvement projects may occur near or in close vicinity to architectural resources (buildings/structures/features) that are 50 years old or older. Given the age of these resources, it is possible they are historically significant and eligible for listing in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP).

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. Nevertheless, the construction of individual RTP improvement projects may lead to physical demolition, destruction, relocation, or alteration of historical resources. Any impact on architectural resources could be potentially significant and further studies would be required to determine the level of significance of an impact. Implementation of following mitigation measure would reduce potential impacts to historical architectural resources to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-1: During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.

If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format

photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074 (less than significant with mitigation)

Implementation of most of the individual RTP improvements would be constructed within the existing rights-of-way. Improvements and modifications within existing rights-of-way would have less potential to encounter previously unknown archaeological resources relative to projects in undisturbed areas since the former right-of-way areas have already been disturbed. Improvements and modifications within existing rights-of-way still have potential to adversely affect archaeological resources, either directly or indirectly. As RTP projects are designed and reviewed by local jurisdictions, the RTP projects will undergo technical analysis to evaluate any potential impacts to cultural resources within their area of potential effect. Only a small number of individual RTP improvement projects would be constructed in previously undisturbed areas.

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, damage to or destruction of archaeological resources or tribal cultural resources that are considered significant under local, state, or federal criteria would be a significant impact. Mitigation Measure 3.4-3 (see Impact 3.4-3) requires certain steps to be followed if human remains of Native American origin are discovered during construction or excavation activities.

Implementation of the following mitigation measure would ensure that all subsequent RTP projects either avoid known cultural, historical, tribal, or archaeological resources, or take steps to implement amelioration methods to reduce impacts to known cultural resources. This mitigation measure would also require investigations and avoidance methods in the event that a previously undiscovered cultural resource is encountered during construction activities. This mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:

- *Consult with relevant Native American Tribes known to have been located within each individual improvement project area to determine whether a project could affect cultural resources that may be of importance to tribes. Provide each relevant tribe within the specific project area with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the tribes to determine if tribal monitors are needed for field surveys on individual projects.*

- *Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area*
- *Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.*

In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate “substantial adverse changes” to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.

Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:

- *If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.*
- *If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.*
- *The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.*

Impact 3.4-3 Potential to disturb human remains, including those interred outside formal cemeteries (less than significant with mitigation)

Indications are that human activity in El Dorado County began sometime from approximately 11,500 to 7,000 years before present; therefore, it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials. Under CEQA, human remains are protected under the definition of archaeological materials as being “any evidence of human activity.” Additionally, Public Resources Code Section 5097 has specific stop-

3.4 CULTURAL AND TRIBAL RESOURCES

work and notification procedures to follow in the event that human remains are inadvertently discovered during Project implementation. Implementation of the following mitigation measure would ensure that all subsequent RTP project construction activities that inadvertently discovers human remains implement state required consultation methods to determine the disposition and historical significance of the discovery. This mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-3: Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:

- *The El Dorado County Coroner has been informed and has determined that no investigation of the cause of death is required.*
- *If the remains are of Native American origin, either of the following steps will be taken:*
 - *The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.*
 - *The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs:*
 - *The Native American Heritage Commission is unable to identify a descendent.*
 - *The descendant identified fails to make a recommendation.*
 - *The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*

This section describes the regional greenhouse gas (GHG) emissions, climate change, and impacts that could result from project implementation. Following this discussion is an assessment of consistency of the proposed project with applicable policies and local plans.

The analysis and discussion of the GHG, climate change, and energy conservation impacts in this section focuses on the proposed project's consistency with local, regional, statewide, and federal climate change and energy conservation planning efforts and discusses the context of these planning efforts as they relate to the proposed project. Disclosures of the proposed project's estimated energy usage and greenhouse gas emissions are provided.

Emissions of GHGs have the potential to adversely affect the environment in a cumulative context. The emissions from a single project will not cause global climate change; however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

No comments were received during the public review period or scoping meeting for the Notice of Preparation regarding this topic.

3.5.1 GREENHOUSE GASES AND CLIMATE CHANGE

ENVIRONMENTAL SETTING

Greenhouse Gases and Climate Change Linkages

Various gases in the Earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three greenhouse gases have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are CO₂, CH₄, O₃, water vapor, N₂O, and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2018a).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced approximately 424 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2017 (California Energy Commission, 2020). To meet the annual statewide targets set by the California Air Resources Board, California would need to reduce emissions to below 431 MMTCO₂e by 2020, and to below 260 MMTCO₂e by 2030 (California Air Resources Board, 2017).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecules in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2016, accounting for 41% of total GHG emissions in the state. This category was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out of-state sources) (16%), the agriculture sector (8%), the residential energy consumption sector (7%), and the commercial energy consumption sector (5%) (California Energy Commission, 2018a).

Effects of Global Climate Change

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. The snowpack portion of the supply could potentially decline by 50% to 75% by the end of the 21st century (National Resources Defense Council, 2014). This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (California Environmental Protection Agency, 2010). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands. As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. According to the most recent California Climate Change Assessment (*California's Fourth Climate Change Assessment*) (2019), the impacts of global warming in California are anticipated to include, but are not limited to, the following.

WILDFIRES

In recent years, the area burned by wildfires has increased in parallel with increasing air temperatures. Wildfires have also been occurring at higher elevations in the Sierra Nevada mountains, a trend which is expected to continue under future climate change. Climate change will likely modify the vegetation in California, affecting the characteristics of fires on the land. Land use and development patterns also play an important role in future fire activity. Because of these complexities, projecting future wildfires is complicated, and results depend on the time period for the projection and what interacting factors are included in the analysis. Because wildfires are affected by multiple and sometimes complex drivers, projections of wildfire in future decades in California range from modest changes from historical conditions to relatively large increases in wildfire regimes.

PUBLIC HEALTH

Nineteen heat-related events occurred from 1999 to 2009 that had significant impacts on human health, resulting in about 11,000 excess hospitalizations. However, the National Weather Service issued Heat Advisories for only six of the events. Heat-Health Events (HHEs), which better predict risk to populations vulnerable to heat, will worsen drastically throughout the state: by midcentury, the Central Valley is projected to experience average Heat-Health Events that are two weeks longer, and HHEs could occur four to ten times more often in the Northern Sierra region.

Climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions.

ENERGY RESOURCES

Higher temperatures will increase annual electricity demand for homes, driven mainly by the increased use of air conditioning units. High demand is projected in inland and Southern California, and more moderate increases are projected in cooler coastal areas. However, the increased annual residential energy demand for electricity is expected to be offset by reduced use of natural gas for space heating. Increases in peak hourly demand during the hot months of the year could be more pronounced than changes in annual demand. This is a critical finding for California's electric system, because generating capacity must match peak electricity demand.

WATER RESOURCES

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply.

Current management practices for water supply and flood management in California may need to be revised for a changing climate. This is in part because such practices were designed for historical climatic conditions, which are changing and will continue to change during the rest of this century and beyond. As one example, the reduction in the Sierra Nevada snowpack, which provides natural water storage, will have implications throughout California's water management system. Even under the wetter climate projections, the loss of snowpack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

AGRICULTURE

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

FORESTS AND LANDSCAPES

Climate change will make forests more susceptible to extreme wildfires. *California's Fourth Climate Change Assessment* found that by 2100, if greenhouse gas emissions continue to rise, the frequency of extreme wildfires burning over approximately 25,000 acres would increase by nearly 50 percent, and that average area burned statewide would increase by 77 percent by the end of the century. In the areas that have the highest fire risk, wildfire insurance is estimated to see costs rise by 18 percent by 2055 and the fraction of property insured would decrease.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60% to 80% by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

RISING SEA LEVELS

A new model estimates that, under mid to high sea-level rise scenarios, 31 to 67 percent of Southern California beaches may completely erode by 2100 without large-scale human interventions. Statewide damages could reach nearly \$17.9 billion from inundation of residential and commercial buildings under 50 centimeters (~20 inches) of sea-level rise, which is close to the 95th percentile of potential sea-level rise by the middle of this century. A 100-year coastal flood, on top of this level of sea-level rise, would almost double the costs.

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state's coastal regions. Rising sea levels would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

Energy Consumption

Energy in California is consumed from a wide variety of sources. Fossil fuels (including gasoline and diesel fuel, natural gas, and energy used to generate electricity) are most widely used form of energy in the State. However, renewable source of energy (such as solar and wind) are growing in proportion to California's overall energy mix. A large driver of renewable sources of energy in California is the State's current Renewable Portfolio Standard (RPS), which requires the State to derive at least 33% of electricity generated from renewable resources by 2020, and 50 percent by 2030.

Overall, in 2017, California's per capita energy usage was ranked 48th in the nation (U.S. EIA, 2018). Additionally, California's per capita rate of energy usage has remained relatively constant since the 1970's. Many State regulations since the 1970's, including new building energy efficiency standards, vehicle fleet efficiency measures, as well as growing public awareness, have helped to keep per capita energy usage in the State in check.

The consumption of nonrenewable energy (primarily gasoline and diesel fuel) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that

ultimately result in global climate change. Other fuels such as natural gas, ethanol, and electricity (unless derived from solar, wind, nuclear, or other energy sources that do not produce carbon emissions) also result in GHG emissions and contribute to global climate change.

ELECTRICITY CONSUMPTION

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Approximately 71 percent of the electrical power needed to meet California's demand is produced in the state. Approximately 29 percent of its electricity is imported from the Pacific Northwest and the Southwest (California Energy Commission, 2019). In 2010, California's in-state generated electricity was derived from natural gas (53.4 percent), large hydroelectric resources (14.6 percent), coal (1.7 percent), nuclear sources (15.7 percent), and renewable resources that include geothermal, biomass, small hydroelectric resources, wind, and solar (14.6 percent) (California Energy Commission, 2019). The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed the State's Renewable Portfolio Standard (RPS).

According to the California Energy Commission (CEC), total statewide electricity consumption increased from 166,979 gigawatt-hours (GWh) in 1980 to 228,038 GWh in 1990, which is an estimated annual growth rate of 3.66 percent. The statewide electricity consumption in 1997 was 246,225 GWh, reflecting an annual growth rate of 1.14 percent between 1990 and 1997 (California Energy Commission, 2019). Statewide consumption was 274,985 GWh in 2010, an annual growth rate of 0.9 percent between 1997 and 2010. The Sacramento Area Council of Governments (SACOG) region consumed 17,787 GWh in 2012 (SACOG 2016 MTP/SCS Draft EIR, 2015) and 17,824 GWh in 2016 (CEC, 2016), roughly 6.7 percent of the state total. The SACOG region includes the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba as well as the 22 cities within these six counties.

OIL

The primary energy source for the United States is oil, which is refined to produce fuels like gasoline, diesel, and jet fuel. Oil is a finite, nonrenewable energy source. World consumption of petroleum products has grown steadily in the last several decades. As of 2018, world consumption of oil had reached 100 million barrels per day (U.S. EIA, 2019a). The United States, with approximately five percent of the world's population, accounts for approximately 21 percent of world oil consumption, or approximately 20.5 million barrels per day (U.S. EIA, 2019b). The transportation sector relies heavily on oil. In California, petroleum-based fuels currently provide approximately 96 percent of the state's transportation energy needs (California Energy Commission, 2018b).

NATURAL GAS

In 2012, the SACOG region consumed 529.5 million therms of natural gas. Natural gas supplies are derived from underground sources and brought to the surface at gas wells. Once it is extracted, gas is purified and the odorant that allows gas leaks to be detected is added to the normally odorless gas. Natural gas suppliers, such as PG&E, then send the gas into transmission pipelines, which are

usually buried underground. Compressors propel the gas through the pipeline system, which delivers it to homes and businesses.

The state produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest (California Energy Commission, 2018b). In 2006, California produced 325.6 billion cubic feet of natural gas (California Energy Commission, 2019). PG&E is the largest publicly-owned utility in California and provides natural gas for residential, industrial, and agency consumers within the SACOG area, including El Dorado County.

3.5.2 REGULATORY SETTING

FEDERAL

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the law was substantially amended. The FCAA is the foundation for a national air pollution control effort, and it is composed of the following basic elements: National ambient air quality standards (NAAQS) for criteria air pollutants, hazardous air pollutant standards, state attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

The U.S. Environmental Protection Agency (USEPA) is responsible for administering the FCAA. The FCAA requires the USEPA to set NAAQS for several problem air pollutants based on human health and welfare criteria. Two types of NAAQS were established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the Act, the National Highway Traffic and Safety Administration, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards.

Since 1990, the fuel economy standard for new passenger cars has been 27.5 mpg. Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with federal fuel economy standards is determined on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the U.S. The Corporate Average Fuel Economy (CAFE) program, which is administered by the USEPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The USEPA calculates a CAFE value for each manufacturer based on

city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992 (EPAct)

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are included in EPAct. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 was signed into law on August 8, 2005. Generally, the act provides for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for a clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Intermodal Surface Transportation Efficiency Act (ISTEA)

ISTEA (49 U.S.C. § 101 et seq.) promoted the development of intermodal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that metropolitan planning organizations (MPOs), such as SACOG, were to address in developing transportation plans and programs, including some energy-related factors. To meet the ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values that were to guide transportation decisions in that metropolitan area. The planning process was then to address these policies. Another requirement was to consider the consistency of transportation planning with federal, state, and local energy goals. Through this requirement, energy consumption was expected to become a criterion, along with cost and other values that determine the best transportation solution.

Federal Transportation Funding

SAFETEA-LU (23 U.S.C. § 507), renewed the Transportation Equity Act for the 21st Century (TEA-21) of 1998 (23 U.S.C.; 49 U.S.C.) through FY 2009. SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit. SAFETEA-LU addressed the many challenges facing our transportation system today—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment—as well as laying the groundwork for addressing future challenges. SAFETEA-LU promoted more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility to solve transportation problems in their communities. SAFETEA-LU was extended in March of 2010 for nine months, and expired in December of the same year.

In June 2012, SAFETEA-LU was replaced by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which took effect October 1, 2012. MAP-21 was signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

More recently, the Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The FAST Act provides a fully funded five-year authorization of surface transportation programs. The FAST Act builds on the changes made by the previous bill — the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act continues the Metropolitan Planning program. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. The FAST Act continues the MAP-21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program.

U.S. Federal Climate Change Policy

According to the USEPA, “the United States government has established a comprehensive policy to address climate change” that includes slowing the growth of emissions; strengthening science, technology, and institutions; and enhancing international cooperation. To implement this policy, “the Federal government is using voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science.” The USEPA administers multiple programs that encourage voluntary GHG reductions, including “ENERGY STAR”, “Climate Leaders”, and Methane Voluntary Programs. However, as of this writing, there are no adopted federal plans, policies, regulations, or laws directly regulating GHG emissions.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, the USEPA issued a final rule for mandatory reporting of GHGs from large GHG emissions sources in the United States. In general, this national reporting requirement will provide USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons or more of CO₂ per year. This publicly available data will allow the reporters to track their own emissions, compare them to similar facilities, and aid in identifying cost effective opportunities to reduce emissions in the future. Reporting is at the facility level, except that certain suppliers of fossil fuels and industrial greenhouse gases along with vehicle and engine manufacturers will report at the corporate level. An estimated 85% of the total U.S. GHG emissions, from approximately 10,000 facilities, are covered by this final rule.

The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026

The National Highway Traffic Safety Administration (NHTSA) and the USEPA have proposed to amend certain existing CAFE and greenhouse gas emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. Under the proposal, GHG and fuel economy requirements for model years 2021–2026 would be frozen at model year 2020 levels, with fleet-wide requirements holding at approximately 37 miles per gallon. The USEPA also proposed to rescind California's Clean Air Act preemption waiver. This rule and ensuing

litigation challenging the rule will determine what room exists for California's existing regulation of fuel economy and tailpipe emissions. On May 27, 2020, 23 attorneys general and a handful of city attorneys filed a lawsuit challenging the federal government's SAFE rules.

STATE

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CEC, CPUC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment.

In the October 2005 Energy Action Plan II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

State of California Energy Action Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban design that reduces VMT and accommodates pedestrian and bicycle access.

Assembly Bill 1493

In response to AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961), and adoption of

Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016. For passenger cars and light-duty trucks 3,750 pounds or less loaded vehicle weight (LVW), the 2016 GHG emission limits are approximately 37 percent lower than during the first year of the regulations in 2009. For medium-duty passenger vehicles and light-duty trucks 3,751 LVW to 8,500 pounds gross vehicle weight (GVW), GHG emissions are reduced approximately 24 percent between 2009 and 2016.

On July 8, 2009, the USEPA granted a waiver of Clean Air Act preemption to California for its Greenhouse Gas Emission Standards for motor vehicles beginning with the 2009 model year. The intent of the waiver was to allow California to enact emissions standards to reduce carbon dioxide and other greenhouse gas emissions from automobiles, in accordance with the regulation amendments to the CCRs that fulfill the requirements of AB 1493.

In September 2019, the federal government rescinded the waiver granted by the USEPA to California in 2009. This decision is currently undergoing litigation, with California and environmental groups fighting to maintain the stricter state standards within California as promulgated under AB 1493. This waiver rescission and ensuing litigation challenging the decision will determine what room exists for California's existing regulation of fuel economy and tailpipe emissions.

Assembly Bill 1007

Assembly Bill 1007, (Pavley, Chapter 371, Statutes of 2005) directed the CEC to prepare a plan to increase the use of alternative fuels in California. As a result, the CEC prepared the State Alternative Fuels Plan in consultation with the state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce greenhouse gas emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Bioenergy Action Plan – Executive Order #S-06-06

Executive Order #S-06-06 establishes targets for the use and production of biofuels and biopower and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The executive order establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The executive order also calls for the state to meet a target for use of biomass electricity.

California Executive Orders S-3-05 and S-20-06, and Assembly Bill 32

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by 2020 and 3) 80% below the 1990 levels by the year 2050. EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and state agencies in climate change

In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that the CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

EO S-13-08

EO S-13-08 was issued on November 14, 2008. The EO is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directs state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

Assembly Bill 32 - Climate Change Scoping Plan

On December 11, 2008, the CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of the CARB's plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO₂e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the state's projected 2020 emissions level of 596 MMT of CO₂e under a business-as-usual scenario. (This is a reduction of 42 MMT CO₂e, or almost 10 percent, from 2002–2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.) The Scoping Plan also breaks down the amount of GHG emissions reductions the CARB recommends for each emissions sector of the state's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- improved emissions standards for light-duty vehicles (estimated reductions of 31.7 MMT CO₂e);
- the Low-Carbon Fuel Standard (15.0 MMT CO₂e);
- energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO₂e); and
- a renewable portfolio standard for electricity production (21.3 MMT CO₂e).

The CARB updated the Scoping Plan in 2013 (*First Update to the Scoping Plan*) and again in 2017 (the *Final Scoping Plan*). The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations, and also set the groundwork to reach the long-term goals set forth by the state. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has put California on track to meet the 2020 target. The 2017 Update expands the scope of the plan further by focusing on the strategy for achieving the state's 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32), and substantially advances toward the state's 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relies on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identifies new technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health.

Senate Bill 32

Senate Bill 32, which passed into law in 2016, sets the target of reducing greenhouse gas emissions to 40 percent below the 1990 level by the year 2030. SB 32 extends the original set of greenhouse gas targets provided by the passage of AB 32 (the Global Warnings Solutions Act of 2006). This new target sets an aggressive goalpost, helping the State along its pathway to achieve its longer-term goal of an 80 percent reduction in greenhouse gas emissions by the year 2050.

Senate Bill 743

SB 743, passed into law in 2013, changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. The 2017 Update to the Scoping Plan identified that slower VMT growth from more efficient land use development patterns would promote achievement of the state's climate goals.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS). More detail about SB 743 is provided in the setting Chapter 17, "Traffic and Circulation."

In December 2018, OPR released its final changes to the CEQA Guidelines, including the addition of Section 15064.3 that would implement SB 743. In support of these changes, OPR also published its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends that the transportation impact of a project be based on whether it would generate a level of vehicle miles traveled (VMT) per capita (or VMT per employee) that is 15 percent lower than existing development in the region. OPR's technical advisory explains that this criterion is consistent with Section 21099 of the California Public Resources Code, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions". It is also consistent with the statewide per capita VMT reduction target developed by Caltrans in its Strategic Management Plan, which calls for a 15 percent reduction in per capita VMT, compared to 2010 levels, by 2020. Additionally, the California Air Pollution Control Officers Association (CAPCOA) determined that a 15 percent reduction in VMT is typically achievable for projects. CARB's First Update to the Climate Change Scoping Plan also called for local governments to set communitywide GHG reduction targets of 15 percent below then-current levels by 2020. Although not required, a lead agency may elect to be governed by the provisions of Section 15064.3 immediately. However, the provisions of Section 15064.3 do not apply statewide until July 1, 2020.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, EO B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This Executive Order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential uses through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

Assembly Bill 2076: California Strategy to Reduce Petroleum Dependence

In response to the requirements of Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and the CARB developed a strategy to reduce petroleum dependence in California. The strategy, *Reducing California's Petroleum Dependence*, was adopted by the CEC and CARB in 2003. The strategy recommends that California reduce on-road gasoline and diesel fuel demand to 15 percent below 2003 demand levels by 2020 and maintain that level for the foreseeable future; the Governor and Legislature work to establish national fuel economy standards that double the fuel efficiency of new cars, light trucks, and sport utility vehicles (SUVs); and increase the use of non-petroleum fuels to 20 percent of on-road fuel consumption by 2020 and 30 percent by 2030.

Assembly Bill 2188: Solar Permitting Efficiency Act

Assembly Bill (AB) 2188, enacted in California in 2015, required local governments to adopt a solar ordinance by September 30, 2015 that creates a streamlined permitting process that conforms to the best practices for expeditious and efficient permitting of small residential rooftop solar systems. The act is designed to lower the cost of solar installations in California and further expand the accessibility of solar to more California homeowners. The bulk of the time and cost savings associated with a streamlined permitting process comes from the use of a standardized eligibility checklist and a simplified plan. This bill also shortens the number of days for those seeking Homeowner's Association (HOA) approval for a written denial of a proposed solar installation.

Governor's Low Carbon Fuel Standard (Executive Order #S-01-07)

Executive Order #S-01-07 establishes a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020 through establishment of a Low Carbon Fuel Standard. The Low Carbon Fuel Standard is incorporated into the State Alternative Fuels Plan and is one of the proposed discrete early action GHG reduction measures identified by the CARB pursuant to AB 32.

Senate Bill 97

Senate Bill (SB) 97 (Chapter 185, 2007) required OPR to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. OPR prepared its recommended amendments to the State CEQA Guidelines to provide guidance to public agencies regarding the analysis and mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions in draft CEQA documents. The Amendments became effective on March 18, 2010.

Senate Bill 375

Senate Bill (SB) 375 (Stats. 2008, ch. 728) (SB 375) was built on AB 32 (California's 2006 climate change law). SB 375's core provision is a requirement for regional transportation agencies to develop a Sustainable Communities Strategy (SCS) in order to reduce GHG emissions from passenger vehicles. Each region across the state is required to develop a Sustainable Communities Strategy (SCS) as part of their transportation plan. The SCS is a plan to meet the region's greenhouse gas emissions reduction target, while taking into account regional housing needs, transportation demands, and protection of resource and farmlands based on the best forecast of likely land use patterns across local jurisdictions. Additionally, SB 375 amended the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.) to ease the environmental review of developments that help reduce the growth of GHG emissions.

Executive Order B-30-15

On April 29, 2015, Governor Jerry Brown issued Executive Order (EO) B-30-15, which establishes a State GHG reduction target of 40 percent below 1990 levels by 2030. The new emission reduction target provides for a mid-term goal that would help the State to continue on course from reducing GHG emissions to 1990 levels by 2020 (per AB 32) to the ultimate goal of reducing emissions 80 percent under 1990 levels by 2050 (per EO S-03-05). This is in line with the scientifically established

levels needed in the U.S. to limit global warming below 2 degrees Celsius – the warming threshold at which scientists say there will likely be major climate disruptions. EO B-30-15 also addresses the need for climate adaptation and directs State government to:

- Incorporate climate change impacts into the State’s Five-Year Infrastructure Plan;
- Update the Safeguarding California Plan, the State climate adaptation strategy, to identify how climate change will affect California infrastructure and industry and what actions the State can take to reduce the risks posed by climate change;
- Factor climate change into State agencies' planning and investment decisions; and
- Implement measures under existing agency and departmental authority to reduce GHG emissions.

Advanced Clean Cars Program

In January 2012, the CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program’s zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California’s new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The program will have significant energy demand implications as battery, fuel cell, and/or plug-in hybrid electric vehicle sales increase overtime, creating new demand for electricity services both in residential and commercial buildings (e.g. charging stations) as well as demand for new EV and hydrogen fuel cell charging stations. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. According to the CARB, by 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016.

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Standards), was established in 1978 in response to a legislative mandate to reduce California’s energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 1, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code.

The 2016 update to the California Building Energy Efficiency Standards (the current version of the Standards) went into effect on January 1, 2017. The Standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards – the energy budgets – that vary by climate zone (of which there are 16 in

California) and building type; thus, the Standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

Compared with the previous version of the Standards, the 2016 Standards are expected to reduce statewide annual electricity consumption by approximately 281 gigawatt-hours per year, and natural gas consumption by 16 million therms per year, which is equivalent to a reduction in GHG emissions of approximately 160,000 MT CO₂e/year. The forthcoming update to the Standards (the 2019 Standards) will become effective on January 1, 2020, and will further increase energy efficiency requirements for new development beyond the 2016 update.

CEQA Guidelines Appendix F

In order to ensure that energy implications are considered in project decisions, Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy.

LOCAL

Air Quality Management District

The El Dorado County Air Quality Management District (AQMD), or “Air District”, is a special district created by state law to enforce local, state and federal air pollution regulations, and is the lead regional agency responsible for conducting air quality planning in El Dorado County, as well as for adopting strategies needed to improve air quality and ensure the Region’s compliance with federal and state standards.

Sacramento Area Local Council of Governments

SACOG is designated as the Metropolitan Planning Organization (MPO) for El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties and prepares the Metropolitan Transportation Plan (MTP) for the Sacramento Region. The SACOG Board adopted the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in February 2016. A program-level EIR addressing the environmental impacts of the 2016 MTP/SCS was also prepared and certified. The SCS portion of the MTP/SCS identifies policies and strategies to reduce GHG emissions from passenger vehicles to targets set by the CARB. Pursuant to SB 375, SACOG was tasked by the CARB to achieve a 7 percent per capita reduction in passenger-vehicle generated transportation emissions by 2020 and a 16 percent per capita reduction by 2035 from 2005, which the CARB confirmed the region would achieve by implementing its Sustainable Communities Strategy. The most recent SACOG MTP/SCS (The SACOG 2020 MTP/SCS) was released in late 2019. SB 375 gives the CARB the ability to reset the GHG reduction targets assigned to all MPO’s in California. For the fourth round of SCS’s in the state, the CARB assigned SACOG a 19 percent reduction target by 2035. Specifically, this target is the percent reduction in passenger vehicle greenhouse gas emission per capita, compared to year 2005.

The Sacramento Region Blueprint

In December 2004, the SACOG Board of Directors approved of the Preferred Blueprint Scenario for 2050, which establishes a vision for the Sacramento region's future growth. The Blueprint Project aim is to support local governments with high quality data and modeling tools, so that decisions regarding future growth and its effects issues such as traffic congestion and air pollution could be made with the best information available.

3.5.3 IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with greenhouse gas emissions if it will:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In order to determine whether or not the proposed project would result in a significant impact on greenhouse gas emissions and/or climate change, this EIR includes an analysis of the CO₂ emissions generated by transportation-related activities within El Dorado County. This analysis is provided under *Impacts and Mitigation Measures*, below. A description of the data sources used to estimate CO₂ emissions is provided within the analysis provided under *Impacts and Mitigation Measures*.

ENERGY CONSERVATION THRESHOLDS OF SIGNIFICANCE

Per Appendix G of the State CEQA Guidelines, the proposed project would result in a significant impact on energy use if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In order to determine whether or not the proposed project would result in a significant impact on energy use, this EIR includes an analysis of proposed project energy use, as provided under *Impacts and Mitigation Measures*, below. A description of the methodology used to estimate energy emissions is provided within the analysis provided under *Impacts and Mitigation Measures*.

IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment (significant and unavoidable)

EDCTC's ability to address and mitigate climate change impacts is limited primarily to policy and funding decisions related to planned roadway and alternative transportation improvements. As described above, the combustion of fossil fuels during vehicle operations is the primary source of GHG emissions in California. GHG emissions also result from the carbon dioxide, methane, and nitrous oxide that are released during the combustion of gasoline and diesel fuel in construction equipment, vehicles, buses, trucks, and trains; and the use of natural gas to power transit buses and other vehicles. As discussed previously, historical and current global GHG emissions are known by the State of California and the global scientific community to be causing global climate change, and future increases in GHG emissions associated with the 2020-2040 RTP could exacerbate climate change and contribute to the significant adverse environmental effects described previously. Furthermore, increased GHG emissions associated with the proposed RTP could impact implementation of the State's mandatory requirements under AB 32 and SB 32, which require a statewide reduction in GHG emissions to 1990 levels by 2020, and 40 percent below the 1990 level by the year 2030, respectively.

SACOG recently developed an update to the MTP/SCS ("The SACOG 2020 MTP/SCS"), which has incorporated the RTP project list (provided in Chapter 2.0: Project Description) into its modeling forecasts. These forecasts are based on an evaluation of emission trends using the latest population, employment, and traffic estimates. SACOG has provided updated forecasts for regional transportation indicators (such as VMT and trips) and emissions (including for CO₂).

Regional Transportation Indicators

The following traffic data, including the fleet mix data, were based on the most recently available vehicle data included in the EMFAC model summary provided by SACOG. SACOG also provided some EMFAC output data directly. The EMFAC model, developed by the California Air Resources Board, is the most recent emissions model approved for use in California by the USEPA. Table 3.5-1 presents the basic traffic data summaries generated by SACOG's modeling.

TABLE 3.5-1: EMFAC ESTIMATES FOR EL DORADO COUNTY AND THE SACOG

| YEAR | 2016 | | 2040 | |
|----------------|------------------|------------|------------------|------------|
| LOCATION | EL DORADO COUNTY | REGIONAL | EL DORADO COUNTY | REGIONAL |
| Total Vehicles | 131,910 | 1,477,779 | 137,202 | 1,981,866 |
| Total VMT | 4,077,084 | 52,435,230 | 4,126,470 | 63,723,787 |
| Total Trips | 821,461 | 9,220,223 | 853,870 | 12,431,187 |

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

As described previously, EDCTC does not have land use authority within the county or the incorporated cities; therefore, EDCTC's ability to control GHG emissions and mitigate for climate change impacts is largely limited to transportation funding decisions that may result in decreases in VMT throughout the county.

3.5 GREENHOUSE GASES, CLIMATE CHANGE, & ENERGY

SACOG has also provided updated projects for per capita VMT in El Dorado County and the region, as shown in Table 3.5-2.

TABLE 3.5-2: VMT ESTIMATES FOR EL DORADO COUNTY AND THE SACOG REGION

| YEAR | 2016 | | 2040 | |
|-----------------------|------------------|-----------|------------------|-----------|
| LOCATION | EL DORADO COUNTY | REGIONAL | EL DORADO COUNTY | REGIONAL |
| Person Population | 147,202 | 2,376,311 | 174,635 | 2,996,832 |
| Per Capita VMT | 27.70 | 22.07 | 23.63 | 21.26 |
| % Reduction from 2016 | N/A | N/A | -14.7% | -3.7% |

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

Emission Estimates: EMFAC Outputs

Energy Consumption: SACOG has also provided updated projections for vehicle fuel consumption in El Dorado County. Vehicle fuel consumption was projected from a baseline year of 2016 through year 2040. Table 3.5-3 shows the vehicle fuel consumption in gallons per day for this period. The projection shows an increase in total fuel consumption from approximately 179 (1000/gallons/day) in 2016 to 204 (1000/gallons/day) in 2040. The trend is increasing for the planning horizon, which is related to a projected increase in county-wide VMT as a result of projected growth. It is noteworthy that the rate of increase in fuel consumption is not linearly correlated to the rate of increase in vehicle miles traveled. This is an indication that the vehicle fleet is expected to become more fuel efficient throughout the planning horizon.

TABLE 3.5-3: EL DORADO COUNTY VEHICLE FUEL CONSUMPTION (THOUSAND GALLONS PER DAY)

| ANALYSIS YEAR | GASOLINE CONSUMPTION (1000GAL/DAY) | DIESEL CONSUMPTION (1000GAL/DAY) | TOTAL FUEL CONSUMPTION (1000GAL/DAY) |
|---------------|---------------------------------------|-------------------------------------|---|
| 2016 | 178 | 1 | 179 |
| 2040 | 202 | 2 | 204 |

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

GHG EMISSIONS: The regional GHG emissions analysis and forecasts for CO₂ are summarized in Table 3.5-4. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

As shown in Table 3.5-4, CO₂ SACOG projects that emissions will increase from approximately 1,667 tons per day in 2016 to 1,910 tons per day in 2040 (the proposed project's planning horizon), a difference of approximately 1,118.82 tons per day.

TABLE 3.5-4: EL DORADO COUNTY GHG EMISSION ESTIMATES (TONS PER DAY)

| ANALYSIS YEAR | CO ₂ |
|---------------|-----------------|
| 2016 | 1,667 |
| 2040 | 1,910 |

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

Table 3.5-5 describes existing and projected transportation-related per capita CO₂ emissions for El Dorado County. As shown in the table, absolute levels of transportation-related CO₂ emissions for El Dorado County are expected to increase from 2016 through 2040. However, per capita emissions are expected to decrease from year 2016 through 2040 by a total of approximately 14.7%. The long-term overall decrease in per capita emissions can be attributed to increasing vehicle fuel economy,

as provided by the Pavley Bill (AB 1493) and other measures, as well as expected technology improvements over this period. It should be noted that the results in Table 3.5-5 do not account for off-model adjustments that could further reduce per capita emissions over time.

TABLE 3.5-5: EL DORADO COUNTY TRANSPORTATION-RELATED PER CAPITA GHG EMISSION ESTIMATES

| ANALYSIS YEAR | CO ₂ (TONS/DAY) | PERSON POPULATION ESTIMATE (EL DORADO COUNTY) | PER CAPITA CO ₂ EMISSIONS (POUNDS/DAY) | PER CAPITA % CHANGE FROM 2016 |
|---------------|-------------------------------|--|---|----------------------------------|
| 2016 | 1,667 | 147,202 | 27.70 | N/A |
| 2040 | 1,910 | 174,635 | 23.63 | -14.7% |

SOURCE: SACOG, 2019 (DATA PROVIDED BY SHENGYI GAO AT SACOG).

CONCLUSION

As described throughout the 2020-2040 RTP, EDCTC has included numerous projects and programs to promote the use and expansion of alternative transportation systems throughout El Dorado County and they will continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT. Implementation of the mitigation measures described below would assist in the further reduction of per capita VMT levels throughout El Dorado County, reducing overall emissions beyond what would be expected without mitigation, which will assist in meeting the stated goals of AB 32 and SB 32. However, even after implementation of all of the policies, action plans, and mitigation measures included in the RTP and this EIR, SACOG has estimated that there will be an overall increase in transportation-related CO₂ emissions generated in El Dorado County over the planning horizon. Therefore, this is considered a **significant and unavoidable** impact.

MITIGATION MEASURES

Mitigation Measure 3.5-1: *The EDCTC shall explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The EDCTC shall continue to participate and host programs that are deemed feasible by the EDCTC for the region to incentivize alternative transportation modes.*

Mitigation Measure 3.5-2: *The EDCTC shall consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).*

Mitigation Measure 3.5-3: *Consistent with Appendix G of the CEQA Guidelines, the agencies implementing RTP projects shall:*

- *Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed.*

3.5 GREENHOUSE GASES, CLIMATE CHANGE, & ENERGY

- *Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste.*
- *Promote efforts to reduce peak energy demand in the design and operation of RTP projects.*
- *Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects.*
- *Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects.*

Mitigation Measure 3.5-4: *The EDCTC shall coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:*

- *Baseline inventory of GHG emissions from community and municipal sources.*
- *A target reduction goal consistent with AB 32 and SB 32.*
- *Policies and measures to reduce GHG emissions.*
- *Quantification of the effectiveness of the proposed policies and measures.*
- *A monitoring program to track the effectiveness and implementation of the CAP(s).*

EDCTC's role in the development of local and regional CAPs should include:

- *Assistance in seeking and securing funding for the development of local and regional CAPs.*
- *Collaboration with local and regional agencies throughout their respective planning processes.*

Mitigation Measure 3.5-5: *EDCTC shall consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, EDCTC should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:*

- *A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles.*
- *To the extent that it is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets.*
- *A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure.*

Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (less than significant)

As described previously, the State Legislature and the global scientific community have found that global climate change poses significant adverse effects to the environment. To mitigate these adverse effects the State Legislature enacted AB 32 and SB 32, which require statewide GHG reductions to 1990 levels by 2020, and 40% below 1990 levels, respectively.

While AB 32 and SB 32 target the reduction of statewide GHG emissions, SB 375 is the implementing legislation that establishes regional GHG emission reduction targets. AB 32 and SB 32 do not specify that the emissions reductions should be achieved through uniform reduction by geographic location or by emission source characteristics. It is generally accepted that significant GHG emission reductions are more achievable in larger urban and metropolitan areas, compared to rural areas. As such, CARB established reduction targets principally in urban and metropolitan areas of California.

On March 22, 2018, CARB approved updated GHG reduction targets for each of the 18 metropolitan planning organizations (MPOs) in California. Each MPO is required to prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its GHG reduction target through integrated land use, housing and transportation planning.

El Dorado County is covered under the SACOG MTP/SCS, which is subject to SB 375 or the emission reduction targets established by CARB. The 2020-2040 RTP will become the El Dorado County portion of the SACOG MTP/SCS. The 2020-2040 RTP includes policies to ensure consistency with SACOG's GHG reduction targets including requirements that the EDCTC work with the SACOG and the AQMD to evaluate the impacts of each transportation plan and program on the attainment of regional greenhouse gas emission reduction targets, and to continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, through programs and strategies, to reduce the carbon intensity of the transportation system.

As stated previously, the EDCTC does not have land-use planning authority within El Dorado County to control population growth, which is directly responsible for a large portion of the increases in GHG emissions. However, EDCTC does coordinate with the local land use agencies and support transportation funding decisions that result in improvements and efficiencies in the transportation systems. An overarching goal for this coordination effort is to minimize VMT and trips per capita throughout the county, which ultimately translates into improvements of GHG emissions per capita.

As discussed above, implementation of the 2020-2040 RTP would not conflict with AB 32, SB 32, or SB 375. SACOG's plans, policies and regulations have been adopted for the purpose of reducing the emissions of greenhouse gases in El Dorado County. The 2020-2040 RTP, pending approval by SACOG, will be incorporated into and ultimately aid in the implementation of SACOG's MTP/SCS. Therefore, this impact is considered ***less than significant***.

Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency (less than significant)

The State CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed project includes transportation improvement projects. The amount of energy generated by the proposed project is difficult to estimate, since it would correlate to the number, size, and type of transportation improvement projects implemented over the course of the 2020-2040 RTP. Reductions in on-road operational vehicle energy consumption would occur due to reductions in VMT that may occur due to improving the travel efficiency through the development of 2020-2040 RTP projects. Other major sources of proposed project energy consumption include fuel used by vehicle trips generated during proposed project construction activities (both on- and off-road).

The proposed project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures. The proposed project would comply with all applicable federal, state, and local regulations regulating energy usage. For example, the electricity and natural gas utility companies are responsible for the mix of energy resources used to provide electricity for its customers, and are in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. For example, PG&E is expected to achieve at least a 33% mix of renewable energy resources by 2020, and at least 40% by 2030. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time. Furthermore, as described previously, the sustainability features of the proposed project that are incorporated into the project design (as described previously in this section) would further reduce proposed project energy consumption.

The proposed project would also comply with the planning documents described previously within this section.

As a result, the proposed project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed project including construction, operations, maintenance, and/or removal. The electricity providers to the site maintain sufficient capacity to serve the proposed project. The proposed project would comply with all existing energy standards, including those established throughout the relevant jurisdictions within El Dorado County, as described under Impacts 3.5-1 through 3.5-2, previously, and would not result in significant adverse impacts on energy resources. Furthermore, the proposed project includes development of new and expanded pedestrian and bicycle pathways, and enhanced public transit access, reducing the need for motor vehicle travel. The proposed project would also be required to implement the mitigation measures identified under Impact 3.5-1, which would reduce the proposed project's net energy emissions further. For these reasons, the proposed project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This is a *less than significant* impact.

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This section describes the existing land uses in El Dorado County and its incorporated communities, describes the land use regulations for each jurisdiction, and evaluates the environmental effects of implementation of the 2020-2040 RTP. This section is based in part on the following:

- El Dorado County General Plan (Adopted July 2004, Amended December 2019);
- El Dorado County General Plan EIR (May 2003);
- Placerville General Plan (January 1989);
- SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2018);
- U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates; and
- US Census Bureau's Longitudinal Employment Data.

No Notice of Preparation comments regarding land use and population were received.

3.6.1 ENVIRONMENTAL SETTING

EXISTING PHYSICAL ENVIRONMENT AND LAND USES

El Dorado County is located in the foothills and mountains of the Sierra Nevada adjacent to Sacramento County, and extends east from the Sacramento region. The El Dorado County is bordered by Placer County to the north, Amador County to the south, Sacramento County to west, and the State of Nevada to the east. 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. At approximately 1,805 square miles in size, El Dorado County is a medium size county in California, and contains a wide geographic range. The county contains a combination of metropolitan and rural area with a long history of agricultural activities.

Existing land uses within the unincorporated areas of the County range from urban uses, including residential, commercial, and industrial uses, within specific plan and community region areas to agricultural, open space, and natural resource uses outside of the specific plan and Community Regions. Small communities in the unincorporated areas have maintained their separate identities and are generally surrounded by areas of lower intensity, rural land uses. Higher density land uses have continued to be located in the western portions of the county along the U.S. Highway 50 corridor at El Dorado Hills and Cameron Park, and in the incorporated cities.

The adopted General Plan policies have been aimed at keeping land uses in the County organized by intensity, maintaining the character of rural areas, open space areas, and agricultural areas while allowing sufficient development to support these uses and the economy of the County. Much of the county lying between the Tahoe Basin and a line roughly connecting the communities of Georgetown, Pollock Pines, and Grizzly Flat is within National Forest and is under the jurisdiction of the U.S. Forest Service.

Figure 3.6-1 illustrates the existing land uses within the County, highlighting concentration of more urban uses concentrated along U.S. Highway 50 corridor on the western slope of the County and more rural residential and agricultural uses around the rural centers.

The City of Placerville is the only incorporated City on the western slope of El Dorado County. The City is located at the junction of US 50 and SR 49 approximately 25 miles east of Folsom and 60 miles west of the City of South Lake Tahoe. The City encompasses approximately five square miles consisting of residential neighborhoods surrounding a historical downtown area.

Political Jurisdictions

City of Placerville. Placerville is located in El Dorado County on the western slope of the Central Sierra Nevada at the junction of U.S. Highway 50 and State Highway 49. Placerville. Placerville incorporated in 1900 making it one of two incorporated jurisdiction within El Dorado County. As of January 1, 2019, the State Department of Finance (DOF) estimated the City's population to be 10,824.

City of South Lake Tahoe. The City of South Lake Tahoe is located on the County's eastern slope located in the Lake Tahoe Basin. South Lake Tahoe is served by a major east–west highway, US 50, which links the area with Sacramento, California and Carson City, Nevada. The City had a population of 22,390 in 2019, according to the 2019 DOF estimate. It should be noted that while the City of South Lake Tahoe is within El Dorado County, it is not within the EDCTC planning area and, unless otherwise noted, is not included in the population, housing, employment, and other demographic information below.

POPULATION, HOUSING, EMPLOYMENT, AND OTHER DEMOGRAPHICS

Over the next 20 years, El Dorado County will continue to grow rapidly. The estimated total population for El Dorado County would increase from 147,200 persons in 2016 to 174,650 persons in 2040 (SACOG, 2019). Separately, EDCTC projects employment in El Dorado County would increase from 49,060 jobs in 2016 to 58,340 jobs by 2040 (SACOG, 2019), representing a 18.9 percent increase in jobs between 2016 and 2040. This will accompany an increase in population in the County of 27,450 persons between 2016 and 2040, an increase in population of 18.65 percent over the 20-year period.

El Dorado County continues to remain a commuter-oriented county, with 76.7 percent of the workforce driving alone to work based on the 2018 5-year American Community Survey. Another 8.5 percent carpooled to work. The average daily commute time in El Dorado County was approximately 29.3 minutes in 2018, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. Most peak-period congestion along US 50 near the county line is associated with daily commute traffic, due largely to the fact that approximately 65 percent of El Dorado County residents commute west out of the County daily.

El Dorado County's communities, cultural amenities, economic opportunities, and climate continue to attract new residents, workers, and businesses, creating a dynamic environment in which to plan for and implement transportation improvements. Population growth continues to be due in part but not limited to:

- Sacramento Area jobholders taking up residence in the county, creating a market demand for interregional commute alternatives;
- Job relocations to the Sacramento Area due to lower cost of doing business;
- In-migration from other cities in California, including the San Francisco Bay Area;
- An increase in the economic interaction with surrounding counties; and
- An increase in employment opportunities for residents due to emerging job centers, such as the El Dorado Business Park.

Population

According to the U.S. Census Bureau, El Dorado County population, including the Lake Tahoe Basin, grew at an average annual rate of approximately 0.52% from 2010 to 2018. As of January 1, 2019, the State of California Department of Finance (DOF) estimated the County's population to be 193,227 on January 1, 2020, representing an approximately 1.7 percent increase from the previous year. It should be noted that approximately 83 percent of the County's population live in the unincorporated portions of the County.

El Dorado County has experienced a significant increase in the aging cohorts over the past 20 years with the growth in persons 65 years and older in relation to the total population. The following table (Table 3.6-1) demonstrates population of persons 65 years and older in the county since 2010.

TABLE 3.6-1: POPULATION OF PERSONS 65 YEARS AND OLDER IN EL DORADO COUNTY

| YEAR | POPULATION 65 YEARS AND OLDER | TOTAL POPULATION | PERCENTAGE OF POPULATION 65 YEARS AND OLDER |
|------|-------------------------------|------------------|---|
| 2010 | 26,362 | 181,058 | 14.6% |
| 2013 | 31,982 | 181,737 | 17.6% |
| 2016 | 35,629 | 185,625 | 19.2% |

SOURCE: U.S. CENSUS BUREAU.

As shown in Table 3.6-1, in 2010, persons 65 years and older made up 14.6 percent of the total population (181,058) or 26,362. In 2013, they made up 17.6 percent of the total population (181,737) or 31,982. This trend has continued and in 2016, persons 65 years and older made up 19.2 percent of the total population (185,625) or 35,629. El Dorado County has experienced a higher rate of growth among this aging cohort as compared to the rest of California.

In the last two decades, robust suburban residential and employment growth has occurred at the county's western edge, in the communities of El Dorado Hills, Carson Creek, Valley View, and Cameron Park. The population of El Dorado County is expected to experience slow yet consistent urban and sub-urban growth in the coming years. According to the population projections contained in the 2020 MTP/SCS, the county, excluding the Tahoe Basin, is expected to increase in population from 147,200 in 2016 to 174,650 in 2040 (SACOG, 2019). The area expected to experience the most rapid growth over the 2016 to 2040 period is the Community Region of El Dorado Hills. According to the 2020 MTP/SCS, El Dorado Hills Community Region is expected to increase in population from

41,900 in 2016 to 59,540 in 2040, or 42.2 percent. This increase in El Dorado Hills will account for 64.3 percent of the total projected growth of El Dorado County from 2016 to 2040.

Housing

In the last two decades, robust suburban residential and employment growth has occurred at the county's western edge, in the communities of El Dorado Hills, Carson Creek, Valley View, and Cameron Park. Today, these areas are primarily made up of low-density housing and supporting commercial and public uses, as well as light industrial uses. El Dorado County is a popular destination for housing because of its affordable housing prices, as compared with the San Francisco Bay Area and other parts of the Sacramento Area. The growth within El Dorado County is focused on the development of single-family homes.

The SACOG 2020 MTP/SCS preferred scenario (2019) forecasts housing, employment, and population for the period from 2016 to 2040. According to the SACOG MTP/SCS, dwelling units in El Dorado County will increase from 63,780 in 2016 to 72,280 in 2040. This represents an increase of approximately 13.3 percent.

Employment

The number of workers in El Dorado County is expected to increase from 2016 through 2040. The SACOG 2020 MTP/SCS preferred scenario (2019) forecasts an increase in the number of workers from 48,870 to 58,150 during this period. This represents an increase of approximately 19 percent. According to the California Employment Development Department's "Industry Employment & Labor Force" data found at: www.labormarketinfo.edd.ca.gov, industry employment in the Sacramento-Roseville-Arden-Arcade metropolitan statistical area (i.e., El Dorado, Placer, Sacramento, and Yolo Counties) gained 209,100 jobs between 2000 and 2019, representing a 25.4 percent increase.

The majority of the employed El Dorado County workforce does not work within the County. The US Census Bureau's Longitudinal Employment Data indicates that approximately 65.1 percent of El Dorado County's workforce in 2014 worked outside of the County. Overall, the ratio of El Dorado County residents employed within the County has been decreasing. The US Census Bureau's Longitudinal Employment Data indicates that 34.9 percent of El Dorado County's labor force worked within El Dorado County in 2014, as opposed to about 38.6 percent in 2011, 43.3 percent in 2007, and 43.7 percent in 2005. However, the length of the average commute remained nearly the same between 2010 and 2018, at 29 to 30 minutes. Since a large share of the proposed growth in the local housing supply is concentrated in El Dorado Hills, which is near job centers outside of the county, the proportion of locally employed residents may continue to drop in the short term. Additionally, another major reason for the decline in the proportion of El Dorado County's labor force working within El Dorado County may be the large-scale economic recession that occurred beginning in 2008, which resulted in a lasting decrease in employment population-wide.

3.6.2 REGULATORY SETTING

FEDERAL AND STATE

Department of Transportation Act - Section 4(f)

The Department of Transportation Act of 1966, which was previously discussed in the Biological Resources section of this EIR, is set forth in Title 49 United States Code (U.S.C.). This law established that it is the policy of the United States Government to make a special effort to preserve the natural beauty of the countryside and public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation may approve a transportation program or project that requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance only if: a) There is no prudent and feasible alternative to using that land; and b) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

California Department of Transportation

The jurisdiction of the California Department of Transportation (Caltrans) includes right-of-ways of state and interstate routes within California. Any work within the right-of-way of a federal or state transportation corridor is subject to Caltrans' regulations governing allowable actions and modifications to the right-of-way. Caltrans issues permits to encroach on land within their jurisdiction to ensure encroachment is compatible with the primary uses of the State Highway System, to ensure safety, and to protect the State's investment in the highway facility. The encroachment permit requirement applies to persons, corporations, cities, counties, utilities, and other government agencies.

LOCAL

At the local levels, a number of agencies, including the Local Area Formation Commission, El Dorado County Airport Land Use Commission, El Dorado County Transportation Commission, El Dorado County, and the City of Placerville all have a role in land use and planning throughout the County. The County and City typically serve as a lead agency with the discretionary approval authority.

Local Area Formation Commission

The El Dorado County Local Agency Formation Commission (LAFCO) is a legislatively established commission responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify, and streamline governmental structure, and preparing a sphere of influence for each city and special district within each county. LAFCO is directed to see that services are provided efficiently and economically while agricultural and open-space lands are protected.

General Plans

California state law requires each city and county to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (Government Code §65300). The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

The policies of the general plan are intended to underlie most land use decisions. Pursuant to state law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. In counties and general law cities, zoning and specific plans are also required to conform to the general plan.

El Dorado County and each of the incorporated Cities have adopted general plans that govern the land use decisions within their respective jurisdictions. The general plans include numerous goals, objectives, policies, and implementation measures that control land uses and population growth.

Zoning

The zoning code of the county and each incorporated community is the set of detailed requirements that implement the general plan land use designations and policies at the individual parcel level. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, state law has required the city or county zoning code to be consistent with the jurisdiction’s general plan, except in charter cities.

Specific and Community Plans

The county or the incorporated communities may also provide additional specificity in land use planning beyond that identified in their respective General Plans by developing community or specific plans for smaller, more specific areas within their jurisdiction. These more localized plans, which are often referred to as "Master Planned Communities", provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Specific and community plans are required to be consistent with the city or county’s general plan.

SACOG Regional Blueprint Process

The primary purpose of SACOG Regional Blueprint was developed to establish a coordinated long-range regional vision between transportation, land use, and the environment from an overall quality of life perspective.

The SACOG Board of Directors adopted the Preferred Blueprint Scenario in December 2004, a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low density development. The Preferred Blueprint Scenario is part of SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy for 2040, the long-range

transportation plan for the six-county region. It also serves as a framework to guide local government in growth and transportation planning through 2050.

The SACOG Board adopted the 2020 MTP/SCS and accompanying documents at a special board meeting on November 18, 2019, using the Preferred Blueprint Scenario as the basis for the land use on which transportation investments will be made. The 2020 MTP/SCS links land use and transportation planning, with \$35 billion in transportation investments in the six-county Sacramento region over the planning period.

3.6.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on land use and population and housing if it will:

- Physically divide an established community;
- 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;
- 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); or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Physical division of an established community (less than significant with mitigation)

The majority of RTP projects would involve transportation system improvements to existing facilities, which would mostly occur within or in close proximity to existing rights-of-way. Some RTP projects will involve new facilities that will occur within or adjacent to existing communities. New facilities may include roadway widening, roadway extensions, bicycle lanes, bicycle/pedestrian paths, bridges, interchanges, and park-n-ride lots.

In many cases, improvements to facilities will occur where communities are already physically divided by existing facilities, including highways, roadways, intersections, interchanges, transit routes, and airports. The 2020-2040 RTP is intended to improve inter- and intra-regional connectivity and new or improved land use linkages. However, specific projects, such as multimodal stations and interchange improvements have the potential to divide existing contiguous land uses. Because these potential improvement projects could occur within incorporated areas, cities or communities could be affected. Additionally, intersection and interchange improvements may create visual and physical barriers between adjacent land uses in cities.

Because the proposed project is a planning document and thus, no physical changes would occur to the environment, adoption of the proposed project would not directly impact the environment. It is assumed that RTP projects that affect roads and interchanges present the greatest potential for impacts regarding the division of an established community. The following mitigation measure would ensure that all RTP projects are designed to maintain the cohesiveness of the existing communities to the greatest extent feasible. Where full design mitigation is not feasible, measures would be incorporated into the design to minimize the impacts associated with project implementation. Adherence to the requirements of this mitigation measure would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.6-1: *Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.*

Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect (less than significant)

As described above under Regulatory Setting, each of the jurisdictions in El Dorado County has an adopted General Plan to guide land use and development decisions, including circulation patterns and improvements. The RTP projects will respond to growth anticipated in adopted general plans, as well as address safety and rehabilitation issues necessary to maintain the existing transportation system. The RTP projects will also enhance mobility primarily within established communities, and provide connectivity between established communities. Although the EDCTC does not have the jurisdiction to make land use decisions, the 2020-2040 RTP includes several objectives, policies, and implementation measures intended to coordinate regional transportation planning with local planning efforts.

RTP projects are intended to be compatible with existing General Plans, including the Circulation Element and Land Use Element. Specific RTP projects, such as improvements to existing transportation corridors (mainline highway and regional street segments, interchanges, park-and-ride lots, multimodal stations, airport taxiways, and bike and pedestrian facilities) are intended to facilitate the General Plan and are not expected to conflict with land use policies and designations. Additionally, each individual RTP project will be evaluated by the implementing agency on a project-

specific level during the design and engineering stage of the process. Each RTP project will be reviewed for conformance with the general plan of the jurisdiction(s) in which the project will be located, as well as conformance with the policies of the 2020-2040 RTP. The 2020-2040 RTP is intended to accommodate growth envisioned by the General Plans of El Dorado County and its incorporated communities by providing multimodal circulation infrastructure necessary for orderly growth. The 2020-2040 RTP includes policies that ensure consistency with local plans and regulations and a conformance review of individual RTP projects will ensure consistency with adopted policies and regulations. The 2020-2040 RTP would not result in significant conflicts with plans, policies, and regulations adopted to mitigate an environmental effect. Therefore, this impact is considered *less than significant*. No mitigation measures are necessary.

Impact 3.6-3: Induce substantial unplanned population growth in an area (less than significant)

Given the historical and current population, housing, and employment trends, growth in the region is inevitable. Two principal factors that account for population growth are natural increase and net migration. The average annual birth rate for California is expected to be 20 births per 1,000 population compared to 10 births per 1,000 population in West Virginia, the state with the lowest projected birth rate. Additionally, California is expected to attract more than one third of the Country's immigrants. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and also, transportation.

The 2020-2040 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans as well as growth envisioned within the SACOG MTP/SCS. The RTP does not involve approvals associated with any development projects, and does not provide infrastructure that could facilitate additional development in the region. The RTP does not induce growth beyond the growth that is planned or being planned by local jurisdictions both locally and regionally. Implementation of the 2020-2040 RTP will have a *less than significant* impact on growth inducement.

Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere (less than significant)

The 2020-2040 RTP would not, in and of itself, displace substantial numbers of housing units or people. The majority of RTP projects involve work within or adjacent to existing rights-of-way and would not involve acquisition of land and displacement of substantial numbers of persons or housing. This is true of most highway and street widening projects, modifications to interchanges, and new highway undercrossings and overcrossings. These transportation projects will generally not require the displacement of any residences or businesses since the right-of-way has already been acquired.

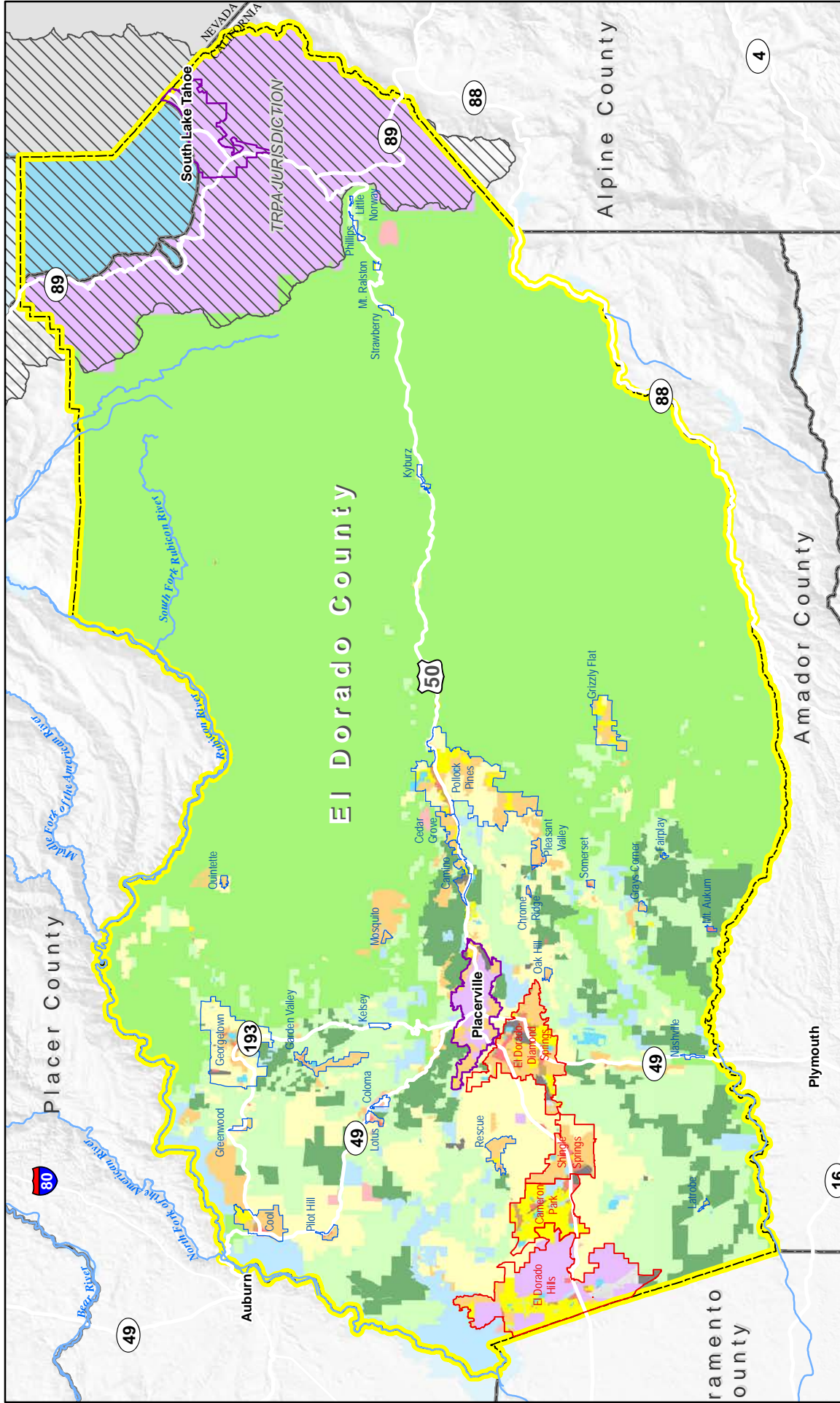
Some of the RTP projects (i.e. new highway/street segments, interchanges, park-and-ride lots, multi-modal stations, and airport improvements) may involve land acquisition. While most of the

3.6 LAND USE AND POPULATION

additional right-of-way acquisition is anticipated to be vacant or undeveloped land, at a few isolated urban locations the land necessary for the improvement may include existing residential units or businesses. This is anticipated to be rare and involve a limited number of residences or businesses.

State and federal law require due compensation for property taken to carry out the infrastructure projects. Also required by law, relocation and assistance must be provided to displaced residents and businesses in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act.

As noted above, RTP projects such as highways widening, new major throughway corridors, airport improvements , or other major transportation corridors would not result in displacement or relocation of a substantial number of homes, businesses, or people. Growth planned in the general plans of the jurisdictions of El Dorado County would result in additional housing opportunities and would more than offset any units removed in association with RTP projects. Therefore, impacts related to a substantial displacement of housing units or persons as a result of the 2020-2040 RTP are ***less than significant***. No mitigation measures are necessary.



Legend

| | | |
|--|--|---|
| Adopted Plan | Commercial | City |
| Agricultural Lands | Tourist Recreational | Community Region |
| Rural Residential | Research and Development | Rural Center |
| Low Density Residential | Industrial | Tahoe Regional Planning Agency (TRPA) |
| Medium Density Residential | Natural Resources | |
| High Density Residential | Open Space | |
| Multi-Family Residential | Public Facilities | |

Planning Areas

| |
|---|
| City |
| Community Region |
| Rural Center |
| Tahoe Regional Planning Agency (TRPA) |

Scale

0 2 1/2 5 Miles

1:450,000

North Arrow

N

EL DORADO COUNTY 2020-40 RTP

Figure 3.6-1 General Plan Land Use Map

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

Sources: El Dorado County; California Spatial Information Library; Map date: March 24, 2020.

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This section describes the existing conditions (environmental and regulator) and assesses the potential transportation impacts of the El Dorado County 2020-2040 Regional Transportation Plan (RTP). Where necessary and feasible, mitigation measures are identified to reduce these impacts. Information in this section is derived from the RTP and from additional sources including the following:

- El Dorado County General Plan, July 2004 (Amended August 2019)
- El Dorado County General Plan EIR (May 2003)
- Placerville General Plan (January 1989)
- El Dorado County Active Transportation Plan (February 2020)
- City of Placerville Active Transportation Plan (February 2020)
- Cameron Park Airpark, Placerville, and Georgetown Airport Land Use Compatibility Plans (June 2012)
- Western El Dorado County 2019 Short- and Long-Range Transit Plan (November 2019)

3.7.1 ENVIRONMENTAL SETTING

REGIONAL ROAD NETWORK

Regional Road Network Existing Conditions

STATE HIGHWAYS

State highways in El Dorado County and Placerville include freeways and conventional highways, which are operated and maintained by the California Department of Transportation (Caltrans). The highways are an integral part of the region's transportation system, serving inter- county and intercity traffic. Interstate and U.S. numbered routes are also part of the state highway system, which is maintained by Caltrans. The planning area has one U.S. Highway (US 50) and three State Routes (SR 49, SR 153, and SR 193).

US 50. US 50 is the “backbone” transportation facility in El Dorado County, providing connections from Sacramento County, through Placerville to the state of Nevada. It provides access to nearly all the recreation areas and tourist attractions for visitors from Sacramento and the San Francisco Bay area. US 50 is also the major commute route to employment locations in the greater Sacramento area and the major shipping route for movement of goods by truck. It is the primary transportation corridor extending through El Dorado County from west to east and serves all the planning area's major population centers, including El Dorado Hills, Cameron Park, Diamond Springs, Placerville, and Camino.

Peak month Average Daily Traffic (ADT) ranged from 108,000 at the west end of the County at Latrobe Road to 15,800 near Echo Summit to the east (Caltrans Traffic Census Program, 2018). The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is used for many routes, such as US 50, because it is more representative of traffic conditions than the

annual ADT. Caltrans' 2018 Annual Truck Traffic Study estimates truck traffic on US 50 between 2 and 7 percent of total vehicle volumes.

US 50 is a two-lane, conventional highway at the east end (Echo Summit), and a seven-lane freeway (including high-occupancy vehicle [HOV] lanes) at the west end.

SR 49. SR 49 serves north-south traffic throughout the Sierra Nevada foothills. In and near El Dorado County, SR 49 is a two-lane conventional highway that runs from Plymouth in Amador County through Diamond Springs, Placerville, Coloma, Pilot Hill, and Cool to Auburn in Placer County. The portions of SR 49 between Plymouth and Placerville, Placerville and Coloma, and Cool and Auburn contain sections that are narrow, winding, and steep.

This segment of SR 49 is a two-lane conventional highway with narrow or no shoulders and few passing opportunities, although there are sporadic turn-outs. The road has many horizontal curves, some with speed advisories as low as 15 miles per hour (mph). This segment is a primary transportation corridor for the residents in the region. Commuters use the roadway in large part to reach US 50 in or near Placerville, while substantial amounts of recreational traffic use the roadway to reach wineries, historical locations, parks, ski resorts, and other locations. The 2018 peak month ADT ranged from 2,100 to 16,300, with the highest volumes in the Diamond Springs near Missouri Flat Road and Pleasant Valley Road (Caltrans Traffic Census Program, 2018). Caltrans' 2018 Annual Truck Traffic Study estimates truck traffic on SR 49 between 4 and 14 percent of total vehicle volumes.

SR 193. SR 193 runs from SR 49 in Placerville north to Georgetown and reconnects with SR 49 in the town of Cool. This two-lane highway is generally 28 feet wide, which is 12 feet less than the 40-foot Caltrans standard for this type of highway. However, there is a wider section near Georgetown and a narrower, steep, and winding section north of Placerville.

This segment is a two-lane conventional highway, interconnecting SR 49 at Cool, the communities of Greenwood, Georgetown, Kelsey, and Chili Bar, various local roads to other communities and recreation/forestry, and SR 49 at Placerville near US 50. It traverses mainly mountainous terrain. The roadway is mostly narrow with no shoulders or two-foot shoulders, yet higher demand and significant demand growth extends to Georgetown. The portion near the South Fork of the American River to the end of the route contains steep, winding sections which feature particularly poor horizontal sight distances. Logging and agricultural trucks make use of these sections, but trucks with a kingpin-to-rear-axle length of greater than 30 feet are advised against using the portion near the South Fork of the American River. The 2018 peak month ADT ranged from 2,300 near Garden Valley Road and increased to 8,200 near Cool (Caltrans Traffic Census Program, 2018). Caltrans' 2018 Annual Truck Traffic Study estimates truck volumes ranging from 4 percent to 6 percent on SR 193.

SR 153. SR 153 is the shortest State Route in California. SR 153, a one half-mile long road that runs from SR 49 to Marshall's monument inside Marshall Gold Discovery State Historic Park. As such, SR 153 does not handle regional traffic and thus was not analyzed in this EIR.

A “VMT” is one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway within El Dorado County generates one VMT for each mile it travels. For the purposes of this EIR, VMT is estimated and projected for a typical weekday. The efficacy of this measure is as a result of several factors:

- VMT is relatively easy to measure by counting traffic on roadways at different locations. It is one of the few measures of transportation performance that has been consistently and comprehensively monitored and documented over time in the Sacramento as part of regional transportation planning.
- VMT bears a strong and direct relationship to vehicle emissions, although this relationship is becoming more complex as vehicular technologies evolve. State and federal policies pertaining to vehicle efficiency and formulation of vehicle fuels suggest that on a per VMT basis, emissions for most pollutants and GHGs will decline relative to today. However, even with these per VMT improvements due to fuel and vehicle technology changes, lower VMT will mean lower emissions.
- VMT can be influenced by policy in a number of different ways. By providing more attractive alternatives to driving alone, VMT can be reduced by shifting from vehicle to non-vehicle modes (i.e., from a car trip to a bike or walk trip), or from low occupancy to HOVs (i.e., from a single-occupant vehicle trip to a carpool or transit trip). VMT can be influenced by land use patterns as well. A better mix of residential, employment, education, and service uses in an area can allow people to accomplish their daily activities with less driving, and consequently less VMT. Locating land uses in closer proximity to each also makes walking and bicycling more viable, while also making transit more effective.

As displayed in **Error! Reference source not found.**, VMT per capita increased by 3.1 percent from 2012 to 2016 while the six-county SACOG region’s population continued to increase for the same period (7.3 percent). Over the same period, El Dorado County’s VMT per capita increased by 7.9 percent while the population decreased by 1.4 percent. This trend can at least in part be attributed to the improving economy and associated travel since the 2008/09 recession.

TABLE 3.7-1: AVERAGE DAILY VEHICLE MILES TRAVELED IN SACOG REGION, 2008-2016

| COUNTY | DAILY VMT ¹ (THOUSANDS) | | | CHANGES | | |
|-------------------------------|------------------------------------|--------|--------|------------|------------|------------|
| | 2008 | 2012 | 2016 | '08 to '12 | '12 to '16 | '08 to '16 |
| El Dorado ² | 3,801 | 3,848 | 4,095 | 1.2% | 6.4% | 7.7% |
| Placer ² | 8,502 | 8,605 | 9,161 | 1.2% | 6.5% | 7.7% |
| Sacramento | 31,835 | 32,937 | 35,652 | 3.5% | 8.2% | 12.0% |
| Sutter | 2,444 | 2,283 | 2,672 | -6.6% | 17.0% | 9.3% |
| Yolo | 5,489 | 5,710 | 6,071 | 4.0% | 6.3% | 10.6% |
| Yuba | 1,787 | 1,765 | 1,928 | -1.2% | 9.2% | 7.9% |
| Region | 53,859 | 55,148 | 59,579 | 2.4% | 8.0% | 10.6% |
| Pop. (thousands) ² | 2,215 | 2,268 | 2,376 | 2.4% | 4.8% | 7.3% |
| VMT per Capita | 24.3 | 24.3 | 25.1 | 0.0% | 3.1% | 3.1% |

3.7 TRANSPORTATION AND CIRCULATION

| COUNTY | DAILY VMT ¹ (THOUSANDS) | | | CHANGES | | |
|-------------------------------|------------------------------------|-------|-------|------------|------------|------------|
| | 2008 | 2012 | 2016 | '08 TO '12 | '12 TO '16 | '08 TO '16 |
| El Dorado County | 3,801 | 3,848 | 4,095 | 1.2% | 6.4% | 7.7% |
| Pop. (thousands) ² | 151.3 | 149.3 | 147.2 | -1.4% | -1.4% | -2.7% |
| VMT per Capita | 25.1 | 25.8 | 27.8 | 2.6% | 7.9% | 10.7% |

SOURCE: FEHR & PEERS, 2020, SACOG, JULY 2019; CALTRANS, 2008-2016.

NOTES: ¹INCLUDES VMT FROM ALL SOURCES (HOUSEHOLD-GENERATED, COMMERCIAL AND EXTERNAL) ON ALL ROADWAYS WITHIN THE SACOG REGION. ESTIMATES AND FORECASTS FROM SACSIM REGIONAL TRAVEL DEMAND MODEL.

²ONLY THE PORTIONS OF PLACER AND EL DORADO COUNTY OUTSIDE THE TAHOE BASIN ARE REPORTED. SACOG STAFF ADJUSTED THE FULL-COUNTY DATA REPORTED IN CPRD REPORTS. 2012 EL DORADO COUNTY POPULATION ESTIMATED.

TRANSIT

El Dorado Transit

Transit services in western El Dorado County are provided through a joint powers agreement between El Dorado Transit, County of El Dorado, and City of Placerville. El Dorado Transit operates a wide range of services including local community fixed routes, demand response, intercity commuter service, medical transportation and contracted social service transportation. The following describes each of the existing services in detail. Ridership information was obtained from the Western El Dorado County 2019 Short- and Long- Range Transit Plan (LSC Transportation Consultants, Inc., 2019).

Transit Existing Conditions

LOCAL COMMUNITY FIXED ROUTE SERVICES

Fixed route service is characterized by transit vehicles, usually larger buses, which travel a specified route and stop at fixed locations (i.e. bus stops) on a specific fixed schedule. Riders utilize this service by simply traveling to a bus stop at the appointed time. No pre-arrangement or reservation is necessary. In the 2017/2018 fiscal year, a total of 129,768 passenger trips occurred on local community routes.

Placerville Shuttle (East/West)

The Placerville Shuttle provides fixed-route service primarily along the US 50 corridor between Point View Drive in Placerville and the Missouri Flat Road Transfer Center in Diamond Springs. Service is provided Monday through Friday with one hour headways from 6:00 AM to 7:00 PM. Approximately 160 people utilize this shuttle on an average weekday.

Pollock Pines (East/West)

The Pollock Pines Shuttle provides service along the US 50 corridor between Pony Express Trail in Pollock Pines, the Camino area and the Missouri Flat Road Transfer Center in Diamond Springs. Hourly service is provided Monday through Friday between 7:00 AM and 7:00 PM. Approximately 140 people utilize this shuttle on an average weekday.

Diamond Springs Shuttle

The Diamond Springs Shuttle begins at the Missouri Flat Transfer Center and loops clockwise around Diamond Springs on Pleasant Valley Road and Mother Load Drive and across Highway 50 serving Folsom College and nearby shopping center uses. Hourly service is provided Monday through Friday from 6:00 AM to 7:00 PM. Approximately 90 people utilize this shuttle on an average weekday.

Cameron Park/Shingle Springs Shuttle

The Cameron Park/Shingle Springs Shuttle begins and ends at the Cambridge Road Park and Ride and provides service along Cameron Park Drive as far north as Green Valley Road and loops through Shingle Springs along Durock Road. Hourly service is provided Monday through Friday from 6:30 AM to 7:30 PM. Approximately 47 people utilize this shuttle on an average weekday.

50 Express

The 50 Express provides service between the Missouri Flat Transfer Center and the Folsom Iron Point light rail station and Folsom Lake College. Hourly service is provided Monday through Friday between 6:00 AM and 8:00 PM. Approximately 123 people utilize the 50 Express on an average weekday.

Saturday Express (East/West)

The Saturday Express provides service on Saturday between the Missouri Flat Transfer Center in Diamond Springs and the Safeway Plaza on the Pony Express Trail in Pollock Pines. Seven round trips occur; the first eastbound bus leaves from the Missouri Flat Transfer Center at 9:00 AM and the last westbound bus returns to the Missouri Flat Transfer Center around 5:00 PM.

ADA Complementary Paratransit for Local Routes

Compliant with the American with Disabilities Act, complementary paratransit service is provided and is available to persons who are unable to use fixed routes. Complementary paratransit refers to curb to curb, on-demand service that complements a fixed route. Services are provided within a ¾ mile radius of the fixed routes and may be scheduled between 8:00 and 5:00 PM seven days a week.

COMMUTER SERVICES

Commuter service operates on a fixed route during peak hour commute periods. Commuter routes often travel a long distance, taking commuters from suburbs to central business districts or to other suburbs with concentrations of employers. Pick-up and drop-off locations are minimized in order to provide direct and timely service.

The El Dorado Transit commuter service operates nine buses in the morning and ten buses in the evening that provide eleven different routes and time schedules to destinations in downtown Sacramento. Morning westbound departures from El Dorado County are scheduled from 5:10 AM to 8:30 AM and afternoon eastbound departures from Downtown Sacramento are scheduled from

2:45 PM to 6:25 PM., Two reverse commute runs are also offered. Commuter services account for approximately 49 percent of all El Dorado Transit ridership and in the 2017/2018 fiscal year, 182,670 passenger trips occurred.

DIAL-A-RIDE SERVICE

Paratransit, or dial-a-ride service, is a curb-to-curb or door-to-door service comparable to taxi service, but often with a shared ride component. Smaller vehicles, such as sedans or vans, are used to pick up and drop off people at requested locations within the operating range of the system. Like taxis, rides must be pre-arranged and scheduled up to three weekdays in advance. Like buses, rides may be shared by many different people.

El Dorado Transit's dial-a-ride service is specifically for seniors and persons with disabilities who are registered with El Dorado Transit. Service is available on a first-come, first-serve basis Monday through Friday between 7:30 AM and 5:00 PM and between 8:00 AM and 5:00 PM on Saturdays and Sundays. The service area includes El Dorado Hills, Cameron Park, Shingle Springs, Placerville, Camino and Pollock Pines. During the 2017/2018 fiscal year, 19,734 persons utilized dial-a-ride services.

COMMERCIAL SERVICE

Commercial bus service is provided by Amtrak at the Placerville Station on Mosquito Road. Daily bus service is available in El Dorado County from Placerville to the Amtrak Station in Sacramento and to the Amtrak Station in South Lake Tahoe.

SAC-MED NON-EMERGENCY MEDICAL APPOINTMENT TRANSPORTATION

SAC-MED is a public, shared-ride, non-emergency medical appointment transportation service for seniors, disabled, and general public passengers, with rides scheduled on a first-come, first-served basis. SAC-MED operates two days a week (Tuesdays and Thursdays), and arrival times for Sacramento County destinations are dependent upon the number of appointments scheduled for that day. During the 2017/2018 fiscal year, the SAC-MED service provided 527 passenger trips.

TAXI SERVICE

Four privately owned taxi companies serve Western El Dorado County. Gold Rush Taxi, Hangtown Taxi, Lightning Taxi, and Extreme Taxi provide 24-hour service in El Dorado County, either on demand or by reservation, and will take customers to destinations as far as South Lake Tahoe and the Sacramento International Airport. El Dorado County is also served by the Folsom Airporter and Foothill Flyer, which provide airport shuttle service.

TRANSPORTATION NETWORK COMPANIES

Transportation Network Companies (TNCs), such as Uber™ and Lyft™, provide prearranged transportation services for compensation using an online-enabled application or mobile smart

phone platform to connect drivers using their personal vehicles with passengers needing a ride. These 'shared mobility' systems are commonly referred to as ride-hailing services and companies like Lyft and Uber are currently dominating the market. In recent years, TNCs have dramatically increased in popularity for both short trips in urban areas to serving as an alternative to having a 'designated driver' for a night out on the town in more suburban areas. In rural areas such as El Dorado County, TNC's can provide transportation where and when private taxi or transit services are limited or not available.

CONTRACTED SPECIAL SOCIAL SERVICE TRANSPORTATION

ALTA California Regional Center contracts with public transit, private taxi companies to provide transportation to/from support services for persons with developmental disabilities, including infants at risk and their families.

CARPPOOL/VANPOOL

Commuter vanpools can be organized and paid for in a variety of ways. In general, a group of ten or more commuters share the operating and maintenance cost of a leased van that transports them to and from work. Usually one in the group is the regular driver. Participants typically meet in a central location, such as a park-and-ride lot, and are then dropped off at their workplace(s). Vanpool participants often work for the same company. Vanpools are often self-supporting but can also be subsidized by a public agency and/or employers.

Formal carpools and vanpools in El Dorado County are primarily organized by the private rideshare firm, Enterprise Rideshare, as well as the US 50 Corridor Transportation Management Agency (TMA) who coordinate vanpools on behalf of Broadridge, a large employer in El Dorado Hills. Currently Enterprise Rideshare operates seven vanpools that originating in El Dorado County and destined for workplaces in the Sacramento area. The 50 TMA manages two vanpools that originate in the Vineyard area near Elk Grove destined for the Broadridge Company located in the El Dorado Hills Business Park.

PARK-AND-RIDE

Park-and-Ride lots provide a place for commuters in single-occupant vehicles to transfer to public transit or carpools. El Dorado County has 14 Park-and-Ride facilities with most facilities concentrated along US 50. These parking sites encourage ridesharing by providing a safe, attractive, and convenient place to leave a personal vehicle in order to use public transportation or another form of ridesharing. Expansion of the existing parking lots or construction of new lots is planned as a result of population growth in El Dorado County, as well as to support the HOV lanes on US 50 and continued expansion of the commuter bus service.

Recent trends in transit ridership are shown in Table 3.7-2. The decline in ridership in transit has been a topic of great interest in the U.S. From 2016 to 2018, transit ridership in the region has declined 5 percent in total, and 8 percent on a per capita basis. At the same time, transit service

3.7 TRANSPORTATION AND CIRCULATION

hours increased by 7 percent in total, and 4 percent on a per capita basis. A strong economy and the increase of TNCs may account for some part of the ridership decline.

TABLE 3.7-2: TRANSIT SERVICE AND RIDERSHIP—EL DORADO COUNTY

| INDICATOR | YEAR | | | CHANGE | | |
|-------------------------------------|---------|---------|---------|------------|------------|------------|
| | 2016 | 2017 | 2018 | '16 TO '17 | '17 TO '18 | '16 TO '18 |
| Annual Vehicle Service Hours (VSH) | 71,122 | 72,001 | 75,783 | 1% | 5% | 7% |
| Annual Passenger Boardings | 391,984 | 382,408 | 372,044 | -2% | -3% | -5% |
| Population | 184,770 | 186,403 | 189,592 | 1% | 2% | 3% |
| Boardings Per Capita | 2.12 | 2.05 | 1.96 | -3% | -4% | -8% |
| VSH per Capita | 0.38 | 0.39 | 0.40 | 0% | 3% | 4% |
| Average Price of Gasoline (2019 \$) | \$2.91 | \$3.17 | \$3.54 | 9% | 12% | 22% |

SOURCE: FEHR & PEERS, 2020. FEDERAL TRANSIT ADMINISTRATION. FOR ALL OPERATORS OF FIXED ROUTE SERVICE IN EL DORADO COUNTY. POPULATION DATA FROM SACOG.

NOTES: ¹ DATA FOR ALL OF EL DORADO COUNTY, INCLUDING TAHOE BASIN.

Other Transportation Services

The American Cancer Society and Veteran Services utilize volunteer transportation to provide free service outside of El Dorado County. Sierra Pulmonary offers door-to-door service within El Dorado County and will help riders in and out of the vehicle and building(s). El Dorado Transit also operates an annual Fair Shuttle during the El Dorado County Fair.

AVIATION

Overview of Aviation Facilities

Aviation facilities in El Dorado County include both public and private airports and helipads serving commercial, recreational, medical, military, fire and search and rescue needs. There are three public use airports in El Dorado County: the Cameron Park Airport, Georgetown Airport and the Placerville Airport. There are also several private use airports and helipads in the County. There are no commercial or military airports in El Dorado County.

The California Department of Transportation, Division of Aeronautics classifies the Cameron Park and Georgetown airports as Community General Aviation (GA) Airports. Community GA airports provide access to other regions and states and are located near small communities or in remote locations. They serve, but are not limited to, recreational flying, training, and local emergencies. They accommodate predominately single engine aircraft under 12,500 pounds and provide basic or limited services for pilots or aircraft.

The Placerville Airport is classified as a Regional GA Airport. Regional GA Airports provide the same access as Community GA airports, but may provide international access, and are located in an area with a larger population base than Community GA airports. They have a higher concentration of business and corporate flying, and accommodate most business, multi-engine, and jet aircraft. They also provide most services for pilots and aircraft including aviation fuel, have published instrument approach, and may have a control tower.

The South Lake Tahoe Airport is in El Dorado County in the City of South Lake Tahoe. The airport is within the planning boundaries of the Tahoe Regional Planning Agency, and therefore, is included in the Tahoe Regional Transportation Plan.

Airport Land Use Commission

On July 3, 2008, the EDCTC was designated as the Airport Land Use Commission (ALUC) for El Dorado County. As the designated ALUC, EDCTC provides technical and advisory support to the Georgetown and Placerville Airports, and the Cameron Airpark Airport. The EDCTC/ALUC serves four primary functions under the State Aeronautics Act of the California Public Utilities Code commencing with Section 21670 (Division 9, part 1, Chapter 4, Article 3.5):

- Develop and adopt land use standards to minimize public exposure to safety hazards and excessive levels of noise
- Prevent encroachment of incompatible land uses around public-use airports
- Prepare an Airport Land Use Compatibility Plan (ALUCP) for the area around each public use airport defining compatible land uses for safety, density, height, and noise
- Perform land use consistency determinations for proposed projects within each ALUCP

EDCTC adopted Airport Land Use Compatibility Plans (ALUCP) for each of the three airports on June 28, 2012.

The California Department of Transportation, Division of Aeronautics, updated the California Airport Land Use Planning Handbook in 2011. The updated Handbook is to be used by Airport Land Use Commissions to address airport/land use safety issues and determine compatible land uses surrounding airports in California.

Aviation Existing Conditions

Cameron Park Airport

The Cameron Airpark Airport is the smallest of nine unique Airport Districts in California. The District is a special district similar to a Community Services District or Fire District governed by an elected Board of Directors and run by an on-site airport manager. The El Dorado County Board of Supervisors formed the District on December 1, 1987.

The Cameron Airpark Airport encompasses 62 acres within the County and is financially responsible for maintenance and operation of the airport and the taxi lane/streets within the adjacent subdivision, Air Park Estates. The District is made up of 136 parcels: 125 residential (plane port lots) and 11 commercial. There are 105 existing plane port lots and 20 undeveloped residential parcels in the District. The plane port lots in the District have their own hangars plus 100-foot wide taxi lanes combined with streets for taxiing between the residences and the runway.

The Cameron Airpark Airport is essentially in the center of the Cameron Park community situated between its own residential parcels and some commercial development along Cameron Park Drive. The properties along both sides of Cameron Park Drive near the airport are zoned and developed commercial-industrial. The airport is 1.5 miles north of US 50 and approximately 1 mile south of Green Valley Road at an elevation of 1,286 feet. The Cameron Airpark Airport is surrounded primarily by developed land; however, El Dorado County and the U.S. Government own approximately 400 acres of undeveloped land to the north and southeast of the airport.

The airport runway is 4,051 feet long, 50 feet wide, and has a rated capacity of 12,500 pounds for single-wheel landing gear aircraft. The airport provides facilities for recreational flying, local emergencies including medical evacuation, law enforcement, and training.

Airport facilities include eight transient spaces, fuel availability, and public restrooms. As of 2010, there were 23 District and privately owned (commercial) hangars on the public use/commercial portion of the airpark. The total number of tie-downs on the public use/commercial portion is 71. Each of the 105 existing plane port lots has a hanger and some residences have more than one aircraft. The ALUCP indicates that the number of annual aircraft operations could increase from 38,000 in 2011 to 70,000 in 2032.

Georgetown Airport

The Georgetown Airport is located approximately 1.5 miles northwest of the community of Georgetown in the Sierra Nevada foothills of El Dorado County. It is situated on a ridge top above the town at an elevation of 2,623 feet. The airport is a public use Community GA airport owned by El Dorado County and operated by the El Dorado County Department of Transportation. The airport can be accessed by SR 193 from either the City of Placerville or the community of Cool.

The airport has a single north-south asphalt runway that is 2,790 feet long and 60 feet wide. The runway has a rated capacity of 12,500 pounds for aircrafts with a single-wheel landing gear or 20,000 pounds for aircrafts with dual-wheel landing gear. Airport facilities include fuel availability, 30 open tie-down spaces, 10 transient spaces, 19 hangars, public restrooms, and a telephone. The ALUCP indicates that the number of annual operations could increase from 15,000 in 2011 to 38,600 by 2032.

Placerville Airport

The Placerville Airport is in the foothills of the Sierra Nevada in El Dorado County, three miles east of downtown Placerville. The airport is owned by El Dorado County and operated by the Department of Transportation. The airport serves the Placerville community as well as several surrounding communities. It is also used by the military and other governmental agencies for training, search and rescue missions, medical evacuation, and fire support. The airport is located on Airport Road, which can be accessed from either upper Broadway Road on the east end of Placerville or via Cedar Ravine Road from central Placerville.

The airport property is 243 acres at an elevation of 2,585 feet above sea level. The airport terminal area consists of the airport administration building, aircraft parking aprons, aircraft storage hangars, a fuel island, and facilities for aviation-related service businesses. The airport also has 113 open tie-down spaces, 22 transient spaces, 101 hangars, and public restrooms. The ALUCP indicates that annual operations could increase from 60,000 as of 2011 to 95,000 by 2032. The existing airfield includes a northeast-southwest runway that is 3,910 feet long and 75 feet wide. The runway has a rated capacity of 12,500 pounds for aircrafts with a single-wheel landing gear or 20,000 pounds for aircrafts with dual-wheel landing gear.

The Placerville Airport is considered to be strategically important to emergency air operations in support of wildland fires. The airport's location is ideal due to its access to US 50 and proximity to Sacramento. Placerville's central location allows access to a broad area within the foothill region of California. Ground access is crucial to emergency air operations. In some cases, the vehicles required to support emergency air operations are double-trailer tank trucks delivering fuel for helicopter operations.

GOODS MOVEMENT

California's goods movement transportation system is the lifeline of the State's domestic and international trade, and in 2019, California industries exported more than \$173 billion worth of goods and products; 10.5 percent of all U.S. exports. The State's large population and market size create huge demands on the goods movement-related infrastructure within its own borders. In addition to serving the domestic needs of Californians, the State's goods movement system must also accommodate the needs of the large agricultural, natural resources, and manufacturing sectors. Further, the nature of travel demand is shifting where more goods are being delivered directly to the home due to the convenience of internet shopping.

Goods movement is critical to the continued economic health of the El Dorado County region by allowing local producers to transport their goods to market, as well as bringing needed raw materials and finished products into the area for use by local businesses and individuals.

Goods movement covers all transportation methods by which freight and commodities are transported into and out of El Dorado County. In general, the most common methods to transport freight and commodities are rail, truck, air, bus, and pipelines.

Goods Movement Existing Conditions

RAIL TRANSPORT

In the mid-1860's, the Placerville and Sacramento Valley Railroad (P&SVRR) was built as an extension of the Sacramento Valley Railroad. It connected Folsom to Latrobe, Shingle Springs, and Placerville and transported passengers and agricultural, mineral, and timber resources from El Dorado County to destinations throughout California.

In 1898, the PS&VRR became a part of the Southern Pacific Railroad. Less than a century later, in 1986, Southern Pacific ended its railroad operation in El Dorado County due to declining demand for freight rail service. Today, El Dorado County has no viable rail transport system.

In July 1991, the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA), a public entity, was formed for the purpose of purchasing from Southern Pacific Transportation Company 53.1 miles of the Placerville Branch Corridor between Mile Post (MP) 94.3 at 65th Street in the City of Sacramento and MP 147.4 at Apex near the City of Placerville. The members of the SPTC-JPA include El Dorado County, Sacramento County, Sacramento Regional Transit District, and the City of Folsom. In September 1996, the SPTC-JPA successfully completed its purchase of the railroad corridor now known as the Sacramento-Placerville Transportation Corridor (SPTC).

The SPTC-JPA “railbanked” 37 miles of the SPTC - 28 miles in El Dorado County and 9 miles in the City of Folsom - by purchasing it under the protection of the National Trails System Act, 16 U.S.C. 1247(d), also known as the “Railbanking Act” or “Rails-to-Trails Act.” Railbanking is the federal process that prevents the formal abandonment of a railroad right-of-way and preserves it for interim use as a multi-use trail subject to possible future reconstruction and reactivation of the right-of-way for freight rail service.

The SPTC in El Dorado County has been the subject of two planning efforts, the *2003 SPTC Master Plan* and the *2015 SPTC Alternatives Analysis*. The 2003 Master Plan identified potential uses of the corridor, including excursion trains, natural and paved trails for hiking, biking and equestrian use, and utility easements. It also identified environmental mitigation measures and enhancement strategies such as public safety rail and trail measures, biological and cultural resource studies, fencing, landscaping, signing, maintenance, and fire prevention measures including vegetation control. The 2009 Alternatives Analysis evaluated the opportunities, costs, and constraints of providing transportation improvements within a 31-mile portion of the SPTC between Humbug-Willow Creek Bikeway in Folsom and the intersection of the SPTC with Missouri Flat Road in Diamond Springs. The results of the analysis were intended to provide public officials and the public with the data and information necessary to make informed decisions about corridor improvements that would provide the greatest public benefit.

Today, the 28 miles of the SPTC in El Dorado County are utilized as a mixed-use corridor that is enjoyed by excursion train enthusiasts, hikers, equestrians, and bicyclists of all ages and abilities including mountain bikers and road bikers. Between 2009 and 2019, El Dorado County constructed approximately five miles of multi-use path between Apex at Forni Road and the town of El Dorado, providing a paved path for people to walk, run, and bike on. Railroad volunteers have acquired rolling stock and worked to maintain the rails to preserve local rail history. Trail volunteers, including hikers and bikers, have improved natural trails along the length of the corridor to provide opportunities for hiking, biking, and equestrian use. Together, the volunteer groups seek to establish the SPTC in El Dorado County as a recreation and tourism attraction that enhances the health and well-being of the local community and contributes to the local economy.

For more than a hundred years, railroads played an important role in transportation and the economic development of El Dorado County. Since Southern Pacific ceased operations in 1986, the County has been without active freight rail transportation, but the two corridors where freight trains used to run, the SPTC and the Michigan/California Railroad right-of-way between Placerville and Camino, have been preserved as transportation corridors that will help meet the current and future transportation needs of the County.

AIR TRANSPORT

Mather Airport is the closest main air cargo port to El Dorado County, with a location approximately 15 miles west of the El Dorado County line along the US 50 corridor, and comprises 2,875 acres, which formerly served as an Air Force base. Its available facilities include two parallel runways, one of which is 11,300 feet long and capable of handling the largest fully loaded aircraft, 40 acres of cargo ramp space, 321,000 square feet of warehouse space, and 198,000 square feet of office space.

Airport access is critical to the region's air cargo business, and this is especially evident at Mather Airport. In 2018, Mather Airport handled 77,000 tons of freight. Many of these shipments are very time-sensitive and demand just-in-time delivery. These include high tech goods, perishables and medical shipments that can be life-saving deliveries. For these reasons, El Dorado County has a vested interest in maintaining adequate access to/from the airfield.

TRUCK TRANSPORT

Truck transport remains the primary method of moving goods in California. While this mode uses much of the state's pre-existing 172,000 highway miles, it is mostly concentrated to a 7,513-mile portion of the National Highway System.

Trucks are defined as heavy freight vehicles which meet the Surface Transportation Assistance Act of 1982 (STAA) definitions as found in the California State Vehicle Code. US 50 is part of the national STAA network up to the Sly Park Road exit in Pollock Pines. From Sly Park Road to SR 89 near South Lake Tahoe, US 50 is considered part of the California Legal Truck Network. SR 49, along the entire width of El Dorado County with the exception of Pleasant Valley Road to Bradley Road, is classified as a California Legal KPRA Advisory Route. SR 49 from Pleasant Valley Road to Bradley Road is considered Terminal Access. SR 193 is classified as California Legal KPRA Advisory. According to Caltrans' Traffic Data Branch, 2018 Annual Average Daily Truck Traffic (AADT) volumes are approximately 6 percent of total vehicle traffic on the US 50 corridor from east of Shingle Springs to Sly Park Road. On SR 49 within El Dorado County, AADT is approximately 9 percent of total vehicle traffic between the Amador County line and US 50, and approximately 7 percent between Placerville and Placer County. On SR 193 in El Dorado County, AADT is an average of 5 percent of total vehicle traffic.

With trucks being the predominant goods movement mode, their volume on regional roadways is an important metric to monitor. **Error! Reference source not found.** shows truck traffic volumes on

3.7 TRANSPORTATION AND CIRCULATION

key freeways in the El Dorado County. US 50 carries the highest volume of trucks in the region followed by SR 49.

TABLE 3.7-3: TRUCK PERCENTAGES ON FREEWAYS IN THE EL DORADO COUNTY, 2018

| INTERSTATE/HIGHWAY | VEHICLE AVERAGE ANNUAL DAILY TRAFFIC (AADT) | ALL TRUCK AADT | ALL TRUCK % | 3+ AXLE % OF ALL TRUCKS |
|--|---|-------------------|-------------|-------------------------------|
| US 50 (East Shingle Springs, Postmile R10.295) | 54,000 | 3,240 | 6% | 56% |
| SR 49 (El Dorado, Pleasant Valley Rd, Postmile 9.641) | 10,300 | 972 | 9% | 27% |
| SR 193 (Cool, Jct. Rte. 49, Postmile 0) | 7,800 | 468 | 6% | 37% |

SOURCE: CALTRANS 2018

ACTIVE TRANSPORTATION

On February 6, 2020, the EDCTC adopted Active Transportation Plans (ATP) for the City of Placerville and El Dorado County. The intent of the plans is to replace prior planning documents and establish a long-term vision for improving walking and biking in the City of Placerville and El Dorado County. Pedestrian improvements are focused near activity centers and areas with high pedestrian activity. While bicycle improvements are also focused near activity centers and areas with high bicycle activity, they are also focused on providing connected regional routes due to the high interest in recreational riding.

Bicycling

Bicyclists in the region enjoy a variety of terrain and climates. Neighborhood suburbs have parks, schools and shopping centers that characterize the less-rural western portion of the county. The rural hills of the South County area are lined with wineries and are a popular destination for recreational road cyclists. The City of Placerville provides bicyclists the opportunity to ride short distances to numerous destination points. The rural areas of Cool, Georgetown and Coloma are also frequent destinations for recreational road cyclists.

Although many bike recreationally in the EDCTC area, the ATP indicates approximately 0.2 percent bike to work. Contributing factors to this low percentage could be caused by the overall large geography of the County (i.e. it is unlikely that someone living in Placerville would bike to work in El Dorado Hills), the terrain, and fact that more employed Western El Dorado County residents work in Sacramento County than in Western El Dorado County.

Walking

The ATPs indicate that sidewalks and marked crosswalks currently exist primarily in Placerville, El Dorado Hills and some unincorporated areas of El Dorado County. The pedestrian network is fairly disconnected making it difficult to use walking as a primary mode of transportation. Approximately 1 percent of workers in the EDCTC area walk to work.

The ATPs focus sidewalk and pathway recommendations on corridors that are likely to serve a large number of pedestrians or provide connections to/from residential and employment centers to key destinations such as schools, civic buildings and shopping centers. The Plans include 45.3 miles of proposed sidewalks and 33 miles of proposed Class I shared use paths within the City of Placerville and the western slope of El Dorado County combined.

ATP Goals

The ATP includes goals, objectives and strategies aimed at creating a healthy, safe and thriving region where walking and biking are realistic, convenient and safe options for people of all ages and abilities. Specifically, the ATP includes the following goals:

- **Safety:** Design bicycle and pedestrian facilities that are safe, accessible and comfortable for people of all ages and abilities.
- **Health:** Provide people of all ages and abilities with access to walking and bicycling to improve health and enhance quality of life.
- **Connectivity:** Identify, develop, and maintain a connected, safe and convenient bicycle and pedestrian network that meets the needs of commuters and recreational users or all skill levels.
- **Funding and Implementation:** Identify and pursue local, county, regional, state and federal programs that would fund bicycle and pedestrian capital improvements and programs.

Bicycle and pedestrian improvements included in the ATP are aimed at increasing access to destinations that residents regularly access and care about. Recommended improvements can be found on Figures 7-3 through 7-9 of the ATP. Prioritized improvements can be found on Figures 8-7 through 8-12 of the ATP.

Table 3.7-4 provides data and estimates on travel by walking, biking, and transit in El Dorado County. The commuter travel estimates are survey data from the American Community Survey. These data show that mode shares have remained relatively stable since 2010 although bicycling and walking has increased notably while carpooling drive-alone has declined. The other key change is that working at home has increased.

3.7 TRANSPORTATION AND CIRCULATION

TABLE 3.7-4: 2018 PERSON TRIP MODE OF TRAVEL FOR EL DORADO COUNTY

| MODE OF TRAVEL | 2010 | 2012 | 2016 | 2018 |
|------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Commuter Travel | | | | |
| Total Workers | 76,915 | 80,849 | 79,778 | 87,964 |
| Drive-Alone Commuters | 60,721 | 61,240 | 59,600 | 62,998 |
| Carpool Commuters | 7,392 | 8,716 | 7,420 | 6,509 |
| Public Transit Commuters | 1,580 | 819 | 1,434 | 743 |
| Bicycle Commuters | 250 | 896 | 368 | 796 |
| Walk Commuters | 1,422 | 1,738 | 1,452 | 1,926 |
| Combine Bicycle and Walk Commuters | 1,672 | 2,634 | 1,820 | 2,722 |
| Worked at Home | 4,787 | 6,492 | 5,755 | 6,351 |
| Mode Shares | | | | |
| Drive-Alone | Drive-Alone | Drive-Alone | Drive-Alone | Drive-Alone |
| Carpool | Carpool | Carpool | Carpool | Carpool |
| Public Transit | Public Transit | Public Transit | Public Transit | Public Transit |
| Bicycle | Bicycle | Bicycle | Bicycle | Bicycle |
| Walk | Walk | Walk | Walk | Walk |
| Combine Bicycle and Walk | Combine Bicycle and Walk | Combine Bicycle and Walk | Combine Bicycle and Walk | Combine Bicycle and Walk |
| Worked at Home | Worked at Home | Worked at Home | Worked at Home | Worked at Home |

SOURCE: BASED ON DATA FROM THE AMERICAN COMMUNITY SURVEY DATA FOR 2010, 2012, 2016, AND 2018 (TABLE ID: B08301). DATA INCLUDES TAHOE BASIN.

EMERGING TRAVEL OPTIONS AND TECHNOLOGY CHANGES

Several new options for travel are emerging around the nation, including El Dorado County: ride-sharing services (e.g. Uber, Lyft), and food delivery services (e.g., Postmates, Grubhub, Uber Eats).

Though prevalent in conversation and highly visible due to their novelty, these new travel options are currently serving a very small percentage of trips in the plan area of the proposed RTP. The 2018 SACOG Household Travel Survey (2018 SHTS) found that Uber and Lyft served about one-quarter of one percent of all weekday trips made by residents in the Sacramento Region. These estimates are comparable to results in other small-to-medium metropolitan areas in other similar surveys.

While current visibility is greater than their actual impact on travel in the region, these new travel options are likely to grow and can serve a much larger share of trips. Denser cities with much higher parking costs, like San Francisco, have weekday mode splits closer to 1.5 percent or higher for Uber, Lyft and other ride-hailing services. These higher estimates point to the potential growth of these services as the region grows.

Beyond new travel options, emerging vehicle technology will influence travel behavior and safety. For example, smart phone applications such as Google Maps and Waze better inform travelers regarding travel options, comparative costs, and travel routes. Safety technology on some new vehicles, such as assisted braking and lane guidance on some new vehicles, will likely be standard equipment by 2040, leading to fewer collisions. Narrower lanes and shoulders may become more feasible due to these technology advancements reducing the need for physical capacity expansions.

If collisions decline as expected, congestion would also be reduced, since incidents and collisions are significant causes of congestion.

RTP TRANSPORTATION SYSTEMS MANAGEMENT

Transportation Systems Management Definition

Transportation Systems Management (TSM) is often used interchangeably with Transportation Control Measures (TCMs) and Transportation Demand Management (TDM) to describe a series of techniques designed to maximize the efficiency of the existing transportation system by reducing dependence on single-occupant vehicles. The common goals of TSM, TCMs, and TDM are to reduce traffic congestion, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure. Techniques are generally low-cost measures to reduce travel demand or improve the utilization of existing transportation facilities.

The differences between the three concepts are subtle. Each contains alternative transportation measures, such as carpooling, transit, bicycling, walking, vanpooling, compressed work weeks, and telecommuting. TSM's place emphasis on reducing traffic congestion by increasing the person-trip capacity of existing transportation systems. As such, TSM techniques also include restriping roadways for channelization, ramp metering, and establishment of freeway auxiliary lanes. TCM's are geared towards reducing air pollution through techniques such as alternative fuel vehicles. Typical TDM strategies include the provision of public information and incentives for carpooling, vanpooling, bicycling, or using public transit, primarily for work trips. Strategies to encourage telecommuting, or working from home, or alternate work schedules that encourage travel during off-peak hours are also considered TDM.

Since 1981, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required that TSM be part of the regional transportation planning and programming process. Specifically, the Regional Transportation Plan must have a TSM element which describes how the region intends to deal with the movement of people and goods by improving the efficiency and effectiveness of the total transportation system.

RTP Intelligent Transportation Systems

The "official" Intelligent Transportation Systems (ITS) definition (23 CFR Part 940), "Means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system." An alternative definition for ITS is the application of advanced technology to assist in the solution of transportation problems and the management of transportation systems. The implementation of ITS technology is not new. ITS elements such as computerized signal systems have been used for well over a decade in the Sacramento Region to manage traffic flow on arterial roads. However, ITS systems are increasingly being used for other transportation management purposes such as traffic management, transit operations management, incident management, and travel information management.

ADVANCED TRAVELER INFORMATION SYSTEMS

These systems deliver data directly to travelers, empowering them to make better choices about alternate routes or modes of transportation. These systems include real-time traffic data via the internet or Highway Advisory Radio, Changeable Message Signs, Landslide Sensor Integration, and Weather Stations. An example of this type of technology utilized in El Dorado County is the www.50corridor.com website, which contains construction updates and road closures for regionally significant roadways, real-time traffic via video cameras, commute assistance, and general information and news regarding the US 50 corridor.

Advanced Traffic Management Systems

Advanced traffic management systems include a variety of relatively inexpensive detectors, cameras, and communication systems that monitor traffic, optimize signal timings on major arterials, and control the flow of traffic. In March 2016, the U.S. Highway Transportation Management System Upgrades Project was approved. The project is located on US 50 in El Dorado County from the El Dorado County/Sacramento County line to Stateline Avenue in the City of South Lake Tahoe and includes improving communications and installation of new Transportation Management Systems including Closed Circuit Television, Changeable Message Signs, Traffic Monitoring Stations, Remote Weather Information Stations and Highway Advisory Radio equipment.

Incident Management Systems

Incident management systems provide traffic operators with the tools to allow quick and efficient response to accidents, hazardous spills, and other emergencies. Multiple communications systems link data collection points, transportation operations centers, and travel information portals into an integrated network that can be operated efficiently and intelligently.

Transit Operations Management

Transit Operations Management utilize technology of Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL) to provide communications between transit agency vehicles and dispatch centers. AVI and AVL is currently not being utilized in El Dorado County, but is one of the planned applications.

Intelligent Transportation Systems Existing Conditions

The EDCTC is involved in varied levels of ITS studies and plans to integrate this technology into the region. EDCTC participates in the Statewide ITS Deployment Plan, the Sacramento Regional ITS Plan, the Tahoe Basin ITS Plan, and the Tahoe Gateway Strategic Deployment Plan, all of which must conform with a broader, National ITS Architecture. These programs and plans are described in detail below.

National ITS Architecture

The FHWA has produced a National ITS Architecture that provides a template, or framework, to assist individual states and regions with the development of their ITS Programs. In addition to the template, the National Architecture provides a consistent vocabulary to facilitate the communication between transportation professionals, and structured guidelines to aid in regional ITS development. In short, the National ITS Architecture provides a common structure for the design of Intelligent Transportation Systems.

Statewide ITS Architecture & System Plan

In 2018, Caltrans released an updated Statewide ITS Architecture Assessment and Support “Planning for ITS Guide”. The first Planning for ITS guidebook was published in 2007 as part of Statewide ITS Architecture and System Plan initiative. Since 2007, ITS has evolved dramatically and will continue to do so in upcoming years with the penetration of new technologies, like 5G networks. Examples of recent advancements include smartphone applications including real-time mapping, location-tracking, and crowd sourced information and electronic and dynamic road pricing via express lanes and cashless toll facilities. The Planning for ITS Guide states, “It is thus not only advisable, but imperative that ITS is incorporated into every facet of transportation planning and system operations”. The intent of the Guide is to help prepare California for the future through planning, programming and initiation of projects that incorporate these advanced technologies.

Sacramento Regional ITS Partnership

A Regional ITS Architecture is a plan that describes ITS deployment in terms of regional integration and cooperation among stakeholders within that region over a time period of generally 10 to 20 years. The Sacramento Region ITS Partnership is an advisory committee made up of local and state transportation personnel. The Partnership meets on a monthly basis and identifies issues and opportunities for deploying ITS in the region. SACOG has been active in building consensus among the various agencies to support successful ITS projects and anticipates continued collaboration between Partnership members on future projects. In 2019 the Smart Region Sacramento Technology and Mobility Master Plan was published. Objectives of the Plan include considering urban/suburban/rural/underserved communities, adapting new technology, achieving consistency and reliability for all modes, increasing safety, improving traveler information dissemination, and improving emergency and disaster preparedness.

Capitol Valley Regional Service Authority for Freeways and Expressways

The Capitol Valley Regional Service Authority for Freeways and Expressways (CVRS) was established in October 1991. CVRS is a multi-county Service Authority for Freeways and Expressways (SAFE) containing six counties: El Dorado, Sacramento, San Joaquin, Yolo, Yuba, and Sutter. SACOG provides staffing and management for SAFE.

Tahoe Gateway Intelligent Transportation Systems Strategic Deployment Plan

The Tahoe Gateway Counties project area includes the counties of Sierra, Placer, El Dorado and Nevada and encompasses approximately 5,500 square miles and nearly 450,000 people. The Tahoe Gateway Counties regional ITS architecture was created as a consensus view of what ITS systems the stakeholders in the region have currently implemented and what systems they plan to implement in the future to improve mobility to and from the Tahoe region.

3.7.2 REGULATORY SETTING

FEDERAL REGULATIONS

Fixing America's Surface Transportation

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and legislates U.S. transportation funding and sets expectations for nonmetropolitan transportation planning and for metropolitan transportation planning. Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit enacted in the Moving Ahead for Progress in the 21st Century Act (MAP-21). The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance freight projects.

National Environmental Policy Act

The National Environment Policy Act of 1969 (NEPA) requires federal agencies to assess the possible environmental consequences of projects, which they propose to undertake, fund, or approve. While the RTP is not subject to NEPA, individual federally funded programs or projects requiring federal approval will be subject to a NEPA evaluation.

STATE REGULATIONS

State requirements for long-range transportation plans are similar to the federal regulations. However, key additional requirements described in Government Code Section 65080 include:

- compliance with CEQA;
- consistency with state Transportation Improvement Program;
- use of program level performance measures that include goals and objectives;
- inclusion of a policy element, an action element, and a financial element; and

California Transportation Commission Regional Transportation Plan Guidelines

The California Transportation Commission (CTC) publishes and periodically updates guidelines for the development of long-range transportation plans, such as the El Dorado County RTP. Pursuant to

Government Code Section 65080(d), each regional transportation planning agency (RTPA) is required to adopt and submit an updated regional transportation plan (RTP) to CTC and Caltrans every four years. The El Dorado County Transportation Commission (EDCTC) is the RTPA for El Dorado County.

Under Government Code Section 14522, the CTC is authorized to prepare guidelines to assist in the preparation of RTPs. The most recent update to the RTP guidelines was published in 2017, and includes separate guidance for RTPAs and MPOs and new checklists for RTP content.

Senate Bill 743 Vehicle Miles Traveled Analysis (Public Resources Code Section 21099)

SB 743 (Stats. 2013, ch. 386) resulted in several statewide CEQA changes. It required the Governor's Office of Planning and Research (OPR) to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend use of the metrics beyond TPAs. OPR selected VMT as the preferred transportation impact metric and applied their discretion to require its use statewide. This legislation also established that aesthetic and parking effects of a residential, mixed-use residential, or employment center projects on an infill site within a TPA are not significant impacts on the environment. The revised CEQA Guidelines that implement this legislation became effective on December 28, 2018, and state that vehicle level of service (LOS) and similar measures related to delay shall not be used as the sole basis for determining the significance of transportation impacts, and that as of July 1, 2020, this requirement shall apply statewide, but that until that date, lead agencies may elect to rely on VMT rather than LOS to analyze transportation impacts. Finally, the legislation establishes a new CEQA exemption for a residential, mixed-use, and employment center project a) within a TPA, b) consistent with a specific plan for which an EIR has been certified, and c) consistent with an SCS. This exemption requires further review if the project or circumstances change significantly.

To aid in SB 743 implementation, the following state guidance has been produced.

- Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018);
- The aforementioned 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals; and
- Local Development – Intergovernmental Review Program Interim Guidance, Implementing Caltrans Strategic Management Plan 2015-2020 Consistent with SB 743 (Caltrans 2016).

Of these documents, the California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals is most relevant for transportation impact analysis of the RTP, which is incorporated into SACOG's MTP/SCS. It provides recommendations for VMT reduction thresholds that would be necessary to achieve the state's GHG reduction goals and acknowledges that the SCS targets alone are not sufficient to meet climate goals.

LOCAL REGULATIONS

State law requires cities and counties to adopt general plans, which must include, among others, a circulation element. The circulation element is required to map and provide a policy framework for circulation via all modes and public utilities. The information in the circulation element is required to be correlated with the land use element, and serve the projected population and employment growth in a manner consistent with the general plan vision. Circulation elements generally address expectations for transportation network operations and safety based on goals and policies of the city or county. Circulation elements typically address the roadway network and its traffic operations, goods movement, public transit, bicycle facilities, and pedestrian facilities, among other things. The following policy from the El Dorado County General Plan and the City of Placerville General Plan are relevant to the analysis of the RTP.

El Dorado County General Plan

The July 2004 El Dorado County General Plan (Amended August 2019) contains the following policies:

TC-Xa: To ensure that potential development in the County does not exceed available roadway capacity, the County shall:

- A. Every Year prepare an annual Capital Improvement Program (CIP) specifying expenditures for roadway improvements within the next 10 years. At least every five years prepare a CIP specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified;
- B. At least every five years, prepare a Traffic Impact Mitigation (TIM) Fee Program specifying roadway improvements to be completed within the next 20 years to ensure compliance with all applicable level of service and other standards in this plan; and
- C. Annually monitor traffic volumes on the county's major roadway system depicted on Figure TC-1.

TC-4a: The County shall implement a system of recreational, commuter, and inter- community bicycle routes in accordance with the County's *Bikeway Master Plan*. The plan should designate bikeways connecting residential areas to retail, entertainment, and employment centers and near major traffic generators such as recreational areas, parks of regional significance, schools, and other major public facilities, and along recreational routes.

TC-4b: The County shall construct and maintain bikeways in a manner that minimizes conflicts between bicyclists and motorists.

TC-4c: The County shall give priority to bikeways that will serve population centers and destinations of greatest demand and to bikeways that close gaps in the existing bikeway system.

TC-4d: The County shall develop and maintain a program to construct bikeways, in conjunction with road projects, consistent with the County's *Bikeway Master Plan*, taking into account available funding for construction and maintenance.

TC-4e: The County shall require that rights-of-way or easements be provided for bikeways or trails designated in adopted master plans, as a condition of land development when necessary to mitigate project impacts.

TC-4f: The County shall sign and stripe Class II Bicycle Routes, in accordance with the County's *Bikeway Master Plan*, on roads shown in figure TC-1 [from the El Dorado County General Plan, included as Appendix I] when road width, safety, and operational conditions permit safe bicycle operation.

TC-4g: The County shall support the development of facilities that help link bicycling with other modes of transportation.

TC-4h: Where hiking and equestrian trails abut public roads, they should be separated from the travel lanes whenever possible by curbs and barriers (such as fences or rails), landscape buffering, and spatial distance. Existing public corridors such as power transmission line easements, railroad rights-of-way, irrigation district easements, and roads should be put to multiple use for trails, where possible.

TC-4i: Within Community Regions and Rural Centers, all development shall include pedestrian/bike paths connecting adjacent development to schools, parks, commercial areas and other facilities where feasible. In Rural Regions, pedestrian/bike paths shall be considered as appropriate.

TC-5c: Roads adjacent to schools or parks shall have curbs and sidewalks.

City of Placerville General Plan

The City of Placerville General Plan includes the following Goals and Policies related to pedestrian facilities and circulation:

GOAL F: TO PROMOTE CONVENIENT AND SAFE PEDESTRIAN CIRCULATION.

Policies:

- Pedestrian Circulation needs and convenience in the downtown shall be given priority over the needs of through-traffic.
- The City shall continue to enforce its program requiring adjoining property owners to repair and replace sidewalks in older neighborhoods to increase pedestrian safety and convenience.

- In approving development projects, the City shall continue to require the construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
- Where deemed necessary and appropriate, the City shall undertake construction of sidewalks connecting major pedestrian destinations, such as schools, hospitals, and government centers.
- The City shall promote the construction of pedestrian overpasses along Highway 50 in conjunction with future highway construction.

The City of Placerville General Plan includes the following Goals and Policies related to bicycle transportation:

GOAL E: TO PROVIDE A SAFE AND SECURE BICYCLE ROUTE SYSTEM.

Policies:

- The City shall develop an inner-city bicycle route master plan.
- Wherever possible, bicycle facilities should be separate from roadways and walkways.
- The City shall limit on-street bicycle routes to those streets where available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.
- The City shall promote the development of bicycle routes that follow the contours of the land and are compatible with the terrain.
- The City shall promote the development of bicycle routes in major development areas and along railroad rights-of-way.
- The City shall promote development of bicycle routes and/or trails that connect parks and schools that link the Ray Lawyer Drive/Placerville Drive area with downtown, and that link the Apple Hill area with Placerville.
- The City shall encourage the development of a bike trail through the City utilizing the Southern Pacific and Michigan/California Railroad rights-of-way. This trail could provide and opportunity to connect to other trail systems such as the American River Bikeway in Sacramento County.
- Any future development adjacent to a bike trail shall be required to analyze impacts of the development on the bike trail and mitigate to the greatest extent possible identified impacts.
- In addition to the above goals, the City of Placerville General Plan includes an implementation program goal of preparing and adopting a Bicycle Route Master Plan and appropriate bicycle lane and street standards.

IMPACTS AND MITIGATION MEASURES

This program-level analysis generally evaluates the potential impacts to the environment from implementation of the proposed RTP, including the projected land use pattern and planned transportation network, compared to existing conditions in El Dorado County.

By 2040, implementation of the proposed RTP would result in a land use pattern and transportation network that is different from existing conditions. Unless otherwise stated, “existing conditions” in the proposed RTP refers to conditions in the baseline year of 2016. The proposed RTP uses 2016 because it is the most recent year for which comprehensive land use, demographic, traffic count, and VMT data are available for the SACOG region.

Travel Demand Forecasting Model

Consistent with the memorandum of understanding between EDCTC and SACOG, EDCTC utilized SACOG’s regional travel demand model to compare the proposed RTP for 2040 conditions to the 2016 baseline conditions. SACOG’s primary model is the Sacramento Regional Activity-Based Simulation Model or “SACSIM.” SACOG periodically updates and improves SACSIM, and releases versions of the model and data for use by member agencies when the MTP/SCS is adopted, with versions numbered according to the year the version was finalized. SACSIM15 was used for the Final El Dorado County Regional Transportation Plan 2015-2035. SACSIM19 was used for the analysis of this proposed RTP.¹

SACSIM includes four sub-models for predicting travel demand. The major sub-model is “DAYSIM,” which is an advanced-practice activity-based tour sub-model for predicting household-generated travel (TRB 2007). DAYSIM is a demand micro-simulation, which represents travel activities as tours, or series of trips, connecting the activities a person engages in during a normal day. DAYSIM allows more detailed representation of key factors influencing household-generated travel, such as detailed characteristics of land use in the region, age of residents, household income, cost of fuel, and other factors.

SACSIM also includes a more conventional, state-of-practice (TRB 2007) sub-model for predicting commercial vehicle travel. Two classes of commercial vehicles are modeled: two-axle commercial vehicles, and three-plus-axle commercial vehicles. Two-axle commercial vehicles include a wide range of vehicles, ranging from a passenger vehicle, which might be used to transport a computer repair person and their tools and equipment to an office to perform a repair, to a relatively small truck delivering produce to a restaurant or store. Three-plus-axle commercial vehicles also include a wide array of vehicles, ranging from medium-sized delivery trucks to large, five-axle tractor-trailer combinations. The common element tying these vehicles together is that they are used to transport goods and services, and are not used for personal (household-generated) travel.

¹ Comprehensive documentation of the SACSIM model is available at SACOG for review during the comment period.

SACSIM also includes state-of-practice sub-models for predicting air passenger ground access to the Sacramento International Airport, and for predicting external travel (including travel by residents of the region to locations outside the region, residents outside the region traveling to locations within the region, and travel that goes through, but does not stop within, the region).

Vehicle or transit passenger trips are assigned to detailed computer representations of the region's highway and transit networks using state-of-practice (TRB 2007) software and programs. The resulting assignments are used for evaluation of VMT on roadways, congested travel on roadways, and travel on the region's transit system.

The analysis period of SACSIM is a "typical weekday." A typical weekday is intended to represent weekday conditions during a non-summer month (i.e., a time period when most workers are at work, rather than on vacation, and when schools are normally in session). Where annual or other time periods are required, typical weekday estimates of travel are scaled up to represent those time periods.

SACSIM is adjusted to capture observed travel behavior in the base year (2016). The process of measuring the degree to which the model captures observed travel in the base year is known as "validation." This step is undertaken in compliance with guidelines provided by the California Transportation Commission (CTC 2017). In addition to validation, sensitivity testing is performed to ensure that SACSIM is appropriately sensitive to key factors affecting travel (e.g., cost of travel, household income, age, etc.).

For impact analysis, all impacts and thresholds are defined as differences or changes between the baseline (2016) and the RTP horizon year (2040). If base year observed data are available for a performance measure, SACSIM estimates of baseline-to-2040 change are applied to the baseline observed data to estimate 2040 totals. If observed data for baseline are unavailable for a performance measure, SACSIM estimates are used directly to estimate baseline and 2040 totals.

Potential Limitations to Travel Demand Model

While the SACSIM model represents ranges from state-of-practice to advanced-practice in travel modeling, travel behavior and the transportation systems are changing quickly in response to emerging trends, new technologies, and different preferences. Some of the new travel options and technologies emerging in the SACOG region are discussed below. Additionally, information about how technology is affecting travel is accumulating over time. Some of these emergent changes that could influence future travel forecasts include:

- Substitution of internet shopping and home delivery for some shopping or meal-related travel.
 - The 2018 Sacramento Household Travel Survey (SHTS) showed that adults reported receiving a home delivery of a package on 17 percent of the travel days in the

survey—and additional 4 percent received packages at work, food deliveries at home, etc. How these percentages compared to earlier years is not known.

- NHTS showed the number of online purchases with home delivery doubling between 2009 and 2017, from about 2.5 to 4.9 per household per month (FHWA 2018).
- Comparisons of 2017 to 2009 NHTS data show that nationally, non-work trips per household declined by 11 percent. Most of that decline is attributed to lower rates of shopping trips and other family-related errands (FHWA 2018).
- Substitution of telework for commute travel
 - The 2018 SHTS showed that 17 percent of the respondents reported working at home at least one day per week.
- New travel modes and choices
 - TNCs, car share, bike share, scooter share, and on-demand micro transit have increased the travel options available to travelers in the SACOG region and have contributed to changes in traditional travel demand relationships. As noted above, the current share of resident trips served by TNCs is less than one-quarter percent, and future growth depends on TNCs developing a sustainable business model.
- Automated Vehicles (AV)
 - Both passenger vehicles and commercial vehicles and trucks are evolving to include more automation. AVs are those vehicles in which at least some aspect of a safety-critical control function (e.g., steering, throttle, or braking) occurs without direct driver input. Research, development, and deployment testing is proceeding on full AV, for which no human driver would be required, and the vehicle itself can navigate the roadways to take people or goods where they need to go. Forecasts of how quickly research, development, and deployment testing will transition to full deployment and marketing of fully AV vary widely both on the pace of the transition, and the market acceptance of fully autonomous operation. More uncertainty exists for the behavioral response to AVs. In terms of impact on the transportation system and the environment, a scenario of concern would be one in which AVs are privately owned, like the present, but the automated function of the vehicles would entice users to travel more. Examples of this phenomenon could include:
 - Vehicles are repositioned to serve different members of a household (e.g., have a car drop a worker at their workplace, then drive back home empty to serve another trip, such as a student going to school). The repositioning of driverless vehicles could add significantly to traffic volumes and VMT.

- The time spent in a vehicle is reevaluated by travelers, resulting in an increase in the willingness to make longer trips. For example, if a person could read or do work in a vehicle instead of focusing on driving, they might be willing to commute longer to work. Conversely, a worker who prefers to live in a rural area, but is unwilling to drive far enough to act on that preference in a conventional vehicle, may be willing to do so in an AV.
 - There may be an increasing willingness to drive more to avoid parking costs or tolls. For example, a person going to a sporting event in an area that charges for parking may use an AV to be dropped off at the venue, with the AV repositioning to an area that does not charge for parking.
- Connected Vehicles
 - Connected vehicles (CVs) can communicate wirelessly with its surroundings, including other vehicles, bicyclists, pedestrians, roadway infrastructure (i.e., traffic signals, toll facilities, traffic management facilities, etc.), and the internet. The influence that CVs may have is still speculative, but includes the potential for reductions in collisions and congestion, and greater overall network performance optimization.

SACSIM does not explicitly capture the above-mentioned new modes of travel and emerging trends in travel behavior. Through validation of the model to 2016 conditions, the cumulative effect of the new modes and changes are reflected in the resulting travel demand estimates, but the underlying behavioral impact of the modes are not modeled. Significant uncertainties exist at the present time that prevent explicit modeling of these new modes and emerging trends for the analysis of the proposed MTP/SCS.

Additionally, future deployment levels for new modes of travel are unknown. For example, Uber and Lyft have both significantly increased trips, but both continue to run large operating losses and are reliant on investors to cover losses. A sustainable business model may require significant changes to services and/or fares, both of which could affect the trajectory of use and impact on travel behavior. Similar issues apply to bike share and other micro-mobility services.

The impact of new modes on individual and household travel behavior also is not fully understood and is the subject of ongoing research. Limitations on accessing utilization data directly from TNC vendors, in particular, constrains the ability to fully understand the impact of those services. Regulatory and legislative efforts to address the limits on access are underway in California and elsewhere, but these efforts will take time. Only a few household travel surveys, including the 2018 SHTS, have surveyed TNC use in detail, and the e-assist JUMP bikes were introduced partway through the 2018 SHTS. Other major research studies focused on TNC use, and TNC driver behavior, are just being launched in California, and data collection and analysis has not yet started. Until this research is completed, there is no effective way to incorporate even the known new modes into travel demand models.

SACOG is participating in some of the ongoing monitoring and research on the deployment and impact of new modes of travel and will incorporate analysis findings related to individual and household travel behavior into later versions of SACSIM.

Treatment of Travel Induced by Addition of New Roadway Capacity

While the SACSIM model represents ranges from state-of-practice to advanced-practice in travel modeling, travel behavior and the transportation systems are changing quickly in response to emerging trends.

Research suggests that provision of new roadway capacity, all other things being equal, can itself result in generating additional vehicle travel. This phenomenon is often labeled “induced travel,” and is in reality composed of many different effects. Those effects fall into two general categories:

- Short-term effects--changes in the near term to individual and household travel behavior due to a new or expanded roadway. All of the short-term effects are the result of travel on the new or expanded roadway being faster or more reliable than the prior condition:
 - Driving slightly out of one’s way in order to use a new facility, compared to prior routes;
 - Shifting trips made by walking, biking, transit, or some non-private-vehicle mode to a private vehicle; or
 - Making more trips using a vehicle compared to the prior condition.
- Long-term effects—changes in long-term individual or household choices, or causing new growth and development in areas where options to driving area few, or where the density and mix of uses require longer-than-average (regional) vehicle trips:
 - An individual deciding to relocate his or her place of residence from an area where lower-than-average vehicle use is required, to an area where higher-than-average vehicle use is required, simply because new roadway capacity makes the move more attractive.
 - A property owner or developer deciding to build in an area where higher-than-average vehicle use is required for future residents, simply because new roadway capacity makes that area more marketable and valuable to future homebuyers.

The analysis of the RTP using the SACSIM model includes an analysis of the potential for induced travel, both for short-term and long-term effects. The short-term effects are captured directly in the model itself, since a) the impact of new capacity on vehicle travel speed is captured in the model, and b) the impact of speed of travel on roadways affects the frequency of trip-making, mode of travel, and travel routing.

Testing of the ability to capture long-term induced travel effects is beyond the capability of the SACSIM model alone, since the travel model itself is not integrated with a spatial economic or “land

use” model. However, the SACSIM model, in combination with the process used for developing the land use forecast, and the process used for identifying roadway capacity projects through an iterative approach, does reasonably capture the effects of the land development and transportation project deployment that, based on the historical research focused on similar development in the 1990’s and 2000’s, resulted in estimates of the induced travel effects in use today. The growth allocation includes land uses in areas that are above regional average in VMT generation, especially in areas at the edge of the region, like El Dorado County. The transportation project list includes new roadway capacity to accommodate that growth. An elasticity analysis of the base year to future year changes in the regions 2020 MTP/SCS was used as a reasonableness check of the SACSIM modeling results, including the long-term induced travel effects.

Performance Measures for Assessing the Transportation Impacts of the RTP

The impact analysis considers the roadway, transit, bicycle, pedestrian, aviation, agricultural, and goods movement components of the regional transportation system. Quantitative analysis focuses on the following performance measures derived from the forecasting results of the SACSIM model.

- Total VMT
- Total VMT per Service Population

In addition to these quantitative measures, qualitative analysis is included to address the overall connectivity of the pedestrian and bicycle system, and safety. Each of the quantitative and qualitative measures are described in more detail below.

VEHICLE MILES TRAVELED PER SERVICE POPULATION

The basic measure of the amount of vehicle travel generated by the project is VMT, defined and described above. Two VMT metrics are used in analysis: total VMT and total VMT per service population. Both measures are estimated directly from SACSIM model outputs.

Total VMT includes household-generated, plus VMT from all other sources. SACSIM adds commercial vehicle, airport passenger ground access, and external travel to household-generated travel to estimate total VMT.

Total VMT per service population is total VMT generated divided by the population and employment of the zones in the study area (i.e., El Dorado County)

Total VMT per service population is the measure used in the analysis of impacts for the RTP. Although the absolute amount total VMT is reported, impact analysis is based on VMT normalized to service population rates. This metric provides a measure of travel efficiency and helps depict whether people are traveling more or less by vehicle over time. VMT per service population may decrease, even though the absolute amount of VMT may increase. A per service population decline in VMT indicates that the transportation network is operating more efficiently.

CONNECTIVITY OF THE REGION'S PEDESTRIAN AND BICYCLE SYSTEM

The proposed RTP contains a number of bicycle and pedestrian projects. These projects are generally designed to expand and complement the existing bicycle and pedestrian network. An objective of the proposed RTP is to plan and develop a continuous and easily accessible pedestrian and bikeway network throughout the region.

SAFETY

Transportation safety is assessed based on how the proposed RTP projects will comply with applicable design standards of the implementing agencies.

As part of planning, design and engineering for projects that result from the proposed RTP, the implementing agency shall ensure that transportation systems and related issues are treated in accordance with applicable federal, state and local laws and regulations.

3.7.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact on the environment if it will:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);²
- Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access.

THRESHOLDS OF SIGNIFICANCE

Impacts associated with the RTP have been analyzed based upon full implementation of the plan at a program-level and is based on the multi-modal project collectively, rather than impacts associates with each mode of travel individually.

² Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purpose of this section, "vehicle miles traveled" refers to the amount of distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile day shall not constitute a significant environmental impact. For the purposes of the EIR, consistency with CEQA Section 15064.3, implementation of the RTP would result in a significant impact under CEQA if it would substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan.

Impact 3.7-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (less than significant)

The proposed RTP includes non-motorized transportation projects for the region. The proposed RTP is designed to be consistent with and support implementation of adopted regional plans, including the recently adopted City of Placerville and El Dorado County active transportation plans. Additionally, Chapter 5 of the RTP identifies goals, objectives, and strategies that are crafted around the vision of providing a safe and efficient multi-modal transportation system that supports the economic vitality of the area, supports environmental stewardship, efficient system management and operation, and emphasizes the maintenance of the existing transportation system. Specifically, the following goals are identified to promote public transit and active transportation:

- Goal 4: Public Transit – Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.
- Goal 6: Public Transit – Promote a safe, convenient, and efficient active transportation system for all users.

Therefore, the impact is *less than significant*.

Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan (significant and unavoidable)

The proposed RTP is based on planned population and employment growth in El Dorado County, consistent with the El Dorado County and City of Placerville General Plan. In addition, since the regional SACSIM travel demand forecasting model is used for the analysis of the RTP, regional employment and population forecasts and the corresponding transportation system of the 2020 MTP/SCS are also incorporated.

Table 3.7-5 provides estimates of total VMT generated for El Dorado County. The proposed RTP forecasts that total VMT will increase by approximately 885,000 miles per weekday. This increase is primarily due to the addition of 27,000 new residents and 9,000 new jobs by 2040. However, the projected total VMT per service population rate would decrease by about 4 percent by 2040. Compared to No Project conditions in 2040, increased roadway capacity with the RTP results in an increase in VMT per service population of 0.04, which indicates that the increased roadway capacity is offsetting, to some degree, regional VMT reductions that might be achieved without the roadway capacity expansion.

TABLE 3.7-5: TOTAL VEHICLE MILES TRAVELED PER SERVICE POPULATION – EL DORADO COUNTY

| VARIABLE | BASELINE (2016) | RTP (2040) | | |
|---|-----------------|--------------|----------------------|------------------------|
| | | NO PROJECT | FISCALLY CONSTRAINED | FISCALLY UNCONSTRAINED |
| Total VMT ¹ | 7,282,000 | 8,359,200 | 8,396,300 | 8,396,300 |
| Population | 143,900 | 170,900 | 170,900 | 170,900 |
| Employment | 33,900 | 42,900 | 42,900 | 42,900 |
| Service Population | 177,800 | 213,800 | 213,800 | 213,800 |
| Total VMT per Service Population | 40.96 | 39.10 | 39.27 | 39.27 |
| % Change from Baseline | | -4.5% | -4.1% | -4.1% |

SOURCE: FEHR & PEERS, 2020

¹INCLUDES TOTAL VMT FOR EL DORADO COUNTY, FOR TRAVEL WITHIN AND OUTSIDE THE SACOG REGION. ESTIMATES AND FORECASTS FROM 2020 MTP/SCS SACSIM REGIONAL TRAVEL DEMAND MODEL.

The VMT per service capita decline indicates that the projected land use and planned transportation improvements assumed in the proposed RTP, in combination with the 2020 MTP/SCS, would effectively work together to improve system efficiency of and minimize increases in VMT. A summary of the main reasons for this include the following:

- Regionally, the 2020 MTP/SCS reflects a more compact development form. Compact land uses across the region in the 2020 MTP/SCS are more effectively served by transit, support potentially higher rates of walking and biking, and generate less vehicle travel. In addition to compact development, the amount of complementary, mixed-use development in the 2020 MTP/SCS further supports shorter vehicle trips and higher rates of non-motorized travel. Further benefits result from concentrating development in high-quality transit corridors, where residents are more likely to use available transit.
- Other factors affecting future VMT are aging of the population and forecasted increases in auto operating costs, including transitioning from a fuel tax to a pay-as-you-go mileage fee.

Notwithstanding past and projected progress on VMT reductions in the SACOG region, recent progress reports the state's climate goals suggest that additional VMT reductions are required. As discussed in detail in the Regulatory Setting above, both in its target resetting process and in its 2018 progress report pursuant to SB 150, CARB noted:

- The regional 2035 GHG emissions reduction targets under SB 375 are not adequate to fully meet the goals of the state's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. As CARB noted, "An RTP/SCS that meets the applicable SB 375 targets alone will not produce the GHG emissions reductions necessary to meet state climate goals in 2030 nor in 2050." CARB identified a 6% gap between the 19% emissions reductions targets set for the regions (over a base year of 2005) and the 25% reductions required to meet the Scoping Plan goal.

3.7 TRANSPORTATION AND CIRCULATION

- Much greater reductions in VMT will be required to meet the state climate goals for 2030 and 2050. CARB concluded that a 14.3 percent reduction in daily VMT per capita and a 16.8 percent reduction in light-duty VMT per capita (over current conditions; 2015-2018) was needed to meet these goals.
- California – at the state, regional, and local levels – has not yet gone far enough in making the systemic and structural changes to how we build and invest in communities that are needed to meet state climate goals. It will take collaboration among all these levels of government to achieve the state’s climate goals because the MPOs do not have the land use authority or resources to meet challenge alone.

In the 2016 MTP/SCS, SACOG identified several areas where the region is not staying on track to meet the State’s GHG emission reduction targets by 2050:

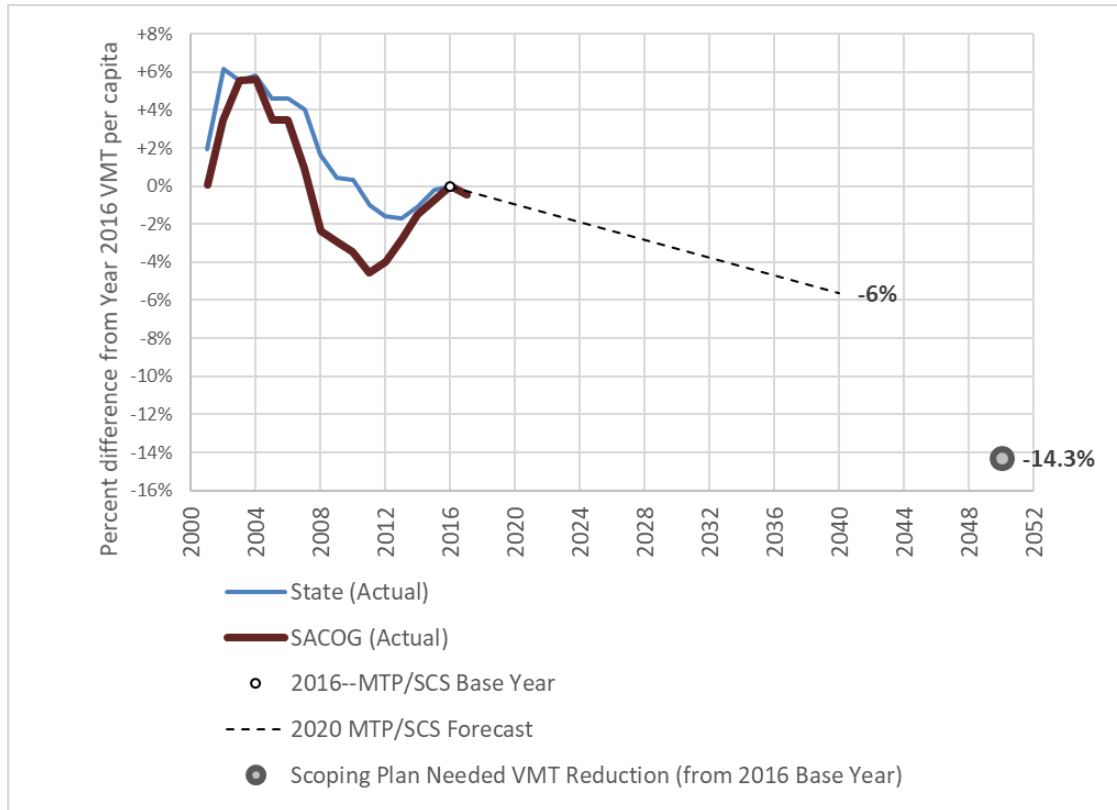
- The share of attached and small lot housing growth for 2005 to 2015 was about 47 percent of all dwelling units, compared to a goal of 73 percent in the MTP/SCS.
- While about 15 percent of the land identified for residential growth in the Blueprint was consumed from 2005 to 2015, only about 8 percent of the Blueprint dwelling unit growth occurred over that period. The density of housing growth is below the target set in the Blueprint.
- VMT, which dipped significantly during the Great Recession, has increased in the region starting in 2011.

Exhibit 3.7-1 provides information on progress toward reducing total VMT in the SACOG region. “Total VMT” includes VMT from all sources (household generated, commercial, external or through travel, etc.). The figure is based on estimates of actual total VMT occurring on roadways within the SACOG region, divided by the population of the SACOG region. The historic high for total VMT per capita in the SACOG region occurred in 2004. Starting in 2004, total VMT per capita began to decline, and this decline continued as the Great Recession took hold in 2008. As the economy in the SACOG region began to recover starting in 2011 and 2012, total VMT per capita began to increase again, though the region remains 6 percent below the historic high in 2004. This source shows a small decrease in total VMT per capita between 2016 and 2017 (the most recent data available). Also shown on this figure are:

- The trendline in total VMT per capita for the 2020 MTP/SCS between 2016 and 2040. The reduction in total VMT per capita by 2040 is 6 percent relative to 2016.
- The statewide total VMT per capita reduction recommended by CARB, to fully make up the gap between the SB 375 GHG emissions reduction target and the needs identified in the 2017 Scoping Plan. This issue is discussed in greater detail in the Regulatory Settings above. CARB concluded that a statewide reduction of 14.3 percent in total VMT per capita was needed by 2050.

EXHIBIT 3.7-1: VMT TRENDS AND VMT REDUCTION TARGETS IN SACOG REGION

SOURCE: SACOG, AUGUST 2019, BASED ON:



-CALIFORNIA PUBLIC ROAD REPORTS FOR ACTUAL VEHICLE MILES TRAVELED.

-CALIFORNIA DEPARTMENT OF FINANCE FOR POPULATION ESTIMATES TO COMPUTE PER CAPITA VALUES.

-SACOG FORECASTS OF TOTAL VMT PER CAPITA PREPARED FOR THE 2020 MTP/SCS.

-CALIFORNIA AIR RESOURCES BOARD, 2017 SCOPING PLAN-IDENTIFIED VMT REDUCTIONS AND RELATIONSHIP TO STATE CLIMATE GOALS, JANUARY 2019, FOR RECOMMENDED VMT REDUCTION FOR TOTAL VMT PER CAPITA STATEWIDE.

It is clear that the trendline, which shows a six percent reduction in total VMT per capita by 2040, would not support achievement of the 14.3 percent identified by CARB statewide.

As a result, the potential of the RTP land use pattern and transportation improvements to substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan (as part of the regional strategy) is considered potentially significant for this impact. Mitigation is required. Mitigation Measure 3.7-1 is discussed below.

With implementation of Mitigation Measure 3.7-1, this impact would be reduced to a less than significant for some projects, although additional state policy actions and funding would be required to close the gap at the state level. For projects proposing to streamline environmental review, lead agencies must conduct project-level analysis for each project to analyze whether, based on substantial evidence in the record, the proposed mitigation would reduce the impact to less than significant. However, the EDCTC cannot require El Dorado County and the City of Placerville to adopt this mitigation measure, and it is ultimately the responsibility of these agencies to determine and

adopt project-specific mitigation. Therefore, Impact 3.7-2 remains **significant and unavoidable** for purposes of this program-level review.

MITIGATION MEASURES

Mitigation Measure 3.7-1: *The state recognized that additional state policy actions and funding would be required to close the VMT gap between what the MPOs could achieve through implementation of their SCS's, and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT.*

Consequently, EDCTC shall work collaboratively with SACOG, El Dorado County, and City of Placerville to support implementation of regional and local-level strategies and measures to achieve further VMT reductions. Implementing agencies (i.e., El Dorado County and City of Placerville) shall implement the following strategies to reduce VMT.

Local-Level:

- *Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, CAPCOA, August 2010 were identified in the El Dorado County and City of Placerville SB 743 Implementation Plan, July 2019, as strategies most suited to El Dorado County and the City of Placerville given the rural and suburban land use context:*
 1. *Increase diversity of land uses* – *This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips.*
 2. *Provide pedestrian network improvements* – *This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in El Dorado County tend to be smaller, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans such as the Active Transportation Plan under development.*
 3. *Provide traffic calming measures and low-stress bicycle network improvements* – *This strategy combines the CAPCOA research focused on traffic calming with new research*

on providing a low-stress bicycle network. Traffic calming creates networks with low vehicle speeds and volumes that are more conducive to walking and bicycling. Building a low-stress bicycle network produces a similar outcome. Implementation options are similar to strategy 2 above. One potential change in this strategy over time is that e-bikes (and e-scooters) could extend the effective range of travel on the bicycle network, which could enhance the effectiveness of this strategy.

- 4. Implement car-sharing program – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects.*
- 5. Increase transit service frequency and speed – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in El Dorado County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects.*
- 6. Encourage telecommuting and alternative work schedules – This strategy relies on effective internet access and speeds to individual project sites/buildings to provide the opportunity for telecommuting. The effectiveness of the strategy depends on the ultimate building tenants and this should be a factor in considering the potential VMT reduction.*
- 7. Provide ride-sharing programs – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 6 above.*

Regional:

- Implementing agencies shall require project modifications during the project design and environmental review stage of project development that would reduce VMT effects. For roadway capacity expansion projects, this would include but is not limited to demand*

management through transportation systems management and operations (TSMO) including the use of pricing.

- *Implementing agencies shall participate in SACOG's "Green means Go" program that is proposed as part of the 2020 MTP/SCS, which is intended to serve as a pilot for some of the infill incentives and support for transit and innovative mobility that are envisioned in the 2017 Scoping Plan as key elements of filling that VMT gap.*

Impact 3.7-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (less than significant)

The RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards. For example, the 2040 RTP includes projects to widen roadways, improve intersections, and/or to add turn lanes; when warranted, installation of such improvements can substantially improve intersection safety. While the RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. Therefore, potential indirect impacts on safety and compatibility are considered *less than significant*.

Impact 3.7-4: Result in inadequate emergency access (less than significant)

In the short-term, implementation of the proposed RTP would have the potential to affect emergency access during construction of project included in the RTP. However, the implementing agency for each improvement project would be responsible for coordinating with the emergency service providers to ensure that emergency routes remain available. In the long-term, the proposed RTP does not propose any specific project that would result in inadequate emergency access. Moreover, when implemented, the RTP will increase route options and redundancy of the roadway network by providing continuous parallel alternatives to existing east/west travel routes to White Rock Road, US 50, Serrano Parkway and Green Valley Road, which will shorten average trip lengths compared to the baseline roadway network. Therefore, the impact is *less than significant*.

This section provides a background discussion of hazards related to wildfire, the regulatory setting, and an impact analysis. This section is based in part on the following:

- State of California Fire Hazard Severity Zones Maps (2007 and 2009);
- El Dorado County Municipal Code; and
- Placerville Municipal Code.

No comment letters for this topic were received during the public review period relating to wildfire.

3.8.1 ENVIRONMENTAL SETTING

WILDFIRE HAZARDS

Wildfires are a major hazard in the State of California. Wildfires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wildfires have a role in the County's ecosystem, wildfires 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.

Wildfire Trends in Recent Decades

In the past decades, wildfire season in the western portion of the United States lengthened from an average of five months to an average of seven months, and the number of large wildfires (>1,000 acres) has increased from 140 to 250 per year. And more recently, wildfires now burn year-round in California. This is occurring as average annual temperatures in the western portion of the United States have risen by nearly two degrees Fahrenheit since the 1970s, and the winter snow pack has declined. Increases in acres burned can now be attributed, in part, to climate change.

Wildfire Risks in the Planning Area

Wildland fire hazards exist in varying degrees within the Plan Area. Much of El Dorado County (especially the eastern portion of the county) is mapped as being located in a "Very High" Fire Hazard Severity Zone within the State Responsibility Area (SRA) (State of California, 2007). Most of the western portion of El Dorado County is located in a "Moderate" Fire Hazard Severity Zone within the State Responsibility Area (SRA). Additionally, Placerville is located in the Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Area (LRA) (State of California, 2009).

3.8.2 REGULATORY SETTING

STATE

California Department of Forestry and Fire Protection

The Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Office of the State Fire Marshal supports the CAL FIRE mission to protect life and property through fire prevention engineering programs, law and code enforcement, and education. The State Fire Marshal provides for fire

prevention by enforcing fire-related laws in state-owned or -operated buildings, investigating arson fires in California, licensing those who inspect and service fire protection systems, approving fireworks as safe and sane for use in California, regulating the use of chemical flame retardants, evaluating building materials against fire safety standards, regulating hazardous liquid pipelines, and tracking incident statistics for local and state government emergency response agencies. Classification of a zone as moderate, high, or very high fire hazard is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings. Each area of the map gets a score for flame length, embers, and the likelihood of the area burning. Scores are then averaged over the zone areas. Final zone class (moderate, high, and very high) is based on the average scores for the zone.

The Board of Forestry and Fire Protection (Board) is a government-appointed body within the CAL FIRE. It is responsible for developing the general forest policy of the state, determining the guidance policies of the CAL FIRE, and representing the state's interest in federal forestland in California. Together, the Board and the CAL FIRE work to carry out the California Legislature's mandate to protect and enhance the state's unique forest and wildland resources.

The Board is charged with protecting all wildland forest resources in California that are not under federal jurisdiction. These resources include major commercial and non-commercial stands of timber, areas reserved for parks and recreation, woodlands, brush-range watersheds, and all private and state lands that contribute to California's forest resource wealth.

2018 Strategic Fire Plan for California

The Board has adopted these Strategic Fire Plans for California since the 1930s and periodically updates them to reflect current and anticipated needs of California's wildland. The Strategic Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The Strategic Fire Plan is adopted to better respond to the changes of the environmental, social, and economic landscape of California's wildlands and to provide the CAL FIRE with appropriate guidance for adequate statewide fire protection of state responsibility areas. The latest Strategic Fire Plan is dated August 22, 2018.

CAL FIRE implements and enforces the Board's policies and regulations. The 2018 Strategic Fire Plan reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation.

California Office of Emergency Services

The California Emergency Management Agency was incorporated into the Governor's Office on January 1, 2009, by Assembly Bill (AB) 38 (Nava), and merged the duties, powers, purposes, and responsibilities of the Governor's Office of Emergency Services (Cal OES) with those of the Governor's Office of Homeland Security. Cal OES is responsible for the coordination of overall state agency response to major disasters in support of local government. The agency is responsible for

ensuring the state's readiness to respond to and recover from all hazards—natural, man-made, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

The Cal OES Fire and Rescue Division coordinates statewide response of fire and rescue mutual aid resources to all types of emergencies, including hazardous materials. Operations Section under the Fire and Rescue Division coordinates the California Fire and Rescue Mutual Aid System, and coordinated response through the Mutual Aid System includes responses to major fires, earthquakes, tsunamis, hazardous materials and other disasters.

California Building Code

The California Building Standards Code (CBC), in Part 2 of Title 24 of the California Code of Regulations (CCR), identifies building design standards, including those for fire safety. The CBC is based on the International Building Code but has been amended for California conditions. The CBC is updated every three years, and the current 2016 CBC went into effect January 1, 2017. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of fire sprinklers in all new residential, high-rise, and hazardous materials buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Fire Code (CFC), contained in Part 9 of CCR Title 24, incorporates by adoption the International Fire Code of the International Code Council, with California amendments. The CFC is updated every three years, and the current 2016 CFC went into effect January 1, 2017. It is effective statewide but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. The California Fire Code regulates building standards in the CBC, fire department access, fire protection systems and devices, fire and explosion hazards safety, hazardous materials storage and use, and standards for building inspection.

Very High Fire Hazard Severity Zone

Government Code 51175 to 51189 directs CAL FIRE to identify areas of very high fire hazard within local responsibility areas. Mapping of Very High Fire Hazard Severity Zones (VHFHSZ) is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities in order to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings.

Local Responsibility Area VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

In late 2005, effective in 2008, the California Building Commission adopted CBC Chapter 7A, requiring new buildings in VHFHSZ to use ignition-resistant construction methods and materials. CBC Chapter 7A is applicable to building materials, systems, and/or assemblies used in the exterior design and construction of new buildings in a Wildland-Urban Interface Fire Area as defined in CBC Section 702A. Chapter 7A establishes minimum standards for the protection of life and property by increasing the ability of a building in any fire hazard severity zone within State Responsibility Areas or any wildland-urban interface fire area to resist the intrusion of flames or burning embers projected by a vegetation fire, and therefore contributes to a systematic reduction in conflagration losses.

VHFHSZs are delineated and used to identify property whose owners must comply with natural hazards disclosure requirements at time of property sale and a 100-foot defensible space clearance.

LOCAL

El Dorado County, and its one incorporated area (City of Placerville), have each adopted ordinances related to the prevention and mitigation of wildfire.

El Dorado County Municipal Code

The El Dorado County Municipal Code contains the following ordinances related to wildfire:

CHAPTER 8.08. – Fire Prevention

This chapter contains the County Fire Hazard Ordinance, which provides restrictions on activities that have a high risk of causing a fire.

CHAPTER 8.09. – Vegetation Management and Defensible Space

The purpose of this chapter is to provide for the removal of hazardous vegetation and combustible materials situated in the unincorporated areas of the County so as to reduce the potential for fire and to promote the safety and welfare of the community.

Placerville Municipal Code

The City of Placerville maintains following ordinances related to wildfire:

Ordinance No. 1698 – Placerville Hazardous Vegetation and Combustible Materials Abatement Ordinance

The purpose of this ordinance is to provide for the removal of hazardous vegetation and combustible materials situated in Placerville City limits, so as to reduce the potential for fire and to promote the public safety and welfare of the community. For example, this ordinance describes that it is the duty of every owner, occupant, and person in control of any unimproved or improved parcel of land, located in the City of Placerville, to abate all combustible material and hazardous vegetation constituting a fire hazard. Methods to abate such fire hazards include: cutting brush, trimming trees, thinning tress, disking, mowing, and plowing. For improved parcels, the ordinance provides a description of the amount of defensible space required around all buildings/structures.

3.8.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Additionally, consistent with Appendix G of the CEQA Guidelines, the proposed project is considered to have a significant impact from wildfire if it is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and if the proposed project will:

- Substantially impair an adopted emergency response plan or emergency evacuation plan.
- 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.
- 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.
- Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Potential to expose people or structures to a risk of loss, injury or death from wildland fires, or result in a wildfire impact (less than significant)

The Plan Area is located in an area that is predominantly non-urbanized, forested areas, much of which are at risk of wildfire. As mapped by CAL FIRE, much of El Dorado County (especially the eastern portion of the county) is located in a “Very High” Fire Hazard Severity Zone within the State Responsibility Area (SRA) (State of California, 2007). Most of the western portion of El Dorado County is located in a “Moderate” Fire Hazard Severity Zone within the State Responsibility Area (SRA). Additionally, Placerville is located in the Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Area (LRA) (State of California, 2009).

Absent any existing state or local codes, individual RTP improvement projects have the potential to result in the installation or maintenance of infrastructure that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or expose people or structures structure to other significant wildfire risks. However, the projects included within the RTP are transportation projects. Therefore, in general, they would reduce risks to wildfire by providing more access for emergency workers (including firefighters) to access areas of the planning area that are at risk of wildfire.

Moreover, the proposed project would be required to comply with the current state fire code. In addition, the proposed project is a plan-level document. Each individual RTP project will be evaluated by the implementing agency on a project-specific level during the design and engineering stage of the process. Each individual RTP project will be reviewed for conformance with county and/or local-level municipal codes to ensure that the project would not expose people or structures

to a significant risk of loss, injury or death from wildland fires, or result in a wildfire impact. For example, individual RTP projects would be required to comply with Chapters 8.08 and 8.09 of the El Dorado County Municipal Code. Thereby, in accordance with Appendix G of the CEQA Guidelines, the proposed project would have a ***less than significant*** impact with regard to the potential for a wildfire impact.

CEQA requires an EIR to evaluate a project's effects in relationship to broader changes occurring, or that are foreseeable to occur, in the surrounding environment. Accordingly, this chapter presents discussion of CEQA-mandated analysis for cumulative impacts, irreversible impacts, and growth inducement associated with the 2020-2040 RTP.

4.1 CUMULATIVE SETTING AND IMPACT ANALYSIS

CUMULATIVE SETTING

Under CEQA, the discussion of cumulative impacts should focus on the severity of the impacts and the likelihood of their occurrence. The cumulative scenario for the 2020-2040 RTP includes growth planned for El Dorado County and incorporated communities. The analysis of cumulative effects considered the cumulative projected general plan buildout throughout El Dorado County. Some sections within chapter three include individual cumulative analyses.

Population, Housing, Employment Projections

Over the next 20 years, El Dorado County will continue to grow rapidly. The estimated total population for El Dorado County would increase from 147,200 persons in 2016 to 174,650 persons in 2040 (SACOG, 2019). Separately, EDCTC projects employment in El Dorado County would increase from 49,060 jobs in 2016 to 58,340 jobs by 2040 (SACOG, 2019), representing an 18.9 percent increase in jobs between 2016 and 2040. This will accompany an increase in population in the County of 27,450 persons between 2016 and 2040, an increase in population of 18.65 percent over the 20-year period.

El Dorado County continues to remain a commuter-oriented county, with 76.7 percent of the workforce driving alone to work based on the 2018 5-year American Community Survey. Another 8.5 percent carpooled to work. The average daily commute time in El Dorado County was approximately 29.3 minutes in 2018, and more than half of the commuters left their home between 6 a.m. and 8:30 a.m. Most peak-period congestion along US 50 near the county line is associated with daily commute traffic, due largely to the fact that approximately 65 percent of El Dorado County residents commute west out of the County daily.

El Dorado County's communities, cultural amenities, economic opportunities, and climate continue to attract new residents, workers, and businesses, creating a dynamic environment in which to plan for and implement transportation improvements. Population growth continues to be due in part but not limited to:

- Sacramento Area jobholders taking up residence in the county, creating a market demand for interregional commute alternatives;
- Job relocations to the Sacramento Area due to lower cost of doing business;
- In-migration from other cities in California, including the San Francisco Bay Area;
- An increase in the economic interaction with surrounding counties; and

- An increase in employment opportunities for residents due to emerging job centers, such as the El Dorado Business Park.

CUMULATIVE EFFECTS OF THE PROJECT

Method of Analysis

Although the environmental effects of an individual project may not be significant when that project is considered separately, the combined effects of several projects may be significant when considered collectively. State CEQA Guidelines 15130 requires a reasonable analysis of a project's cumulative impacts, which are defined as "two or more individual effects which, when considered together are considerable or which compound or increase other environmental impacts." The cumulative impact that results from several closely related projects is: the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines 15355[b]). Cumulative impact analysis may be less detailed than the analysis of the Project's individual effects (State CEQA Guidelines 15130[b]).

There are two approaches to identifying cumulative projects and the associated impacts. The list approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The projection approach uses a summary of projections in adopted General Plans or related planning documents to identify potential cumulative impacts. Because of the programmatic and county-wide nature of the 2020-2040 RTP, this EIR uses the projection approach for the cumulative analysis and considers the development plans of El Dorado County as well as its incorporated communities.

Cumulative Impacts

Cumulative impacts for most issue areas are not quantifiable and are therefore discussed in general terms as they pertain to development patterns in the surrounding region. Effects for all issue areas were addressed. In consideration of the cumulative scenario described above, the 2020-2040 RTP improvements may result in the following cumulative impacts.

AESTHETICS

Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region (Less than Cumulatively Considerable)

The existing regional setting, which includes El Dorado County and the viewsheds that can be seen from El Dorado County, is composed primarily of large tracts of agricultural, grazing, forests/woodlands, and urban development throughout the county. While growth is anticipated to occur in El Dorado County, the majority of growth is anticipated to occur in and around the incorporated communities.

Regional growth has and will continue to result in a cumulative aesthetic effect by converting undeveloped land into developed and occupied areas and increasing overall levels of nighttime lighting. Cumulative development entails grading/landform alteration, the development of structures, and the installation of roadways and other infrastructure that has altered and will continue to permanently alter the region's existing visual character. Subsequent projects implemented under the 2040 RTP would be required to be consistent with the general plan and adopted regulations pertaining to aesthetics and lighting of the implementing jurisdiction(s). Chapter 3.1 identifies mitigation measures to reduce project-level impacts on visual resources. Implementation of the 2040 RTP would result in a ***less than cumulatively considerable*** impact.

AGRICULTURAL AND FOREST RESOURCES

Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses (Considerable Contribution and Significant and Unavoidable)

The cumulative setting for agricultural and forest resources includes El Dorado County and the greater Sacramento Valley region. Cumulative development anticipated in El Dorado County and the greater Sacramento Valley area, including growth projected by adopted general plans and those being updated, will result in the permanent loss of agricultural land, including important farmlands, significant farmlands, land under Williamson Act contracts, and other farmlands. Cumulative development may also contribute to the conversion of some forest lands or timber lands. Cumulative levels of development may also result in significant conflicts between agricultural uses and uses that may consider agricultural operations a nuisance, such as residential uses, or otherwise conflict with agricultural uses. Transportation facilities associated with the proposed 2020-2040 RTP may result in significant conflicts with agricultural and forest uses as discussed in Chapter 3.2. While most projects would occur within or adjacent to existing rights-of way, development of new and/or extended transportation and circulation facilities may require conversion of agricultural or forest land, and may convert prime farmlands, as well as lands under Williamson Act contracts. Agricultural and forest land is a limited resource and the cumulative loss of this land is considered significant. If the implementing agency adopts Mitigation Measure 3.2-1 and Mitigation Measure 3.2-2, this impact could be reduced to the extent possible, but not to a less than significant level, because of site-specific conditions resulting in the net loss of agricultural land. Additionally, EDCTC cannot require the implementing agency to adopt Mitigation Measure 3.2-1, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation. Therefore, impacts on Williamson Act contracts, and important or significant farmlands and forest resources remain ***cumulatively considerable and significant and unavoidable***.

AIR QUALITY

Impact 4.3: Cumulative Impact on the Region's Air Quality (Less than Cumulatively Considerable)

The cumulative setting for air quality impacts is the Sacramento region. As discussed under Section 3.3, the emission outputs reflect a decreasing trend of criteria pollutant emissions through 2040 from the transportation sector. The results of the emission model reflects the fact that the state and federal EPA's vehicle and fuel regulations that are being phased into place over the study horizon

will bring about significantly lower emission levels, which is particularly important for the reduction of emissions in nonattainment areas. The outputs also reflect improvements to the transportation network, including the use of alternative modes such as bike/pedestrian, transit, and carpooling opportunities.

Construction activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x) as well as PM₁₀; however, because of the temporary nature of these emissions, they are not considered cumulatively considerable.

Implementation of the 2020-2040 RTP will not conflict with the Air Quality Plan, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. An air quality conformity analysis is not warranted for the 2020-2040 RTP; rather SACOG will perform a conformity analysis with the update of the SACOG MTP/SCS (i.e. the 2020 MTP/SCS) which covers El Dorado County. Implementation of the 2020-2040 RTP would result in a ***less than cumulatively considerable*** impact.

CULTURAL AND TRIBAL RESOURCES

Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources (Less than Cumulatively Considerable)

The cumulative setting for cultural and tribal resources includes the entirety of El Dorado County. Cumulative development anticipated in El Dorado County, including growth projected by adopted general plans and those being updated, may result in the discovery and removal of cultural or tribal resources, including archaeological, paleontological, historical, and Native American resources and human remains. Mitigation measures provided in Chapter 3.4 include requirements that the proposed project survey for potential resources and to evaluate any resources discovered during construction activities. Adherence to these regulations and implementation of mitigation as described in Chapter 3.4 would prevent a future cumulative loss of these important resources. Site-specific surveys would recognize cultural resources that would be disturbed. Therefore, this is considered a ***less than cumulatively considerable*** impact.

GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change (Considerable Contribution and Significant and Unavoidable)

Implementation of the mitigation measures described in this EIR will assist in the reduction of per capita VMT levels throughout El Dorado County, which will assist in meeting the stated goals of AB 32, SB 32. As described throughout Section 3.5 of this EIR, EDCTC has included numerous projects and programs to promote the use and expansion of alternative transportation systems throughout the county and they continue to coordinate with local land use agencies to assist in the development of plans and policies aimed at reducing VMT. Implementation of these mitigation measures as a part

of the proposed 2020-2040 RTP, as well as the requirements specified under the SACOG MTP/SCS, will reduce impacts to the extent possible. However, EDCTC and SACOG cannot require the implementing agencies in El Dorado County to adopt mitigation measures that specifically are intended to reduce GHG emissions. It is ultimately the responsibility of a lead agency to apply project-specific mitigation at their discretion. As such, this impact remains **significant and unavoidable** until further project-specific analysis is performed by the implementing agencies for individual projects.

Additionally, after implementation of all of the policies, action plans, and mitigation measures included in the RTP and this EIR, the proposed project will still contribute to an overall increase in total GHG emission generated in El Dorado County even though the per capita emissions is reduced. The total GHG increase is a function of population growth, which is a function of land use planning and development decisions by the local land use authorities (i.e. City and County governments). Therefore, this is considered a **cumulatively considerable** and **significant and unavoidable** impact.

LAND USE AND POPULATION

Impact 4.6: Cumulative Impact on Communities and Local Land Uses (Less than Considerable Contribution)

The cumulative setting for land use and planning impacts includes El Dorado County, its incorporated communities, and the jurisdictions bordering El Dorado County. Cumulative land use and planning impacts, such as the potential for conflicts with adjacent land uses and consistency with adopted plans and regulations, are typically site- and project-specific. Construction of RTP projects may require removal of homes and result in the displacement of people and housing; however, these effects are not cumulatively considerable and adequate replacement housing is available as discussed in Chapter 3.6.

However, the programmatic nature of the 2020-2040 RTP requires consideration of the overall planning and land use setting under cumulative conditions. As cumulative development occurs, there is the potential for development to occur that is not consistent with adopted plans and regulations and the potential for land use conflicts to occur between communities or jurisdictions. Under cumulative conditions, the majority of RTP projects would involve work within an existing right-of-way or extension of an existing right-of-way to widen or lengthen existing facilities. These uses would generally be compatible with adjacent uses as the RTP projects are the continuation/extension of existing uses and would not add new land use conflicts.

The 2040 RTP considers the adopted and planned land uses in El Dorado County and its incorporated communities. Projects included in the 2020-2040 RTP are intended to primarily address safety and operational deficiencies and will also assist in improving linkages between existing communities. Growth under the 2020-2040 RTP would be consistent with growth envisioned by local agencies and the RTP is not anticipated to result in growth at greater levels than already anticipated. As RTP projects are designed and engineered they will be reviewed and evaluated for consistency with the RTP as well as consistency with the adopted plans and regulations of the implementing agency(ies). As a result, the 2020-2040 RTP would result in development that is generally compatible and

consistent with existing land uses and policies. Therefore, the 2020-2040 RTP would have a ***less than considerable*** contribution to cumulative land use and planning impacts.

TRANSPORTATION AND CIRCULATION

Impact 4.7: Cumulative Impact on the Transportation Network (Considerable Contribution and Significant and Unavoidable)

The cumulative setting for transportation and circulation impacts includes El Dorado County as well as regional roadways and highways connecting El Dorado County to other population centers. Under cumulative conditions, the increase in development is anticipated to result in increased traffic congestion on local and regional roadways, as well as result in increased demand for transit, bicycle/pedestrian, and aviation facilities and infrastructure.

The proposed RTP includes non-motorized transportation projects for the region. The proposed RTP is designed to be consistent with and support implementation of adopted regional plans, including the recently adopted City of Placerville and El Dorado County active transportation plans. Additionally, Chapter 5 of the RTP identifies goals, objectives, and strategies that are crafted around the vision of providing a safe and efficient multi-modal transportation system that supports the economic vitality of the area, supports environmental stewardship, efficient system management and operation, and emphasizes the maintenance of the existing transportation system.

The anticipated VMT per service capita decline over the planning period indicates that the projected land use and planned transportation improvements assumed in the proposed RTP, in combination with the 2020 MTP/SCS, would effectively work together to improve system efficiency of and minimize increases in VMT. A summary of the main reasons for this include the following:

- Regionally, the 2020 MTP/SCS reflects a more compact development form. Compact land uses across the region in the 2020 MTP/SCS are more effectively served by transit, support potentially higher rates of walking and biking, and generate less vehicle travel. In addition to compact development, the amount of complementary, mixed-use development in the 2020 MTP/SCS further supports shorter vehicle trips and higher rates of non-motorized travel. Further benefits result from concentrating development in high-quality transit corridors, where residents are more likely to use available transit.
- Other factors affecting future VMT are aging of the population and forecasted increases in auto operating costs, including transitioning from a fuel tax to a pay-as-you-go mileage fee.

However, the trendline of VMT reductions in the SACOG region would not support achievement of the 14.3 percent identified by CARB statewide. As a result, the potential of the RTP land use pattern and transportation improvements to substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan (as part of the regional strategy) is considered potentially significant for this impact. Mitigation is required. Therefore, the proposed project would implement Mitigation Measure 3.7-1, as provided in Chapter 3.7.

With implementation of Mitigation Measure 3.7-1, this impact would be reduced to a less than significant for some projects, although additional state policy actions and funding would be required to close the gap at the state level. For projects proposing to streamline environmental review, lead agencies must conduct project-level analysis for each project to analyze whether, based on substantial evidence in the record, the proposed mitigation would reduce the impact to less than significant. However, the EDCTC cannot require El Dorado County and the City of Placerville to adopt this mitigation measure, and it is ultimately the responsibility of these agencies to determine and adopt project-specific mitigation. Therefore the 2020-2040 RTP would have a ***cumulatively considerable*** and ***significant and unavoidable*** impact for purposes of this program-level review.

WILDFIRE

Impact 4.8: Cumulative Impact on the Potential for Wildfire (Less than Cumulatively Considerable)

The Plan Area is located in an area that is predominantly non-urbanized, forested areas, much of which are at risk of wildfire. As mapped by CAL FIRE, much of El Dorado County (especially the eastern portion of the county) is located in a “Very High” Fire Hazard Severity Zone within the State Responsibility Area (SRA) (State of California, 2007). Most of the western portion of El Dorado County is located in a “Moderate” Fire Hazard Severity Zone within the State Responsibility Area (SRA). Additionally, Placerville is located in the Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Area (LRA) (State of California, 2009).

Absent any existing state or local codes, individual RTP improvement projects have the potential to result in the installation or maintenance of infrastructure that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, or expose people or structures to other significant wildfire risks. However, the projects included within the RTP are transportation projects. Therefore, in general, they would reduce risks to wildfire by providing more access for emergency workers (including firefighters) to access areas of the planning area that are at risk of wildfire.

Moreover, the proposed project would be required to comply with the current state fire code. In addition, the proposed project is a plan-level document. Each individual RTP project will be evaluated by the implementing agency on a project-specific level during the design and engineering stage of the process. Each individual RTP project will be reviewed for conformance with county and/or local-level municipal codes to ensure that the project would not expose people or structures to a significant risk of loss, injury or death from wildland fires, or result in a wildfire impact. For example, individual RTP projects would be required to comply with Chapters 8.08 and 8.09 of the El Dorado County Municipal Code. Therefore, this is considered a ***less than cumulatively considerable*** impact.

4.2 GROWTH-INDUCING EFFECTS

INTRODUCTION

Section 15126.2(d) of the CEQA Guidelines requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth...It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

Based on the CEQA Guidelines, growth inducement is any growth that exceeds planned growth of an area and results in new development that would not have taken place without implementation of the project. A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand (*Napa Citizens for Honest Government v. Napa County Board of Supervisors*). Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The State CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

Components of Growth

The timing, magnitude, and location of land development and population growth in a region are based on various interrelated land use and economic variables. Key variables include regional

economic trends, market demand for residential and non-residential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since the general plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

GROWTH EFFECTS OF THE PROJECT

The proposed 2020-2040 RTP is intended to provide efficient and effective regional road, transit, bicycle, pedestrian, and aviation systems that accommodates the demand for safe movement of people and goods, while reducing usage of nonrenewable energy resources for transportation purposes and achieving federal and state air quality standards.

Population Growth

According to the California Department of Finance, the estimated total population for El Dorado County would increase from 147,200 persons in 2016 to 174,650 persons in 2040 (SACOG, 2019). The RTP will accommodate growth planned by El Dorado County and the incorporated communities.

The 2020-2040 RTP has been planned to accommodate anticipated levels of growth, including growth associated with adopted general plans. EDCTC does not have the authority to make local land use decisions. However, EDCTC has included policy incentives for the local land use agencies to utilize Smart Growth principals in the development of new projects.

Ultimately, the county and incorporated communities are the agencies responsible for approving land development projects; the 2020-2040 RTP identifies the anticipated transportation projects contained in individual agency's plans (General Plans, short-range Transit Plans, etc.) to be implemented, but does not provide approval of development projects. The 2020-2040 RTP does not increase the amount of growth that could occur under the adopted and draft General Plans of the county and incorporated communities, nor does it provide infrastructure that would accommodate growth in excess of planned levels.

It is anticipated that El Dorado County and the incorporated communities in the county would grow at rates governed by market influences (the demand for housing as influenced by interest rates, employment rates, etc.) as regulated by adopted general plans and local regulations regardless of approval of the 2020-2040 RTP. The 2020-2040 RTP provides a strategy to reduce the adverse traffic and circulation effects, including demands on energy and air quality effects, of planned growth and would not directly induce growth.

Growth Effects Associated with Infrastructure Improvements

The 2020-2040 RTP includes proposed roadway and transportation improvements that have been designed to support the general plans of El Dorado County, and its incorporated Cities. The 2020-2040 RTP does not include any provisions requiring the oversizing of infrastructure facilities to serve growth not currently planned.

The 2020-2040 RTP also includes provisions to increase alternative modes of transportation, (transit, bicycle, and pedestrian), including increasing transit ridership at a rate that maintains pace with population growth, and thus, would not provide roadway improvements that could improve vehicle levels of service at the detriment of transit, pedestrian and bicycle uses. The physical environmental effects of the proposed roadway improvements within the county and any offsite impacts that could result from the proposed roadway improvements have been disclosed in this Draft EIR.

Environmental Effects of Growth

As described above, the 2020-2040 RTP is not considered to be growth-inducing. The following environmental effects could be experienced due to growth throughout the county, although this is not a direct result of the 2020-2040 RTP:

Aesthetics – Changes to views from scenic corridors, small areas where views of scenic resources may be obstructed, removal and/or relocation of scenic resources, such as trees, and increases in daytime glare and nighttime lighting.

Agricultural and Forest Resources – Loss of important and significant farmlands, including lands under Williamson Act contract, and conflicts with agricultural activities on lands zoned or planned for agricultural uses, and conflicts with forestland lands or timberlands on lands zones or planned for forest or timber uses.

Air Quality – Increases in air pollutant emissions potentially conflicting with air quality attainment efforts under state and federal Clean Air Acts, greenhouse gas emissions, and increased potential for the exposure to toxic air contaminants.

Cultural and Tribal Resources – Loss and degradation of cultural and/or tribal resources, including prehistoric and archaeological artifacts, burial grounds, paleontologic resources, and historic resources, including structures and districts of historic significance.

Greenhouse Gases, Climate Change, and Energy – Increases in greenhouse gas emissions exceeding established standards and/or limits allowed in applicable plans and policies (i.e. Climate Action Plans, ARB Reduction Targets, etc.), and/or inefficient use of energy resources.

Land Use and Population – Increased substantial population growth in an area.

Transportation and Circulation – Increased traffic volumes and delay on the region's highways and regional roadways resulting in deficient levels of service of operation.

Wildfire – Increased risk of exposing people or structures to wildfire.

It is noted that these effects of growth are anticipated to occur regardless of adoption of the proposed 2020-2040 RTP as development and other growth projects could continue to be approved and implemented by the County and incorporated communities. The 2020-2040 RTP is largely intended to respond to deficiencies in the transportation network, which is a beneficial effect.

4.3 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA requires that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency must include a discussion of significant irreversible environmental changes of project implementation. CEQA Guidelines Section 15126.2(c) describes irreversible environmental changes as:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Implementation of the 2020-2040 RTP could result in the conversion of undeveloped agricultural and open space land areas to transportation facilities, including roadway, transit, bicycle, pedestrian, aviation, and other transportation improvements. These improvements would constitute a long-term commitment to transportation infrastructure. It is unlikely that circumstances would arise that would justify the return of the land to its original condition.

Development of transportation infrastructure and facilities would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure. Renewable, nonrenewable, and limited resources that would likely be consumed as part of transportation infrastructure and facilities would include, but are not be limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials.

4.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. The following significant and unavoidable impacts of the 2020-2040 RTP are discussed in Chapter 3 (program-level) and previously in this chapter (cumulative-level). Refer to those discussions for further details and analysis of the significant and unavoidable impact identified below:

- Impact 3.2.1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract.
- Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan.
- Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses.

4.0 OTHER CEQA-REQUIRED TOPICS

- Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change.
- Impact 4.7: Cumulative Impact on the Transportation Network.

5.1 CEQA REQUIREMENTS

CEQA requires that an EIR analyze a reasonable range of feasible alternatives that meet most or all project objectives while reducing or avoiding one or more significant environmental effects of the project. The range of alternatives required in an EIR is governed by a “rule of reason” that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6[f]). Where a potential alternative was examined but not chosen as one of the range of alternatives, the CEQA Guidelines require that the EIR briefly discuss the reasons the alternative was dismissed.

PROJECT OBJECTIVES

The alternatives to the proposed project selected for analysis in the EIR were developed to minimize significant environmental impacts, while fulfilling the basic objectives of the project. As described in Chapter 2.0, Project Description, the following objectives have been identified for the 2040 RTP project.

The purpose of the 2040 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in El Dorado County. The 2040 RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives. The following overall goals have been identified for the 2040 RTP:

1. Integrate local and regional land use, air quality, and transportation planning to create a transportation system which supports the needs of the system user, enhances the economy, preserves the environment, and protects the community character.
2. Encourage sustainable transportation options, embrace new technologies and develop climate adaptation and resiliency strategies.
3. Optimize the existing local, interregional and regionally significant roadway system to support improved maintenance, increased throughput, improved safety and multi-modal mobility.
4. Promote a convenient, desirable, and reliable regional and interregional public transit system for residents and visitors travelling within, to, and beyond El Dorado County.
5. Promote and preserve aviation facilities and services that complement the regional transportation system, support emergency response, and enhance economic activities.
6. Promote a safe, convenient, and efficient active transportation system for all users.
7. Develop and support an integrated transportation system that incorporates corridor-based solutions and public awareness programs which support alternative transportation modes and reduce the impacts of single-occupant vehicle travel.

8. Secure maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services.

ALTERNATIVES NOT SELECTED FOR FURTHER ANALYSIS

A Notice of Preparation was circulated to the public to solicit recommendations for a reasonable range of alternatives to the proposed project. Additionally, a scoping meeting was held during the public review period to solicit recommendations for a reasonable range of alternatives to the proposed project. No specific alternatives were recommended by commenting agencies or the general public during the NOP public review process.

5.2 ALTERNATIVES CONSIDERED IN THIS EIR

In addition to the No Project alternative, three alternatives to the proposed project were developed based on public input and the technical analysis performed to identify the environmental effects of the proposed project. Due to the nature of the proposed project, there are elements common to each of the alternatives, with each alternative having the same approach and investment associated with goods movement, aviation, energy, land use strategies, and outreach and coordination objectives. The alternatives analyzed in this EIR include the following four regional alternatives in addition to the proposed 2040 RTP project.

Alternative 1 – No Project

Alternative 2 – Road Emphasis

Alternative 3 – Transit Enhancement

Alternative 4 – Financially Unconstrained

FINANCIALLY CONSTRAINED (PROPOSED PROJECT)

The proposed project represents a financially-constrained approach to the 2040 RTP, focusing on a balanced transportation system that will provide regional and local mobility through programming most funding for highway and multi-modal network improvements. The proposed project only includes improvements for which funding has been identified as is intended to balance funds between the various modes of transportation. The Financially Constrained Alternative leverages Caltrans funding for the road network while also emphasizing transit and multi-modal systems and networks. The Financially Constrained Alternative would continue to support bicycle and pedestrian projects. The Financially Constrained Alternative focuses on decreasing traffic congestion and reducing air pollutant emissions through a combination of capacity and operational improvements directed at single occupancy vehicles, and investments in the regional transit system and bike and pedestrian facilities. The RTP embodies three elements: Policy Element, Action Element, and Financial Element. These elements are described in detail in Section 2.0 Project Description along with the individual improvements and funding sources.

NO PROJECT ALTERNATIVE

The CEQA Guidelines (Section 15126.6[e]) require consideration of a no project alternative that represents the existing conditions, as well as what would reasonably be expected to occur in the

foreseeable future if the project were not approved. When a project involves the revision of an existing plan, the no-project alternative should reflect continuation of the existing plan. For purposes of this analysis, the No Project Alternative is the continuation of El Dorado County's adopted 2035 RTP into the future. It should be noted however that some of the dollars that are programmed for projects under the 2035 RTP will not be available until such time that there is an adopted RTP. Therefore, under this alternative the EDCTC would not be able to carry out all of the transportation projects in the current 2035 RTP.

ROAD EMPHASIS ALTERNATIVE

The Road Emphasis Alternative focuses investment, and implements projects based on a road emphasis that are included in the Financially Constrained (Planned projects), and would require shifting funds from the Financially Unconstrained Alternative to fund roadway improvements, operation, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available under this alternative.

TRANSIT ENHANCEMENT ALTERNATIVE

The Transit Enhancement Alternative focuses investment into transit modes, while also funding the locally-funded transportation improvements included in the Financially Constrained Alternative. This alternative would require shifting funds from the Financially Unconstrained Alternative to fund transit capital, operational, and maintenance. It should be noted that funding under the Financially Unconstrained Alternative is not programmed at this time and it is not known if any funds identified under the Financially Unconstrained Alternative will become available. It should also be noted that the increase in transit service under this alternative would not result in a proportionate increase in ridership, particularly in the smaller communities and more rural areas. Under this alternative, the following would occur:

- Funding for long-term unconstrained regional roadway improvements would be shifted to transit projects.
- Transit service would be increased both locally (incorporated cities), regionally (rural unincorporated communities), and inter-regionally (between Placer, Sacramento, and adjacent counties).
- Funding would be provided for increases in the transit fleet to accommodate the increase in transit service.
- Funding would be provided for transit maintenance/refueling/management facilities in order to accommodate increases in the transit fleet.
- Funding would be provided for the construction of park and ride lots to accommodate demand from the increased regional and commuter transit service.

FINANCIALLY UNCONSTRAINED ALTERNATIVE

The Financially Unconstrained Alternative includes all of the individual projects identified under the Financially Constrained Alternative (discussed above and in Section 2.0 Project Description) plus numerous additional projects that are needed but not yet funded over the planning horizon.

5.0 ALTERNATIVES

Under this alternative, total spending would need to increase by approximately \$31 million dollars (in 2018 dollars) (EDCTC, 2019). Table 5.0-2 summarizes the fiscally constrained projects that would be able to be funded and completed under this alternative.

TABLE 5.0-1: EL DORADO CO. 2020-2040 RTP – FINANCIALLY CONSTRAINED PROJECTS

| LEAD AGENCY | TITLE | DESCRIPTION | TOTAL COST | COMPLETION TIMING |
|-------------|-------------------------------|---|--------------|-------------------|
| 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 |

This alternative includes all projects without regard to whether or not they can be funded. These elements are described in detail in Section 2.0 Project Description along with the individual improvements.

5.3 ENVIRONMENTAL ANALYSIS

The alternatives analysis provides a summary of the relative impact level of significance associated with each alternative for each of the environmental issue areas analyzed in this EIR. Following the analysis of each alternative, Table 5.4-1 summarizes the comparative effects of each alternative, and compared to the proposed project (financially constrained).

NO PROJECT ALTERNATIVE

Aesthetics

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential for visual impacts as there would be less roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have the least impact effect on aesthetics in comparison to the other alternatives and is considered superior to the other alternatives.

Agricultural and Forest Resources

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of farmland and forest land converted to non-agricultural uses as there would be fewer roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have the least

impact effect on important and significant farmlands in comparison to the other alternatives and is considered superior to the other alternatives.

Air Quality

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of construction-related emissions. This alternative would have less of an adverse effect on short term air quality impacts, but a greater effect on long-term operational air quality impacts. For instance, there would be greater congestion and fewer vehicles able to get through the roadway system efficiently under the No Project Alternative compared with the other alternatives, which would make the delays higher than the other alternatives, thereby increasing motor vehicle emissions. The increase in congestion could create CO hot spots that would not otherwise exist. Additionally, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT and emissions. Emissions generated under the No Project alternative would be greater when compared to the other alternatives. Therefore, this alternative is considered inferior to all other alternatives.

Cultural and Tribal Resources

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential to disturb or destroy cultural, historic, and archaeological resources, as well as paleontological resources. This alternative would have a reduced effect on cultural resources in comparison to the other alternatives and is considered superior to the other alternatives.

Greenhouse Gases, Climate Change and Energy

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the amount of construction-related emissions. This alternative would have less of an adverse effect on short term air quality impacts, but a greater effect on long-term operational air quality impacts. For instance, there would be greater congestion and fewer vehicles able to get through the roadway system efficiently under the No Project Alternative compared with the other alternatives, which would make the delays higher than the other alternatives, thereby increasing motor vehicle energy consumption and thereby GHGs. Additionally, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT and emissions. Emissions generated under the No Project alternative would be greater when compared to the other alternatives. Therefore, this alternative is considered inferior to all other alternatives.

Land Use and Population

The No Project Alternative would not reflect changes in land uses that have been approved since the previous RTP was adopted and it would also not be consistent with planning efforts that are currently underway, including general plan updates. As such, the No Project Alternative may

result in conflicts with land uses and result in an infrastructure system not consistent with current growth and population projections for the county and its communities. Therefore, this alternative would have a worse effect on land use and population than the other alternatives and is considered inferior to the other alternatives.

Transportation and Circulation

The No Project Alternative would be expected to result in an increase in congestion and over-utilization of roadways through 2040 planning horizon because many of the improvement projects that would be carried out under the Financially Constrained, Financially Unconstrained, Road Emphasis, and Transit Enhancement alternatives would not be carried out. The improvements under these alternatives would be expected to either maintain or improve roadway congestion conditions when compared with the No Project Alternative. While traffic conditions would worsen compared with existing conditions, this is largely due to the projected increase in development. Overall, the No Project Alternative is inferior to the other alternatives.

Additionally, on the transportation side, a variety of improvements are included in the proposed MTP/SCS, such as new HOV lanes, auxiliary lanes, roadway widening, bicycle and pedestrian infrastructure improvements, transit facilities, increased transit service, and roadway maintenance and rehabilitation projects. These transportation improvements would not affect fuel loading or defensible space and would not include habitable structures. Although there could be an elevated risk of accidental ignition of a wildland fire during construction in forested areas, the potential for standard construction practices to result in wildland fire would not be substantially increased because of the planned transportation investments of the proposed MTP/SCS. Projects that involve the expansion or extension of the transportation system may expose more land uses to risks associated with wildland fires, particularly at the urban edge. However, transportation improvements, especially capacity improvements, also generally improve the transportation network to move people more efficiently, which is beneficial for emergency access and evacuation due to a wildfire.

Wildfire

Transportation projects generally involve the expansion or extension of the transportation system, which is not typically considered to be at risk from wildland fires in terms of potential injury, loss of life, or damage to improvements. The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, and would reduce the potential for accidental ignition of a wildland fire during construction in forested areas as well as reduce the potential to expose land uses on the urban edge to risks associated with wildland fires. However, the No Project Alternative would result in a less efficient transportation system that would be expected to result in an increase in congestion and over-utilization of roadways through 2040 planning horizon because many of the improvement projects that would be carried out under the Financially Constrained, Financially Unconstrained, Road Emphasis, and Transit Enhancement alternatives would not be carried out. Therefore, the No Project Alternative would result in worse emergency access and evacuation due to a wildfire, resulting in a higher potential

risk of loss, injury, or death to people or structures as a result of wildland fires. Overall, the No Project Alternative is inferior to the other alternatives.

ROAD EMPHASIS ALTERNATIVE

Aesthetics

The Road Emphasis Alternative would result in the construction of highway and roadway projects above and beyond those planned for in the Financially Constrained Alternative, and would create the greatest potential for adverse impacts on aesthetics compared to the other alternatives. This alternative would increase the potential for loss or degradation of scenic views and resources, change in visual character, and increased light and glare. This alternative would have a worse effect compared to the other alternatives, except for the Financially Unconstrained Alternative which it is equal to. The Road Emphasis Alternative is considered inferior to the No Project, Financially Constrained, and Transit Enhancement alternatives.

Agricultural and Forest Resources

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, except for the Financially Unconstrained alternative, and would increase the amount of farmland and forest land converted to non-agricultural uses as there would be more roadway widening/extensions, interchanges, and bicycle/pedestrian path improvement projects. Therefore, this alternative would have a worse effect on important and significant farmlands and forest land in comparison to the other alternatives (except for the Financially Unconstrained Alternative) and is considered inferior to the other alternatives (except for the Financially Unconstrained Alternative).

Air Quality

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, and would increase the amount of construction-related emissions. This alternative would have an increased adverse effect on short term air quality impacts, but a reduced effect on long-term operational air quality impacts due to reductions in traffic congestion. Delays would be reduced under this alternative compared to the other alternatives. However, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT and emissions. Therefore, overall emissions generated under the Road Emphasis alternative would be greater when compared to the other alternatives, except for the No Project Alternative. Therefore, this alternative is considered inferior to all other alternatives, except for the No Project Alternative.

Cultural and Tribal Resources

The Road Emphasis Alternative would result in the construction of additional improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with roadway and transportation infrastructure projects. This alternative would have a worse effect compared to the No Project

alternative, the Transit Enhancement Alternative, and the Financially Constrained Alternative, but would have a better effect compared with the Financially Unconstrained Alternative. Therefore, this alternative is inferior to the No Project and Financially Constrained, and Transit Enhancement alternatives, and superior to the Financially Unconstrained Alternative.

Greenhouse Gases, Climate Change and Energy

The Road Emphasis Alternative would implement more highway and roadway projects than the other alternatives, and would increase the amount of construction-related emissions. This alternative would have an increased adverse effect on short term air quality impacts, but a reduced effect on long-term operational air quality impacts due to reductions in traffic congestion. Delays would be reduced under this alternative compared to the other alternatives. However, under this alternative, alternative transit improvements would not be constructed. Alternative transit improvements, such as those that would be built under the proposed project have the potential to lower VMT, energy consumption, and GHG emissions. Therefore, overall energy consumption and GHG emissions generated under the Road Emphasis alternative would be greater when compared to the other alternatives, except for the No Project Alternative. Therefore, this alternative is considered inferior to all other alternatives, except for the No Project Alternative.

Land Use and Population

The Road Emphasis Alternative would result in the construction of more transportation improvement projects when compared to the other alternatives. These improvements could result in growth inducing impacts if they are developed above and beyond their capacity warrants. Therefore, while this alternative is considered superior to the No Project Alternative, and equal to the Transit Enhancement Alternative, this alternative is inferior to the Financially Unconstrained and Financially Constrained alternatives with regard to land use and population.

Transportation and Circulation

The Road Emphasis Alternative would be expected to result in a reduction in congestion, but an over-utilization of roadways through 2040 planning horizon. The improvements under this alternative would be expected to either maintain or improve roadway congestion conditions when compared with the other alternatives. Overall, the Road Emphasis Alternative is superior to the other alternatives, except for the Financially Unconstrained Alternative.

Wildfire

The Road Emphasis Alternative would result in the construction of more transportation improvement projects when compared to the other alternatives. These improvements could result in an increased risk of wildfires if projects expand the transportation system beyond their capacity warrants into new areas or areas closer to open spaces with higher fire hazards. Compared to all other alternatives excluding the Financially Unconstrained Alternative, the Road Emphasis Alternative would result in a greater infrastructure expansion and development, and therefore, has the highest potential to expand the transportation system into new areas or areas closer to open spaces with higher fire hazards and result in an increased risk of exposing land uses

on the urban edge to risks associated with wildland fires. Additionally, transportation improvements, especially capacity improvements, also generally improve the transportation network to move people more efficiently, which is beneficial for emergency access and evacuation due to a wildfire. However, this alternative is inferior to only the Financially Constrained Alternative, because the Financially Constrained Alternative results in less transportation expansion into open space and rural areas and provides a balanced transportation system that decreases traffic congestion. This results in a decreased risk in exposing people or structures to wildlife while also providing better access to evacuate should a wildfire occur.

Therefore, the Road Emphasis Alternative is superior to the No Project, Transit Enhancement, and Financially Unconstrained Alternative, but inferior to the Financially Constrained Alternative.

TRANSIT ENHANCEMENT ALTERNATIVE

Aesthetics

The Transit Enhancement Alternative would result in significant new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in addition to the projects under the Financially Constrained Alternative. This alternative would result in less physical development compared to the Financially Unconstrained and Road Emphasis alternatives because many capacity increasing traffic projects would not occur. This project would, however, have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project alternative, roughly equal to the Financially Constrained, and superior to the Financially Unconstrained and Road Emphasis alternative.

Agricultural and Forest Resources

The Transit Enhancement Alternative would result in the construction of new improvement projects resulting in the impacts to agricultural and forest lands. This alternative would result in less physical development compared to the Financially Unconstrained and Road Emphasis alternatives, while it would have significantly more physical development when compared to the No Project alternative. This alternative would be inferior to the No Project alternative, equal to the Financially Constrained alternative, and superior to the Financially Unconstrained and Road Emphasis alternatives.

Air Quality

The Transit Enhancement Alternative would implement more transit improvements than the other alternatives. This alternative would have a reduced effect on long-term operational air quality impacts due to the use of more efficient modes of transportation. Alternative transit improvements, such as those that would be built under the this alternative, have the potential to lower VMT and emissions. However, this alternative would not generate reductions in motor vehicle traffic congestion as effectively as the Financially Constrained Alternative, due to less funding for road improvement projects. Therefore, overall emissions generated under the Transit Enhancement Alternative would be less when compared to the other alternatives, except for the

Financially Constrained Alternative, which it is considered equal to. Therefore, this alternative is considered superior to all other alternatives, except for the Financially Constrained Alternative, which it is considered equal to.

Cultural and Tribal Resources

The Transit Enhancement Alternative would result in the construction of additional transit improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with alternative transit infrastructure projects. This alternative would have a worse effect compared to the No Project alternative but would have a better effect compared with the other alternatives. Therefore, this alternative is superior to all of the alternatives except for the No Project alternatives.

Greenhouse Gases, Climate Change and Energy

The Transit Enhancement Alternative would implement more transit improvements than the other alternatives. This alternative would have a reduced effect on long-term operational air quality impacts due to the use of more efficient modes of transportation. Alternative transit improvements, such as those that would be built under the this alternative, have the potential to lower VMT, energy consumption, and GHG emissions. However, this alternative would not generate reductions in motor vehicle traffic congestion as effectively as the Financially Constrained Alternative, due to less funding for road improvement projects. Therefore, overall emissions generated under the Transit Enhancement Alternative would be less when compared to the other alternatives, except for the Financially Constrained Alternative, which it is considered equal to. Therefore, this alternative is considered superior to all other alternatives, except for the Financially Constrained Alternative, which it is considered equal to.

Land Use and Population

The Transit Enhancement Alternative would result in the construction of new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in, when compared to the other alternatives. These improvements would not accommodate for planned growth as well as the Financially Constrained and Financially Unconstrained alternatives. Therefore, while this alternative is considered superior to the No Project Alternative, and equal to the Road Emphasis Alternative, this alternative is inferior to the Financially Unconstrained and Financially Constrained alternatives with regard to land use and population.

Transportation and Circulation

The Transit Enhancement Alternative is intended to reduce miles traveled by shifting some trips to transit. Under this alternative, additional transit improvement projects would be expected to reduce trips and miles traveled for some travelers that would use transit if more convenient and readily available; however, additional congestion would occur under this alternative because roadway infrastructure that is needed would not be developed and additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. Overall, this alternative is inferior to the Financially Constrained, Financially

Unconstrained, and Road Emphasis alternatives, and superior to the No Project with regard to traffic.

Wildfire

As previously mentioned, the Transit Enhancement Alternative would result in significant new investments in transit capital, operational, and maintenance improvements, as well as bike and pedestrian facilities in addition to the projects under the Financially Constrained Alternative. This alternative would result in less physical development compared to the Financially Unconstrained and Road Emphasis alternatives because many capacity increasing traffic projects would not occur. Although it is anticipated that the Transit Enhancement Alternative would result in a reduced potential to expose land uses on the urban edge to risks associated with wildland fires compared to the Road Emphasis, Financially Constrained, and Financially Unconstrained Alternatives, it is anticipated that additional congestion would occur under this alternative because roadway infrastructure that is needed would not be developed. In addition, the additional transit available would not be expected to significantly change the travel characteristics and infrastructure needs for the region. Thus, the Transit Enhancement Alternative would result in worse emergency access and evacuation due to a wildfire when compared to the Road Emphasis, Financially Constrained, and Financially Unconstrained Alternatives, resulting in a higher potential risk of loss, injury, or death to people or structures as a result of wildland fires. Overall, the Transit Enhancement Alternative is inferior to the Road Emphasis, Financially Constrained, and Financially Unconstrained Alternatives, but superior to only the No Project Alternative.

FINANCIALLY UNCONSTRAINED ALTERNATIVE

Aesthetics

The Financially Unconstrained Alternative would result in the construction of additional improvement projects when compared to the Financially Constrained Alternative. This alternative would increase the potential for loss or degradation of scenic views and resources, change in visual character, and increased light and glare. This alternative would be inferior to the No Project, Financially Constrained, and Transit Enhancement alternatives, and equal to the Road Emphasis, alternative.

Agricultural and Forest Resources

The Financially Unconstrained Alternative would result in the construction of new improvement projects resulting in the impacts to agricultural and forest lands. This alternative would result in more physical development compared to the other alternatives. This alternative would be inferior to the other alternatives.

Air Quality

The Financially Unconstrained Alternative would result in more construction-related emissions than other alternatives as a result of more physical development. This alternative would result in less congestion and a more robust roadway system compared to other alternatives. VMT would

be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. Reduced traffic congestion would result in less potential for CO Hotspots. This alternative is superior to the Road Emphasis and No Project Alternative in regards to air quality and is inferior to the Financially Constrained and Transit Enhancement alternatives.

Cultural and Tribal Resources

The Financially Unconstrained Alternative would result in the construction of additional improvement projects resulting in a greater chance of disturbing cultural and historical resources due to the increase in grading and other land disturbance associated with roadway and transportation infrastructure projects associated with this alternative. This alternative would have a worse effect compared to the other alternatives. Therefore, this alternative is inferior to the other alternatives.

Greenhouse Gases, Climate Change and Energy

The Financially Unconstrained Alternative would result in more construction-related emissions than other alternatives as a result of more physical development. This alternative would result in less congestion and a more robust roadway system compared to other alternatives. VMT would be expected to be greater than the other alternatives, while the congestion may be less than the other alternatives. In regards to air energy consumption and GHGs, this alternative is considered superior to the Road Emphasis Alternative and the No Project Alternative, and is considered inferior to the Financially Constrained Alternative and the Transit Enhancement Alternative.

Land Use and Population

The Financially Unconstrained Alternative would result in the construction of additional transportation improvement projects when compared to all other alternatives excluding Road Emphasis. These improvements are designed to facilitate growth consistent with the General Plans and planning activities of the county and incorporated communities. This alternative would implement planned roadway improvements. The other alternatives would not result in the development of needed capacity improvements that would facilitate implementation of the general plan. This alternative is superior to the other alternative with regard to land use and planning.

Transportation and Circulation

The Financially Unconstrained Alternative would reduce impacts to roadway congestion in comparison to the other alternatives. This alternative would result in increased traffic safety in comparison to the other alternatives. Due to the combination of enhanced roadway capacity projects and transit improvements, congestion under this alternative would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects that are needed to maintain acceptable congestion levels. Overall, this alternative is superior to the other alternatives.

Wildfire

The Financially Unconstrained Alternative would result in the construction of additional transportation improvement projects when compared to all other alternatives, excluding Road Emphasis. As discussed above, the Financially Unconstrained Alternative would reduce impacts to roadway congestion and would increase traffic safety in comparison to the other alternatives. For this reason, it is anticipated that the Financially Unconstrained Alternative would improve the transportation network to move people more efficiently, in case there is a need to evacuate due to a wildfire. However, this alternative would result in a greater infrastructure expansion and development than any other alternative, and therefore, has the highest potential to expand the transportation system into new areas or areas closer to open spaces with higher fire hazards and result in an increased risk of exposing land uses on the urban edge to risks associated with wildland fires. Overall, this alternative is superior to the No Project Alternative and Transit Enhanced Alternative, but inferior to the Financially Constrained and Road Emphasis Alternative.

5.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified among the alternatives that are analyzed in the EIR. If the No Project Alternative is the environmentally superior alternative, an EIR must also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6(e)(2)). The environmentally superior alternative is that alternative with the least adverse environmental impacts when compared to the proposed project.

Table 5.0-2 provides a comparison of the alternatives using a qualitative matrix that quantifies the impacts of each alternative relative to the other alternatives. As shown in Table 5.0-2 below, the Financially Constrained Alternative (i.e. the proposed project) has the lowest overall impact (score of 19) and is deemed the environmentally superior alternatives because it provides the greatest reduction of potential impacts in comparison to the other alternatives.

The Transit Enhancement Alternative ranks second with a score of 19, the Financially Unconstrained Alternative ranks third with a score of 21, the Road Emphasis Alternative ranks fourth with a score of 23, and the No Project alternative ranks last with a score of 25.

TABLE 5.0-2: COMPARISON SUMMARY OF ALTERNATIVES

| <i>ENVIRONMENTAL ISSUE</i> | <i>FINANCIALLY UNCONSTRAINED</i> | <i>NO PROJECT</i> | <i>FINANCIALLY CONSTRAINED (PROPOSED PROJECT)</i> | <i>ROAD EMPHASIS</i> | <i>TRANSIT ENHANCEMENT</i> |
|----------------------------|---|-------------------|---|----------------------|----------------------------|
| Aesthetics | 3 (Worst - Equal) | 1 (Best) | 2 (Better - Equal) | 3 (Worst - Equal) | 2 (Better - Equal) |
| | The No Project Alternative would result in the lowest potential for adverse impacts on aesthetics. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to degrade scenic views, remove scenic resources, change visual character, and result in increased light and glare would be less under the No Project Alternative when compared to the other alternatives. | | | | |

| Agricultural and Forest Resources | 4 (Worst) | 1 (Best) | 2 (Better - Equal) | 3 (Worse) | 2 (Better - Equal) |
|---|---|-----------|--------------------|--------------------|--------------------|
| | The No Project Alternative would result in the lowest potential for adverse impacts on agricultural and forest resources. As roadway infrastructure improvement projects would decrease under this alternative, the potential for development of roadway infrastructure to convert agricultural and forest lands to non-agricultural and non-forest uses as well as the potential for conflicts with agricultural lands would be less under the No Project Alternative when compared to the other alternatives. | | | | |
| Air Quality | 2 (Medium) | 4 (Worst) | 1 (Best - Equal) | 3 (Worse) | 1 (Best - Equal) |
| | The Financially Constrained Alternative and Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts on air quality. As roadway infrastructure improvement projects would increase to alleviate traffic congestion and transit service and bike/pedestrian use would increase under these alternatives, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle related air quality emissions. | | | | |
| Cultural and Tribal Resources | 5 (Worst) | 1 (Best) | 3 (Medium) | 4 (Worse) | 2 (Better) |
| | The No Project Alternative would result in the lowest potential for adverse impacts on cultural resources. As roadway infrastructure improvement projects would decrease under this alternative, there would be fewer construction and infrastructure development projects that would have the potential to degrade or destroy cultural resources, including archaeological, paleontological, historic, and human remains, under the No Project Alternative when compared to the other alternatives. | | | | |
| Greenhouse Gases, Climate Change and Energy | 2 (Medium) | 4 (Worst) | 1 (Best - Equal) | 3 (Worse) | 1 (Best - Equal) |
| | The Financially Constrained Alternative and the Transit Enhancement Alternative would equally result in the lowest potential for adverse impacts from Greenhouse Gases, Climate Change, and Energy. As transportation infrastructure improvement projects would increase to alleviate traffic congestion deficiencies and transit service and bike/pedestrian use would increase under this alternative, the total VMT per capita would decrease, which would result in a corresponding decrease of vehicle-related energy usage and greenhouse gas emissions. | | | | |
| Land Use and Population | 1 (Best) | 4 (Worst) | 2 (Better) | 3 (Medium - Equal) | 3 (Medium - Equal) |
| | The Financially Unconstrained Alternative would result in the lowest potential for adverse impacts associated with land use and population because this alternative is most consistent with the needs of the local General Plans, specifically including the Land Use and Circulation Elements. This alternative would be the most consistent with land use planning activities in the county and its jurisdictions as this alternative would implement the transportation projects necessary to serve planned development as well as provide transportation services at adequate levels. Therefore, the Financially Unconstrained Alternative would have less of an impact on land use and population than other alternatives. | | | | |
| Transportation and Circulation | 1 (Best) | 5 (Worst) | 3 (Medium) | 2 (Better) | 4 (Worse) |
| | The Financially Unconstrained Alternative would reduce impacts associated with congestion and roadway safety in comparison to the other alternatives. Due to the combination of enhanced roadway capacity projects and transit improvements, congestion under this alternative would be expected to decrease in comparison to the other alternatives. This alternative would allow for more improvement projects that are needed to maintain acceptable congestion levels. | | | | |
| Wildfire | 3 (Medium) | 5 (Worst) | 1 (Best) | 2 (Better) | 4 (Worse) |

| | | | | | |
|---------|---|------------|-----------|------------|-------------|
| | The Financially Constrained Alternative would result in the lowest potential for exposing people or structures to the risk of wildfire while ensuring an efficient transportation system that would provide better access to evacuate. This alternative would also refrain from developing transportation improvements and expansions above and beyond then what the current capacity warrants, reducing any impacts to the installation or maintenance of associated infrastructure that may exacerbate fire risk. | | | | |
| Summary | 21 (Medium) | 25 (Worst) | 15 (Best) | 23 (Worse) | 19 (Better) |

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EL DORADO COUNTY TRANSPORTATION COMMISSION

Jerry BartonSenior Transportation Planner

Woodrow DeloriaExecutive Director

DE NOVO PLANNING GROUP

Steve McMurtry.....Principal Planner/Project Manager

Ben Ritchie Principal Planner

Beth Thompson Principal Planner

Josh SmithAssociate Planner

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NOP AND NOP COMMENTS



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



NOTICE OF PREPARATION

FOR THE

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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:

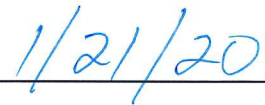
- For responsible agencies, not later than 30 days after receipt of this notice,
- For all other agencies and organizations, not later than 30 days after receipt of this notice following the publication of this Notice of Preparation. The 30-day review period ends on February 21, 2020.

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

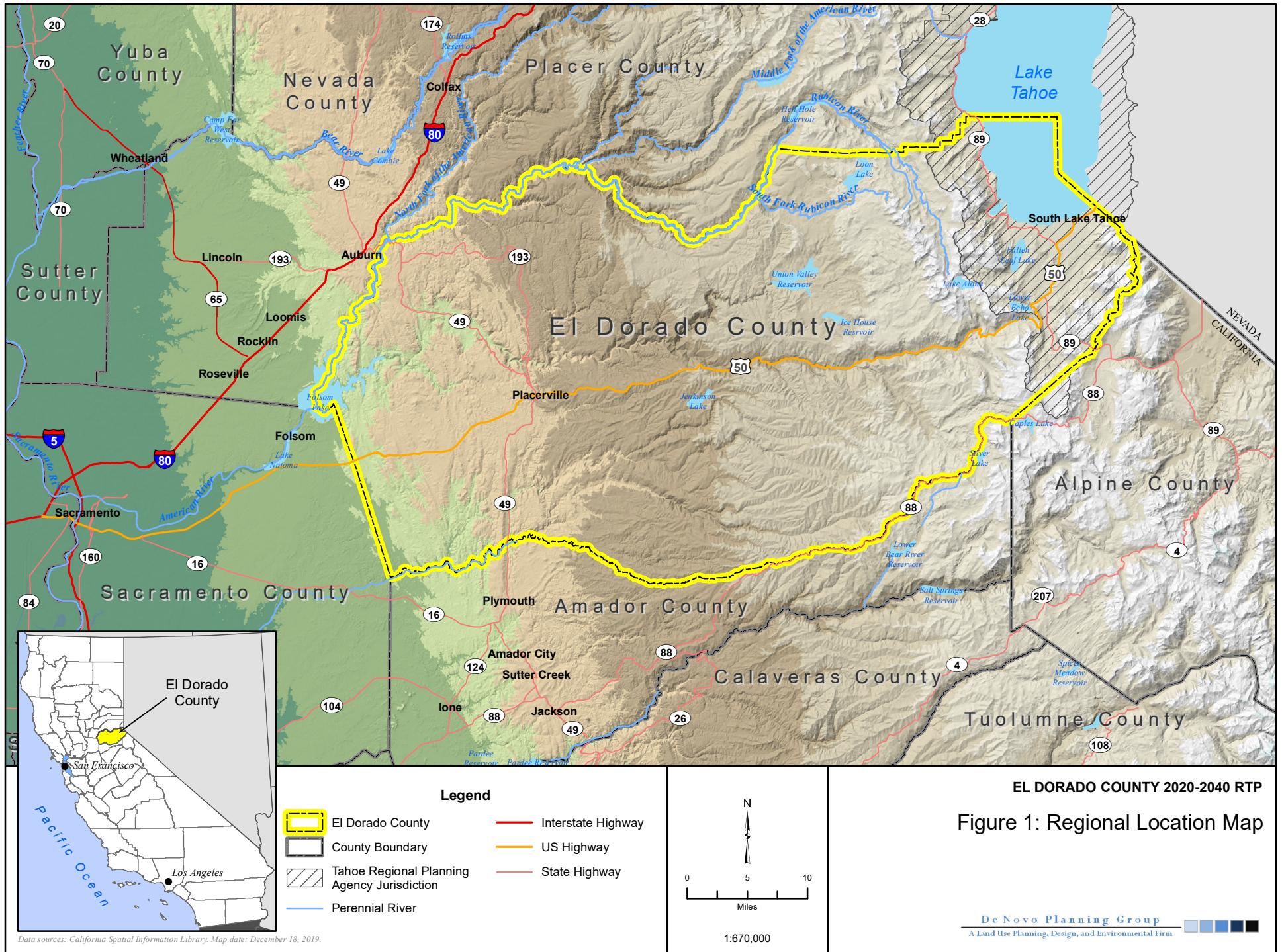
Program EIR: The California Environmental Quality Act (CEQA) Guidelines requires that a Program Environmental Impact Report (PEIR) must be prepared for a plan which is “reasonably expected to result in potentially significant environmental effects, if implemented”. Accordingly, a PEIR will be prepared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

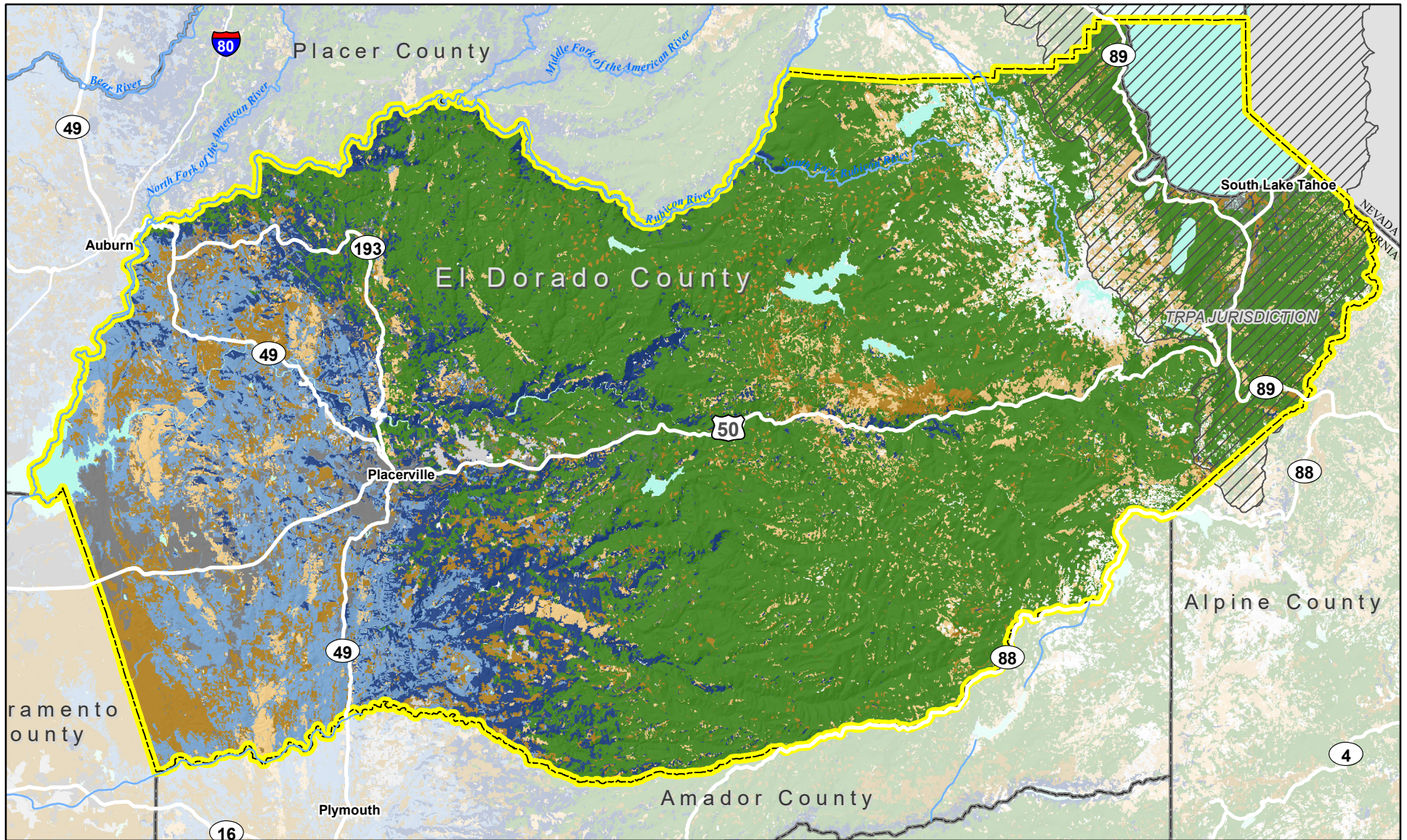
Additionally, the El Dorado County General Plan includes policies that provide requirements for development on sites within the Important Biological Corridor (-IBC) overlay, including that development projects must achieve a "no net loss" standard for wildlife movement functions and values as determined 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

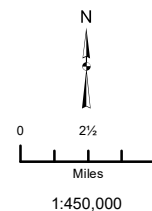
Mitigation Measure BIO-6: *If an HCP or NCCP has been adopted, prior to design approval of individual projects, the implementing agency shall coordinate with El Dorado County (or the designated agency responsible for implementing the HCP or NCCP) to determine the appropriate coverage, permits, compensatory 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 $\frac{1}{4}$ 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.*

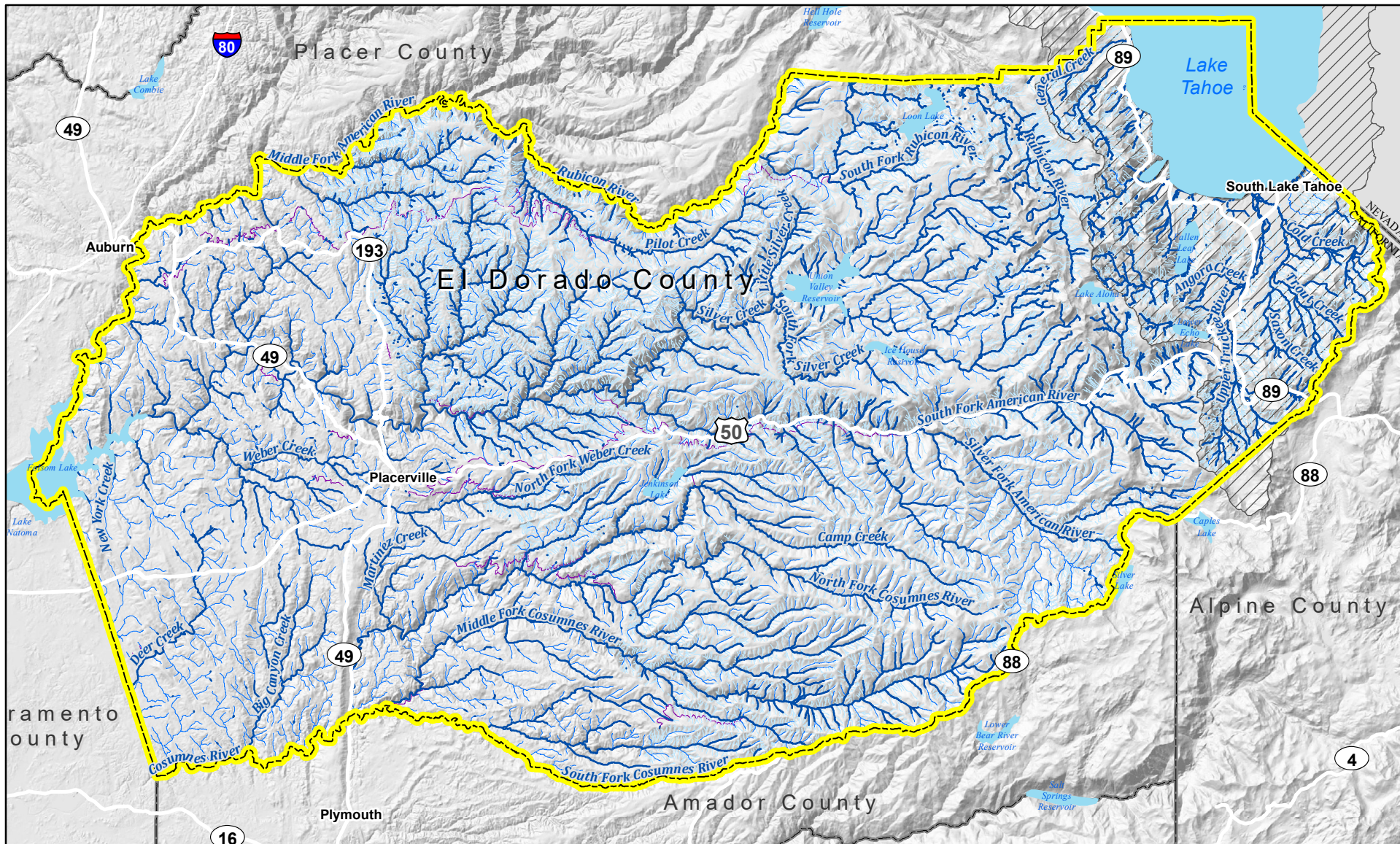
- *A description of the proposed maintenance program for the onsite drainage system.*
- *Standards for drainage systems to be installed on a project/parcel-specific basis.*
- *Proposed design measures to ensure structures are not located within 100-year floodplain areas.*

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.*

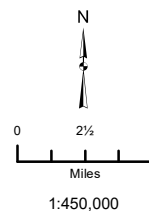
Mitigation Measure HYDRO-7: *Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects shall be avoided if possible. Due to the potential for flooding and destabilizing conditions, project implementation agencies will choose project designs that 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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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



February 18, 2020

Jerry Barton
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
Placerville, CA 95667

Subject: 2020-2040 EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT SCH#2020019055

Dear Mr. Barton:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) from the El Dorado County Transportation Commission (EDCTC) for the 2020-2040 El Dorado County Regional Transportation Plan Project (Project) in El Dorado County pursuant the California Environmental Quality Act (CEQA) statute and guidelines.¹

CDFW appreciates the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife resources. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the state. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)) CDFW in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) CDFW also provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). Some activities associated with the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by state law (Fish & G. Code, § 86) of any species protected under the

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

California Endangered Species Act (CESA) (Fish & G. Code, § 2050 *et seq.*), related authorization as provided by the Fish and Game Code will be required. CDFW also administers the Native Plant Protection Act, Natural Community Conservation Program, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

PROJECT DESCRIPTION SUMMARY

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.

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.

ENVIRONMENTAL SETTING

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the DEIR should include an overview of the flora, fauna, habitat types, and vegetation communities within the parts of El Dorado County that may be affected by activities associated with the Project.

To identify the environmental baseline, the DEIR should include a complete and current analysis of rare, endangered, threatened, candidate, special-status, and locally unique species with potential to be impacted by the Project. CEQA guidelines § 15125, subdivision (c) requires lead agencies to place special emphasis on sensitive habitats and any biological resources that are rare or unique to the area. This may include, but is not limited to, wetlands, riparian habitats, streams, rivers, and the western El Dorado County gabbro soil formation.

CNDDDB

CDFW recommends that the California Natural Diversity Database (CNDDDB), as well as previous studies performed in the area, be consulted to assess the potential presence of sensitive species and habitats. The CNDDDB may be accessed at <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018408-cnddb-in-bios>.

Please note that the CNDDDB is not exhaustive in terms of the data it houses, nor does it record the absence of a species in any given area. A lack of CNDDDB species records in an area does not guarantee that the species is not present. CDFW recommends that the CNDDDB be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site. Other sources for identification of species and habitats near or adjacent to the Project area may include, but are not limited to, state and federal resource agency lists, the California Wildlife Habitat Relationship (CWHR) System (see <https://wildlife.ca.gov/Data/CWHR>), the California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations.

Wildlife Movement Corridors

To the extent possible, the DEIR should identify wildlife migration routes, movement corridors, and existing or potential barriers to wildlife movement that may be affected by Project activities. Wildlife movement corridors are habitat linkages connecting two or more significant habitat areas, through which wildlife can move. Examples of wildlife movement corridors include, but are not limited to, rivers and streams, ravines, culverts, overpasses, under-crossings, and greenbelts. The California Essential Habitat Connectivity Project (CEHCP) (<https://www.wildlife.ca.gov/conservation/planning/connectivity/CEHC>) may be

consulted for information on modeled habitat linkages that may serve as wildlife movement corridors. However, the CEHCP should not be considered the final word on movement corridors, and the DEIR should not exclude potential wildlife movement corridors that are not identified in the CEHCP.

IMPACT ASSESSMENT AND MITIGATION MEASURES

The DEIR should clearly identify and describe all foreseeable short-term, long-term, permanent, and temporary impacts to biological resources, including both direct and indirect impacts.

The DEIR should define the threshold of significance for each impact and describe the criteria used to determine whether the impacts are significant (CEQA Guidelines, § 15064, subd. (f).) The DEIR should demonstrate that the significant environmental impacts of the Project were adequately investigated and disclosed, and it must permit the significant effects of the Project to be considered in the full environmental context. CDFW also recommends that the DEIR discuss avoidance, minimization, and/or mitigation measures to address the Project's potentially significant impacts upon fish and wildlife and their habitat. For individual projects, mitigation must be roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of CEQA (Guidelines section 15126.4(a)(4)(B), 15064, 15065, and 16355). For mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions.

The DEIR should discuss the Project's cumulative impacts to natural resources and determine if that contribution would result in a significant impact. To evaluate cumulative impacts, the DEIR may include a list of present, past, and probable future projects with similar or related impacts to fish and wildlife resources. The DEIR may also include a summary of the projections from adopted local, regional, or statewide plans and a discussion of conditions contributing to a cumulative effect. The cumulative analysis should include a discussion of the Project's cumulative contribution to impediments to wildlife movement, including, but not limited to, road widening, projected increases in traffic volume, and degradation of wildlife movement corridors.

Impacts on Wildlife Movement

Roads impact wildlife in several ways including direct mortality from vehicle strikes, habitat fragmentation, and barriers to wildlife movement (Spencer *et al.* 2010). As the volume of traffic increases and roads are widened or otherwise updated to accommodate higher use, the impacts on wildlife tend to increase (Clevenger *et al.* 2001, Jaarsma *et al.* 2006). Barriers to wildlife movement are expected to cause greater impacts as climate change impacts existing habitats and changes where animals can live (Kostyack *et al.* 2011). The individual projects identified in the El Dorado County Regional Transportation Plan may have a cumulatively significant impact on wildlife movement which may not be identified when viewing individual projects separately. CDFW recommends that the DEIR include an

analysis of the Project's cumulative contribution to impediments to wildlife movement, including, but not limited to, road widening, projected increases in traffic volume, and degradation of wildlife movement corridors.

Some examples of potential mitigation strategies for unavoidable impacts to wildlife movement include, but are not limited to, building wildlife crossing structures in areas where wildlife movement is significantly impaired by roadways and including crossing-friendly design elements (such as upsizing culverts or using strategically placed barriers to discourage crossing at particularly hazardous locations and/or guide wildlife towards safer crossing areas) in individual projects.

Useful resources for wildlife crossing design include CDFW's *"Transportation Planning Companion Plan"* associated with the State Wildlife Action Plan (CDFW 2016), the CEHCP, and Caltrans' *"Wildlife Crossings Guidance Manual"* (Caltrans 2009).

CESA Incidental Take Permits

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species pursuant to CESA. CESA Incidental Take Permits (ITPs) can be obtained for Project activities with the potential to result in "take" (California Fish and Game Code section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of state-listed CESA species, either through construction or over the life of the Project. CDFW encourages early consultation with staff to determine appropriate measures to offset Project impacts and to facilitate future permitting processes. CDFW also recommends coordination with the U.S. Fish and Wildlife Service to coordinate specific measures if both state and federally listed species may be present within the Project vicinity.

Lake and Streambed Alteration Agreement Program

Fish and G. Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest

ways to modify the Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be necessary to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://wildlife.ca.gov/Conservation/LSA>. Please note that online notification submittal should be available starting March 31, 2020, and paper notification packages will no longer be available for downloading and printing from CDFW's website starting July 1, 2020.

Nesting Birds, Birds of Prey, and Migratory Birds

Nesting birds, birds of prey, and Migratory non-game native bird species are protected sections 3503, 3503.5, and 3513 of the Fish and Game Code. Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the Fish and Game Code or any regulation adopted pursuant thereto. Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act.

CDFW recommends that the DEIR include specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. For Project activities conducted within the nesting season (typically February 1 through August 31, CDFW recommends that pre-construction nesting surveys be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner. If an active nest is discovered, CDFW recommends that a species-appropriate non-disturbance buffer be established around the nest and maintained until the young have left the nest and are foraging independently. The width of the buffer should be determined by a qualified ornithologist.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link:

<https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be submitted online or mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

Pursuant to Public Resources Code §21092 and §21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the proposed Project. Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670.

CDFW appreciates the opportunity to comment on the NOP to assist in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts. Questions regarding this letter or further coordination should be directed to Gabriele Quillman, Environmental Scientist at (916) 358-2955 or gabriele.quillman@wildlife.ca.gov.

Sincerely,



Jeff Drongesen
Environmental Program Manager

ec: Kelley Barker, Senior Environmental Scientist Supervisor
Gabriele Quillman, Environmental Scientist
Department of Fish and Wildlife

Office of Planning and Research, State Clearinghouse, Sacramento

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GAVIN NEWSOM
GOVERNOR

JARED BLUMENFELD
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ENVIRONMENTAL PROTECTION

RECEIVED

FEB - 3 2020

Central Valley Regional Water Quality Control Board

30 January 2020

Jerry Barton
El Dorado County Transportation Commission
2828 Easy Street, Suite 1
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CERTIFIED MAIL
7019 0700 0002 0111 6654

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, EL DORADO COUNTY 2020-2040 REGIONAL TRANSPORTATION PLAN, SCH#2020019055, EL DORADO COUNTY

Pursuant to the State Clearinghouse's 22 January 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the El Dorado County 2020-2040 Regional Transportation Plan, located in El Dorado County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board

KARL E. LONGLEY SCD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State

Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers

seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

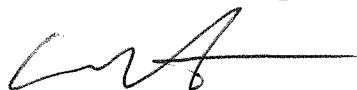
Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
<https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4709 or Greg.Hendricks@waterboards.ca.gov.



Greg Hendricks
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento (via email)



Josh Smith <jsmith@denovoplanning.com>

RE: Regional Transportation Plan Notice of Preparation

6 messages

Steve McMurtry <smcmurtry@denovoplanning.com>
To: Jerry Barton <jbarton@edctc.org>
Cc: Josh Smith <jsmith@denovoplanning.com>

Thu, Feb 20, 2020 at 10:25 AM

Thanks Jerry, we'll include this in the EIR as well.

Steve McMurtry | Principal

De Novo Planning Group | www.denovoplanning.com

smcmurtry@denovoplanning.com | 916.580.9818

Northern California | [1020 Suncast Lane #106](#) | El Dorado Hills, CA 95762

Southern California | 180 East Main Street # 108 | Tustin, CA 92780

From: Jerry Barton <jbarton@edctc.org>
Sent: Wednesday, February 19, 2020 4:47 PM
To: Rania Serieh <rania.serieh@edcgov.us>
Cc: Woody Deloria <wdeloria@edctc.org>; Steve McMurtry <smcmurtry@denovoplanning.com>
Subject: RE: Regional Transportation Plan Notice of Preparation

Thank you Rania, I will be sure to forward this on to our environmental consultant. I appreciate your review of the NOP.

Take care,

Jerry

From: Rania Serieh <rania.serieh@edcgov.us>
Sent: Wednesday, February 19, 2020 4:38 PM
To: Jerry Barton <jbarton@edctc.org>
Cc: Woody Deloria <wdeloria@edctc.org>
Subject: Re: Regional Transportation Plan Notice of Preparation

Hi Jerry:

Thanks for the opportunity to review and comment on the 2020 -2040 NOP EDC RTP, it is a very well prepared document. I've reviewed all air quality sections and only have one comment on Page 55. It reads "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."

The AQMD plan is called Asbestos Dust Mitigation Plan and it is required by AQMD Rule 223-2, Fugitive Dust-Asbestos Hazard Mitigation for any construction or construction related activity that is in excess of 20 cubic yards of graded material per project and meets either of the following criteria (prior to any soil testing or geologic review and before asbestos is deemed present):

- Any portion of the area to be disturbed:
 - is located in a geographic ultramafic rock unit, **or**
 - has naturally-occurring asbestos, serpentine or ultramafic rock as determined by owner/operator, Professional Geologist or the Air Pollution Control Officer, **or**
 - is located within designated Naturally Occurring Asbestos Review Areas on the current El Dorado County Naturally Occurring Asbestos Review Area Map.
- Naturally-occurring asbestos, serpentine, or ultramafic rock is discovered by the owner/operator, a Professional Geologist, or the Air Pollution Control Officer in the area to be disturbed after the start of any construction or construction related activity.

Respectfully,

Rania

Rania Serieh

Air Quality Engineer

EDC Air Quality Management District

330 Fair Lane, Placerville, CA 95667

Office: (530) 621-7509

Mobile: (530) 957-1373

On Thu, Jan 23, 2020 at 10:58 AM Jerry Barton <jbarton@edctc.org> wrote:

Hello Regional Transportation Plan Stakeholders:

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). The Notice of Preparation – 2020-2040 El Dorado County Regional Transportation Plan is attached and can be downloaded [HERE](#).

An Initial Study has been prepared for the project and can be downloaded [HERE](#).

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 4:00-6:00pm.**



Feel free to reach out if you have any questions.

Thank you,

Jerry

Jerry Barton

Senior Transportation Planner

El Dorado County Transportation Commission

530-642-5267

www.edctc.org

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Steve McMurtry <smcmurtry@denovoplanning.com>
To: Josh Smith <jsmith@denovoplanning.com>

Wed, Feb 26, 2020 at 9:33 AM

I need a response to the below question. Can you research of CCR Sec. 15064.4 and see how we should respond. I'm on a call but need to get back to her asap.

Steve McMurtry | Principal

De Novo Planning Group | www.denovoplanning.com

smcmurtry@denovoplanning.com | 916.580.9818

Northern California | 1020 Suncast Lane #106 | El Dorado Hills, CA 95762

Southern California | 180 East Main Street # 108 | Tustin, CA 92780

From: Rania Serieh <rania.serieh@edcgov.us>

Sent: Thursday, February 20, 2020 10:36 AM

To: Jerry Barton <jbarton@edctc.org>

Cc: Woody Deloria <wdeloria@edctc.org>; Steve McMurtry <smcmurtry@denovoplanning.com>

Subject: Re: Regional Transportation Plan Notice of Preparation

Great, thank you!

Just another clarification rather than a comment, on page 52, Section VIII, Greenhouse Gas emissions, reads "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."

Does a "detailed analysis" congregate the requirements of CCR Sec. 15064.4? It states in part: ") In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes"

Sincerely,

Rania

[Quoted text hidden]

Josh Smith <jsmith@denovoplanning.com>
To: Steve McMurtry <smcmurtry@denovoplanning.com>

Wed, Feb 26, 2020 at 11:38 AM

I'll be back in the office by 12:15/12:30 - will have an answer for you then.

Sent from my iPhone

On Feb 26, 2020, at 9:33 AM, Steve McMurtry <smcmurtry@denovoplanning.com> wrote:

[Quoted text hidden]

Josh Smith <jsmith@denovoplanning.com>
To: Steve McMurtry <smcmurtry@denovoplanning.com>

Wed, Feb 26, 2020 at 1:01 PM

Steve - here is a response we can provide:

Yes - our "detailed analysis" will comply with the requirements of CCR Sec. 15064.4, as applicable. In particular, the significance of the project's greenhouse gas emissions will be quantitatively analyzed based on whether there will be an overall increase in transportation-related CO₂ emissions generated in El Dorado County over the planning horizon (as provided directly by SACOG from their modeling for the SACOG 2020 MTP/SCS). This conservative approach to analyzing the significance of the project's greenhouse gas emissions is consistent with CCR Sec. 15064.4, including the clause that states "A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions." The timeframe for analysis will be from 2016 to project buildout year 2040 (consistent with the VMT, fuel consumption, and CO₂ emissions data provided by SACOG), which is consistent with the clause that states "The agency's analysis should consider a timeframe that is appropriate for the project". The agency's analysis also will reasonably reflect evolving scientific knowledge and state regulatory schemes. Furthermore, ultimately, we will ensure that we consider each of the factors listed in CCR Sec. 15064.4, in determining the significance of impacts from greenhouse gas emissions on the environment.

[Quoted text hidden]

--

Josh Smith, AICP | Associate Planner
De Novo Planning Group | www.denovoplanning.com
jsmith@denovoplanning.com | 916-805-1281
Southern California | 180 East Main St. #108 | Tustin, CA 92780
Northern California | 1020 Suncast Ln #106 | El Dorado Hills, CA 95762

Steve McMurtry <smcmurtry@denovoplanning.com>
To: Rania Serieh <rania.serieh@edcgov.us>, Jerry Barton <jbarton@edctc.org>
Cc: Josh Smith <jsmith@denovoplanning.com>

Wed, Feb 26, 2020 at 1:56 PM

Hi Rania,

I'm with De Novo Planning Group, the EIR consultant to EDCTC for the RTP EIR. I wanted to respond to you questions/comments to Jerry Barton regarding the GHG analysis that will be prepared.

The short answer is that the EIR analysis will comply with the requirements of CCR Sec. 15064.4. In particular, the significance of the project's greenhouse gas emissions will include quantifying transportation-related CO2 emissions generated in El Dorado County over the planning horizon. The EDCTC has coordinated with SACOG to ensure that SACOG's MTP and EDCTC's RTP process and emissions data are consistent. We have two scenarios for years 2035 and 2040: baseline and user fee. For EIR conformity analysis, SACOG uses baseline scenario to estimate emissions of ozone and PM2.5. For EIR GHG analysis, they use user fee scenario to estimate GHG emissions. The user fee scenario is also the preferred scenario to hit the 19% GHG reduction target for year 2035. The two scenarios are used in development of the MTP due to the different regulatory requirements for conformity and GHG. In the baseline scenario, the auto cost includes non-fuel and fuel costs. The fuel cost is calculated based on current fuel taxes (federal and CA taxes). In the user fee scenario, user fees (for using HOV lane at peak and off-peak) are applied at different rates for rural and urban areas. On a per mile base, the total driving cost in user fee scenario is about 2 cents higher than in the baseline scenario. For this reason, the total VMT and GHG emissions in user fee scenario are lower than in the baseline scenario. SACOG has recommended that we use the user fee scenario. Attached is the GHG emissions from the user fee scenario. We will coordinate with SACOG before the document goes public to ensure that the data set has not changed. Hopefully that answers your question regarding the GHG analysis. Let me know if you have any questions. Thanks.

[Quoted text hidden]



EMFAC_Summary_for_EDCTC_10Sept2019.xlsx
918K

Rania Serieh <rania.serieh@edcgov.us>

Fri, Feb 28, 2020 at 4:19 PM

To: Steve McMurtry <smcmurtry@denovoplanning.com>

Cc: Jerry Barton <jbarton@edctc.org>, Josh Smith <jsmith@denovoplanning.com>, Dave Johnston <dave.johnston@edcgov.us>, Michael D'Amico <michael.d'amico@edcgov.us>

Hi Steve:

Thank you very much for the clarification. Appreciate sharing the information.

[Quoted text hidden]

[Quoted text hidden]

JAN 28 2020

STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION



January 23, 2020

Jerry Barton
El Dorado County
2828 Easy Street, Suite 1
Placerville, CA 95667

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EXECUTIVE SECRETARY
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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2020019055, EL DORADO COUNTY 2020-2040 RTP Project, El Dorado County

Dear Mr. Barton:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- Avoidance and preservation of the resources in place, including, but not limited to:
 - Planning and construction to avoid the resources and protect the cultural and natural context.
 - Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - Protecting the cultural character and integrity of the resource.
 - Protecting the traditional use of the resource.
 - Protecting the confidentiality of the resource.
 - Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalePAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. **Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. **No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
3. **Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. **Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Staff Services Analyst

cc: State Clearinghouse

SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG)
TRAFFIC/EMISSIONS DATA FOR AIR QUALITY & GHG SECTIONS

Ozone

| 2016 | | | 2035 | | 2040 | |
|----------------------|------------------|----------------|------------------|----------------|------------------|----------------|
| | El Dorado County | Regional Total | El Dorado County | Regional Total | El Dorado County | Regional Total |
| Vehicle Population | 109,378 | 1,563,232 | 141,403 | 1,941,716 | 147,917 | 2,052,374 |
| VMT | 3,823,414 | 54,959,678 | 4,277,778 | 64,397,919 | 4,369,050 | 66,656,441 |
| Trips | 698,268 | 9,800,532 | 867,650 | 11,801,841 | 904,754 | 12,454,375 |
| Total ROG (Tons/Day) | 1.55 | 20.70 | 0.67 | 8.38 | 0.58 | 7.47 |
| Total Nox (Tons/Day) | 2.44 | 36.00 | 0.50 | 10.26 | 0.41 | 9.58 |

El Dorado County

| | Gasoline Consumption (1000 gal/day) | | Diesel Consumption (1000 gal/day) | | Total Fuel Consumption (1000 gal/day) | |
|------|-------------------------------------|----------------|-----------------------------------|----------------|---------------------------------------|----------------|
| | El Dorado County | Regional Total | El Dorado County | Regional Total | El Dorado County | Regional Total |
| 2016 | 189 | 2,704 | 20 | 466 | 210 | 3,170 |
| 2035 | 120 | 1,750 | 16 | 571 | 136 | 2,321 |
| 2040 | 118 | 1,735 | 16 | 592 | 133 | 2,327 |

- Note: 1) The geography of ozone, PM2.5, and GHG are different. See tab Map.
- 2) All fuel uses match the pollutant geography.
- 3) All emissions and fuel use are estimated with EMFAC2014.
- 4) GHG estimates for 2035 and 2040 are from SACOG 2020 MTP/SCS EIR scenarios. No offmodel adjustment is applied.

PM2.5

| 2016 | | | 2035 | | 2040 | |
|-------------------------|------------------|----------------|------------------|----------------|------------------|----------------|
| | El Dorado County | Regional Total | El Dorado County | Regional Total | El Dorado County | Regional Total |
| Vehicle Population | 98,437 | 1,594,096 | 126,940 | 1,977,563 | 132,592 | 2,091,011 |
| VMT | 3,440,972 | 56,143,431 | 3,840,255 | 65,710,832 | 3,916,396 | 68,029,609 |
| Trips | 628,423 | 9,998,932 | 778,908 | 12,020,983 | 811,017 | 12,691,294 |
| Total PM 2.5 (Tons/Day) | 0.10 | 1.74 | 0.09 | 1.57 | 0.09 | 1.60 |

El Dorado County

| | Gasoline Consumption (1000 gal/day) | | Diesel Consumption (1000 gal/day) | | Total Fuel Consumption (1000 gal/day) | |
|------|-------------------------------------|----------------|-----------------------------------|----------------|---------------------------------------|----------------|
| | El Dorado County | Regional Total | El Dorado County | Regional Total | El Dorado County | Regional Total |
| 2016 | 152 | 2,450 | 18 | 481 | 171 | 2,931 |
| 2035 | 97 | 1,577 | 14 | 578 | 111 | 2,155 |
| 2040 | 95 | 1,563 | 14 | 598 | 109 | 2,162 |

| 2016 | | | 2035 | | 2040 | |
|----------------------|------------------|----------------|------------------|----------------|------------------|----------------|
| | El Dorado County | Regional Total | El Dorado County | Regional Total | El Dorado County | Regional Total |
| Vehicle Population | 131,910 | 1,477,779 | 130,571 | 1,872,639 | 137,202 | 1,981,866 |
| VMT | 4,077,084 | 52,435,230 | 4,035,695 | 61,594,109 | 4,126,470 | 63,723,787 |
| Trips | 821,461 | 9,220,223 | 813,122 | 11,743,489 | 853,870 | 12,431,187 |
| Total CO2 (tons/Day) | 1,667 | 24,428 | 1,868 | 28,494 | 1,910 | 29,520 |

| | 2016 | | 2035 | | 2040 | |
|--------------------------|---------|-----------|---------|-----------|---------|-----------|
| Person Population | 147,202 | 2,376,311 | 171,922 | 2,903,090 | 174,635 | 2,996,832 |
| VMT Per Capita | 27.70 | 22.07 | 23.47 | 21.22 | 23.63 | 21.26 |
| CO2 Per Capita (lbs/Day) | 22.65 | 20.56 | 21.73 | 19.63 | 21.87 | 19.70 |

El Dorado County

| | Gasoline Consumption (1000 gal/day) | | Diesel Consumption (1000 gal/day) | | Total Fuel Consumption (1000 gal/day) | |
|------|-------------------------------------|----------------|-----------------------------------|----------------|---------------------------------------|----------------|
| | El Dorado County | Regional Total | El Dorado County | Regional Total | El Dorado County | Regional Total |
| 2016 | 178 | 2,606 | 1 | 14 | 179 | 2,620 |
| 2035 | 197 | 3,011 | 2 | 27 | 199 | 3,038 |
| 2040 | 202 | 3,119 | 2 | 28 | 204 | 3,147 |