DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

EL DORADO COUNTY 2025-2045 REGIONAL TRANSPORTATION PLAN

(SCH: 2024110413)

JULY 2, 2025

Prepared for:

El Dorado County Transportation Commission
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De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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INTRODUCTION

The El Dorado County Transportation Commission (EDCTC) has determined that the 2025-2045 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 2025 to 2045 timeframe. The RTP has been prepared to fulfill 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 2025-2045 RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in the EDCTC planning area. The 2025-2045 RTP provides short-term and long-term strategies for implementation, including realistic and fiscally constrained alternatives. The following goals and objectives, by transportation mode and strategy, have been identified for the 2025-2045 RTP.

The RTP contains eight specific goals, each with supporting objectives and strategies including: integrated regional transportation planning; sustainable, adaptable, resilient; surface transportation system; public transit; aviation; active transportation; transportation systems management; and regional equity and collaboration. 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 2025-2045 RTP.

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 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.

AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR addresses environmental impacts associated with the 2025-2045 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 and forest resources, air quality, biological resources, cultural and tribal resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and population, noise, transportation and circulation, utilities, and wildfire. During the NOP process, comments were received from the California Department of Fish and Wildlife (North Central Region), the California Department of Transportation (Caltrans District 3), and Central Valley Regional Water Quality Control Board.

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 2025-2045 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 overall 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 as 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 be significantly decreased 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 as 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 to air quality. As roadway infrastructure improvement projects would increase to alleviate traffic congestion and transit service, and bicycle/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 to 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,				

ENVIRONMENTAL ISSUE	FINANCIALLY UNCONSTRAINED	NO PROJECT	FINANCIALLY CONSTRAINED (PROPOSED PROJECT)	ROAD EMPHASIS	TRANSIT ENHANCEMENT
	paleontological, historic, and human remains under the No Project Alternative as 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 to GHG emissions, climate change, and energy. As transportation infrastructure improvement projects would increase to alleviate traffic congestion deficiencies, and transit service and bicycle/pedestrian use would also increase under this alternative, the total VMT per capita would decrease, resulting in a corresponding decrease of vehicle-related energy usage and GHG 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 their land use and circulation elements. This alternative would be the most consistent with land use planning activities in the County and with its jurisdiction, 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 impacts 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 transportation service 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 for emergency evacuation. This alternative would also refrain from developing transportation improvements and expansions above and beyond 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.

TABLE ES-2: PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
SECTION 3.1—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	Potentially Significant.	**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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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	Potentially Significant.	**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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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.	
SECTION 3.2—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	Potentially Significant.	**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	Significant and Unavoidable.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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	Potentially Significant.	**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.	Less than Significant.
SECTION 3.3—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	Less than Significant.	None Required.	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	Potentially Significant.	**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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations	Potentially Significant.	**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.	Less than Significant.
Impact 3.3-4: Create objectionable odors affecting a substantial number of people	Less than Significant.	None Required.	Less than Significant.
Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures	Potentially Significant.	**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.	Less than Significant.
SECTION 3.4—BIOLOGICAL RESOURCES			
Impact 3.4-1: 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	Potentially Significant.	**Mitigation Measure 3.4-1:** 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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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, and U.S. Army Corps of Engineers) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.	
Impact 3.4-2: 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, or 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	Potentially Significant.	**Mitigation Measure 3.4-2:** 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 3.4-3:** 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 feet from edge), riparian area (100 feet from edge), and other aquatic habitats (250 feet from edge of vernal	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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 four 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	

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		needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts. **Mitigation Measure 3.4-4:** 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.	
Impact 3.4-3: 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	Potentially Significant.	**Mitigation Measure 3.4-5:** 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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		coordinate with the appropriate regulatory agency (i.e., U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, and U.S. Army Corps of Engineers) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities, consistent with El Dorado County requirements.	
Impact 3.4-4: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	Potentially Significant.	**Mitigation Measure 3.4-6:** If a Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (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.	Less than Significant.
SECTION 3.5—CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES			
Impact 3.5-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5	Potentially Significant.	**Mitigation Measure 3.5-1:** 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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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 3.5-2: 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	Potentially Significant.	**Mitigation Measure 3.5-2:** 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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		• 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	

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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 3.5-3: Potential to disturb human remains, including those interred outside formal cemeteries	Potentially Significant.	**Mitigation Measure 3.5-3:** 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: o 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. o 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		▪ 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.	
SECTION 3.6—GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY			
Impact 3.6-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	Potentially Significant.	**Mitigation Measure 3.6-1:** 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 3.6-2:** 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 3.6-3:** 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.	Significant and Unavoidable.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		• 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 3.6-4:** 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.	

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		Mitigation Measure 3.6-5: 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 3.6-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Less than Significant.	None Required.	Less than Significant.
Impact 3.6-3: 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.	None Required.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
SECTION 3.7—GEOLOGY, SOILS, AND SEISMICITY			
Impact 3.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking	Potentially Significant.	**Mitigation Measure 3.7-1:** 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.	Less than Significant.
Impact 3.7-2: Result in substantial soil erosion or the loss of topsoil	Potentially Significant.	Implement **Mitigation Measures 3.9-1** and **3.9-2**, as presented under Section 3.9, Hydrology and Water Quality.	Less than Significant.
Impact 3.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, and landslides; or 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	Potentially Significant.	**Mitigation Measure 3.7-2:** 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
Impact 3.7-4: 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	Potentially Significant.	**Mitigation Measure 3.7-3:** 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.	Less than Significant.
Impact 3.7-5: 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	No Impact.	None Required.	No Impact.
Impact 3.7-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	Less than Significant.	None Required.	Less than Significant.
SECTION 3.8—HAZARDS AND HAZARDOUS MATERIALS			
Impact 3.8-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than Significant.	None Required.	Less than Significant.
Impact 3.8-2: 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	Less than Significant.	None Required.	Less than Significant.
Impact 3.8-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than Significant.	None Required.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
Impact 3.8-4: 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	Potentially Significant.	**Mitigation Measure 3.8-1:** 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).	Less than Significant.
Impact 3.8-5: 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	Less than Significant.	None Required.	Less than Significant.
Impact 3.8-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	No Impact.	None Required.	No Impact.
Impact 3.8-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires	No Impact.	None Required.	No Impact.
SECTION 3.9—HYDROLOGY AND WATER QUALITY			

Impact 3.9-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	Potentially Significant.	**Mitigation Measure 3.9-1:** 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		Mitigation Measure 3.9-2: 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 3.9-3:** 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	

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		• 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. **Mitigation Measure 3.9-4:** 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.	
Impact 3.9-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	Less than Significant.	None Required.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
Impact 3.9-3: 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impede or redirect flood flows	Potentially Significant.	**Mitigation Measure 3.9-5:** 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		Mitigation Measure 3.9-6: 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 because of RTP projects are assumed to be alleviated through the FEMA LOMR approval process. **Mitigation Measure 3.9-7:** 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.	
Impact 3.9-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	Less than Significant.	None Required.	Less than Significant.
SECTION 3.10—LAND USE AND POPULATION			
Impact 3.10-1: Physical division of an established community	Potentially Significant.	**Mitigation Measure 3.10-1:** Prior to approval of RTP projects, the implementing agency shall consult with	No impact.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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 3.10-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect	Less than Significant.	None Required.	Less than Significant.
Impact 3.10-3: Induce substantial unplanned population growth in an area	Less than Significant.	None Required.	Less than Significant.
Impact 3.10-4: Induce substantial unplanned population growth in an area	Less than Significant.	None Required.	Less than Significant.
SECTION 3.11—NOISE			
Impact 3.11-1: 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	Potentially Significant.	**Mitigation Measures 3.11-1:** 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		• 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.	
Impact 3.11-2: Generation of excessive groundborne vibration or groundborne noise levels	Potentially Significant.	**Mitigation Measure 3.11-2:** 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	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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.	
Impact 3.11-3: 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, expose people residing or working in the project area to excessive noise levels	Less than Significant.	None Required.	Less than Significant.
SECTION 3.12—TRANSPORTATION AND CIRCULATION			
Impact 3.12-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	Less than Significant.	None Required.	Less than Significant.

Impact 3.12-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's Scoping Plan	Potentially Significant.	**Mitigation Measure 3.12-1:** 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	Significant and Unavoidable.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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. *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	

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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	

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		and has similar limitations as strategy 6 above. Regional: • Implementing agencies shall consider project modifications during the project design and environmental review stage of project development to reduce VMT. 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 MTP/SCS programs that are intended to provide infill incentives and support for transit and innovative mobility as key elements of filling that VMT gap.	
Impact 3.12-3: Substantially increase hazards due to geometric design feature (e.g., share curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Less than Significant.	None Required.	Less than Significant.
Impact 3.12-4: Result in inadequate emergency access	Less than Significant.	None Required.	Less than Significant.
SECTION 3.13—UTILITIES AND SERVICE SYSTEMS			
Impact 3.13-1: 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	Potentially Significant.	**Mitigation Measure 3.13-1:** 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		Mitigation Measure 3.13-2: 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 3.13-3:** 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 3.13-4:** 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.	

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
Impact 3.13-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	Potentially Significant.	**Mitigation Measure 3.13-5:** 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.	Less than Significant.
Impact 3.13-3: 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	Potentially Significant.	**Mitigation Measure 3.13-6:** 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.	Less than Significant.
Impact 3.13-4: 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, or comply with federal, state, and local management and reduction statutes and regulations related to solid waste	Potentially Significant.	**Mitigation Measure 3.13-7:** 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.	Less than Significant.

IMPACTS	*LEVEL OF SIGNIFICANCE BEFORE MITIGATION*	*MITIGATION MEASURES*	*LEVEL OF SIGNIFICANCE AFTER MITIGATION*
		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.	
SECTION 3.14—WILDFIRE			
Impact 3.14-1: 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.	None Required.	Less than Significant.
Impact 3.14-2: Development facilitated by the proposed Project in or near State responsibility areas or lands classified as very high fire hazard severity zones would not substantially impair an adopted emergency response plan or emergency evacuation plan	Less than Significant.	None Required.	Less than Significant.
Impact 3.14-3: Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not 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 wildfire, due to slope, prevailing winds, and other factors	Less than Significant.	None Required.	Less than Significant.
Impact 3.14-4: Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) and would not substantially exacerbate fire risk or result in significant temporary or ongoing impacts to the environment	Less than Significant.	None Required.	Less than Significant.

1.1 EL DORADO COUNTY TRANSPORTATION COMMISSION

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for El Dorado County excluding the slope 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 advisory members represent the California Department of Transportation (Caltrans, District 3) and the City of South Lake Tahoe.

Both, federal and state laws require each Metropolitan Planning Organization (MPO) and RTPA to prepare a Regional Transportation Plan (RTP) in urban areas every four years and every five years in rural areas. 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. One 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 RTP also serves as a guide for the systemic development of a balanced, comprehensive, multi-modal transportation system. This system encompasses but is not limited to: highways, streets, interregional roadways, public transit, aviation, freight/goods movement, active transportation (bikeways and pedestrian facilities), transportation systems management, and intelligent transportation systems. The 2025-2045 RTP Program EIR covers planned and programmed projects for El Dorado County in coordination with the SACOG MTP project list. The project list identifies the 20-year list of financially constrained transportation investments in the region.

The 2025-2045 El Dorado County Regional Transportation Plan (2045 RTP, 2025-2045 RTP, or RTP) fulfills the federal and state requirements using the specific guidance from the California Transportation Commission (CTC) RTP Guidelines, as recently amended. The most recent CTC RTP Guidelines were adopted in 2024. 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 2025-2045 RTP introduces a planning framework that is updated from the 2020-2040 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, policies, and objectives 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 2025-2045 RTP.

FEDERAL PLANNING REQUIREMENTS

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA). This broad infrastructure law addresses a range of issues, including surface transportation, transit, water infrastructure, broadband, and minority business, as well as a portion of the bill directed at energy and minerals issues. Key provisions include:

- **Funding for Infrastructure**: IIJA allocates significant funding to repair and rebuild roads, bridges, and public transit systems.
- **Water and Broadband Access**: IIJA aims to expand access to clean drinking water and high-speed internet for households across the country.
- **Climate Change Mitigation**: IIJA includes measures to combat climate change by reducing emissions and promoting green energy initiatives.
- **Support for Minority Businesses**: IIJA focuses on supporting minority-owned businesses in infrastructure projects.

IIJA appropriates roughly $75.8 billion for energy and minerals-related research, demonstration, technology deployment, and incentives. IIJA also appropriates approximately $11.3 billion for the Abandoned Mine Reclamation Fund and approximately $6.42 billion for a carbon reduction program administered by the Department of Transportation (which may include non-energy related greenhouse gas reductions). Among the categories of topics and programs covered by the law (and corresponding appropriations for FY2022-FY2026):

The 2025-2045 RTP is consistent with these and any other applicable federal 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 2025-2045 RTP project. This EIR will be used to evaluate subsequent projects and activities under the 2025-2045 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 2025-2045 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 2025-2045 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 ("2025-2045 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 for 30 days, from November 13, 2024, to December 13, 2024, to trustee and responsible agencies, the State Clearinghouse (SCH# 2024110413), and the public. EDCTC hosted a virtual scoping meeting on December 4, 2024, from 5:00-6:00 PM. Three comments were received during the NOP public comment period: California Department of Fish and Wildlife, Caltrans, Central Valley Regional Water Control Board. The NOP and comments 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 public, agencies, organizations, and other interested parties. Consistent with CEQA requirements, the review period for this Draft EIR is 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

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, in addition to environmental and planning documentation prepared for recent projects located within El Dorado County. 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 significance 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 Forest Resources
- Air Quality
- Biological Resources

- Cultural and Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gases/Climate Change and Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning and Population
- Noise
- Transportation and Circulation
- Utilities and Service Systems
- Wildfire

CHAPTER 4.0 – OTHER CEQA-REQUIRED TOPICS

Chapter 4.0 evaluates and describes the following CEQA required topics: 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 6.0 – EFFECTS FOUND NOT TO BE SIGNIFICANT

Chapter 6.0 provides an explanation of potential impacts determined not to be significant and therefore not discussed in detail in the EIR.

CHAPTER 7.0 - REPORT PREPARERS

Chapter 7.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

CHAPTER 8.0 - REFERENCES

Chapter 8.0 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.

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The proposed project is the 2025-2045 El Dorado County Regional Transportation Plan (2045 RTP, 2025-2045 RTP, or RTP). This section describes the primary components of the 2045 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 2025-2045 RTP is available for review at the EDCTC website (https://www.edctc.org/regional-transportation-plan-2025-2045).

2.1 PROJECT LOCATION

El Dorado County (County) is in the foothills and mountains of the Sierra Nevada adjacent to Sacramento County and extends east from the Sacramento region. The 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. 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 the County's 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 urbanized area. 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 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 tracts 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 2025-2045 Regional Transportation Plan (RTP) is a regional planning effort developed by the El Dorado County Transportation Commission (EDCTC) that covers all 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 2025-2045 RTP are inclusive of the EDCTC Planning Area

— meaning that the land that would be affected by implementation of the RTP would 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

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 to demonstrate the progress made toward implementing the currently adopted RTP (El Dorado County 2020-2040 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 2025-2045 RTP needs to be updated to maintain compliance with CTC's 2024 Regional Transportation Plan Guidelines.[1] The El Dorado County 2025-2045 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 a six-county region, including the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. 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

[1] California Transportation Commission, 2024 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, Adopted January 26, 2024. Available at: https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/division-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants/adopted-2024-rtp-guidelines-for-mpos-2-a11y.pdf. Accessed December 2024.

focused around local consensus of policies, projects, programs, and funding decisions. The El Dorado County 2025-2045 RTP, pending review by SACOG, will become the El Dorado County portion of the SACOG MTP, as directed under Senate Bill (SB) 375.

Purpose

The purpose of the 2025-2045 RTP is to foster and promote the safe, efficient management, operation, and development of a regional transportation system that, when integrated with land use planning, will serve the mobility needs of people, commerce and goods. The 2025-2045 RTP provides short-term and long-term strategies for implementation, including realistic and fiscally constrained alternatives. RTPs are developed by RTPAs in collaboration with Caltrans and other key stakeholders, including local and regional agencies and users of the transportation system. The RTP aims to:

- Establish regional transportation goals
- Identify needs, deficiencies, and constraints
- Analyze potential solutions
- Estimate available funding sources
- Propose strategic transportation investments

Regional transportation planning led by RTPAs is a collaborative process with federal, state, tribal governments/agencies, as well as other key stakeholders, and the public. The process is designed to foster involvement by all interested parties, such as the public, community groups, the business community, Tribal Governments, environmental organizations, and local jurisdictions, through a proactive public participation process conducted by the RTPA. It is essential to extend public participation to those traditionally underserved by the transportation system and services in the region. Engaging the public early in the planning stage helps ensure a smoother project process and minimizes potential delays. The RTP is developed to provide a clear vision of the regional transportation goals, objectives, and strategies. This vision must be within reason and fiscally constrained. In addition to providing a vision, the RTP has many specific functions, including:

1. Providing an assessment of the current modes of transportation and the potential of new travel options within the region;
2. Projecting/estimating the future needs for travel, safety, and goods movement;
3. Identifying and documenting specific actions necessary to address regional mobility and accessibility needs;
4. Identifying guidance and documenting public policy decisions by local, regional, state, and federal officials regarding transportation expenditures, financing, and future growth patterns;
5. Identifying transportation improvements to serve as a foundation for the:
    a. Development of the Federal State Transportation Improvement Program (FTIP) and the State Transportation Improvement Program (STIP);
    b. Facilitating the National Environmental Policy Act (NEPA)/404 integration process; and
    c. Identifying project purpose and need;

6. Employing performance measures that demonstrate the effectiveness of transportation improvement projects in meeting the intended goals;
7. Promoting consistency between the California Transportation Plan (CTP), the RTP and other plans developed by cities, counties, districts, Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs;
8. Providing a forum for:
    a. participation and cooperation; and
    b. facilitation of partnerships that reconcile transportation issues that transcend regional boundaries; and,
9. Engaging community-based organizations, the public, federal, state and local agencies, Tribal Governments, and local elected officials early in the transportation planning process to ensure their involvement in discussions and decisions on the social, economic, air quality and environmental impacts of transportation.

RTP 2045 Vision

Empowering Connectivity, Promoting Resiliency, Preserving Heritage: EDCTC envisions a transportation future that reflects and enhances the character of rural, urban, and suburban communities. It prioritizes connectivity, adapts to climate change, builds resilience, and serves all users of the transportation system throughout El Dorado County. EDCTC's vision is a Regional Transportation Plan that:

- **Enhances Mobility:** Ensuring efficient and accessible transportation options that connect rural areas, agritourism hubs, and urban centers, promoting economic growth and safe, sustainable communities.
- **Embraces Innovation:** Leveraging emerging technologies to enhance efficiency, safety, and quality of life for residents and visitors.
- **Ensures Equitable Access:** Providing inclusive transportation options, and bridging gaps to ensure that everyone can participate in the opportunities offered by El Dorado County.
- **Celebrates Rural Heritage and Identity:** Respecting and preserving the distinct identity of rural communities, while addressing their unique transportation needs.
- **Empowers Community Engagement:** Encouraging public involvement, allowing residents to shape the transportation future of El Dorado County.
- **Facilitates Sustainable Living:** Promoting sustainable transportation choices, reducing environmental impact, and fostering healthier lifestyles.

2.4 PROJECT GOALS AND OBJECTIVES

The RTP contains eight specific goals, each with supporting objectives and strategies including: integrated regional transportation planning; sustainable, adaptable, resilient; surface transportation system; public transit; aviation; active transportation; transportation systems management; and regional equity and collaboration. 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 2025-2045 RTP.

GOAL 1: Integrated Regional Transportation Planning

Integrate land use, air quality, and public engagement into regional transportation planning and project delivery to better serve the users, enhance the economy, and preserve the environment, quality of life and community character.

Objective A: Implement a comprehensive work plan which fully integrates regional transportation planning with the diversity of land use, policy, prosperity, community, public health, and environmental factors across the region.

Objective B: Support local, state, and regional agencies in ensuring that planned transportation infrastructure meets both current and long-term needs across the region.

GOAL 2: Sustainable, Adaptable, Resilient

Implement regional transportation investments which provide context sensitive options, embrace emerging technologies, and greatly improve accessibility, adaptability, mobility and climate change preparedness.

Objective A: Prioritize transportation planning and investments that significantly enhance preparedness for severe climate events, improve emergency response, and support regional greenhouse gas reduction.

Objective B: Plan for and develop effective, innovative transportation solutions that expand mobility options, improve safety and accessibility, and promote long-term resiliency and prosperity for the region.

GOAL 3: Surface Transportation System

Optimize the existing highways, streets, and roads to enhance maintenance and operations, provide necessary capacity, and improve safety for all users.

Objective A: Maintain the existing transportation system at a level that extends its useful life and continues to support the region's current and future transportation needs.

Objective B: Optimize existing transportation facilities to improve safety, preserve community character, improve mobility, and maximize the highest and best use of the system.

GOAL 4: Public Transit

Promote a safe, welcoming, innovative, sustainable, and reliable public transit system which is accessible to and provides effective transport across the diverse geography of the region.

Objective A: Tailor transit service provision to the unique characteristics of the region's diverse communities.

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

GOAL 5: Aviation

Promote and preserve aviation facilities and services that complement the regional transportation system and support critical emergency response.

Objective A: Foster the operation, preservation, and maintenance of a regional network of public-use general aviation airports.

GOAL 6: Active Transportation

Complete and maintain a safe, convenient, and connected active transportation system for all users.

Objective A: Plan and establish an integrated, safe, and accessible active transportation network that connects urban, suburban, and rural communities across the region.

Objective B: Support local jurisdictions in providing an active transportation system that prioritizes the health, safety, and well-being of all people as part of a multi-modal transportation network.

GOAL 7: Transportation Systems Management

Develop and support an integrated transportation system that incorporates multi-modal corridor management solutions and public awareness of mobility options to limit vehicle miles traveled and maximize throughput.

Objective A: Assist local jurisdictions and partners in developing corridor-based strategies to reduce congestion, support modal choices, and lower vehicle miles traveled.

Objective B: Support advancement of Transportation Demand Management (TDM) in a manner which reflects the needs and remains aligned with best practices.

GOAL 8: Regional Equity and Collaboration

Engage in inclusive regional transportation planning advancing equity through meaningful transportation investments to empower the historically underserved.

Objective A: Increase commitment, depth, and specificity of engagement with traditionally underrepresented and underserved populations in future updates to the Public Participation Plan and other guidance documents by using an equity-focused approach.

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 2025 to 2045 timeframe. The RTP has been prepared to fulfil the state requirements of Assembly Bill (AB) AB 402 (Government Code Title 7, Chapter 2.5 Sections 65080-65082) using specific guidance from the CTC RTP 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, rail, and goods movement. EDCTC is

required to adopt and submit an updated RTP to CTC and the California 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. 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.

THE POLICY ELEMENT

The 2045 RTP builds upon the 2020-2040 RTP goals, objectives, strategies, and performance measures 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 the 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 2025-2045 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 goals, objectives and strategies for the transportation system to set priorities for project implementation.

THE ACTION AND FINANCIAL ELEMENTS

The Action Element identifies programs and actions to implement the 2025-2045 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, which must conform to the State Implementation Plan. Regionally significant projects are listed below by transportation mode and are grouped into tier I and tier II categories.

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in Tier I 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 (tier I) and potential funding shortfalls (tier II) and the cost to build the projects.
- Summarize deferred maintenance for the region and the resulting shortfall.

2025-2045 RTP PROJECTS LIST

Tables 2.0-1 provide the project list. The table presents those projects categorized as: A – Bike Ped, B- Road & Highway Capacity, C- Maintenance and Rehabilitation, D-Programs and Planning, E-Transit Capital, F-Transit Operations and Maintenance, G- System Management, Operations, and ITS. Following these project lists is the short-term and long-term transit capital plan.

EL DORADO CO. 2025-2045 RTP PROJECT LISTS

SACTRACK ID	LEAD AGENCY	TITLE	DESCRIPTION	COST	COST (YOE)	DELIVERY YEAR	DRAFT PLAN STATUS
A- Bike & Ped Project Lists							
CAL20634	Caltrans D3	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	2,880,000	$4,780,800	By 2050	Planned
ELD19424	El Dorado County	Cameron Park Drive Bike Lanes	Install bike lanes on entire length of Cameron Park Drive. (CIP72307)	162,000	$184,680	By 2035	Planned
ELD19425	El Dorado County	Carson Road Bike Lanes	Install bike lanes on Carson Road from Jacquier Road to Larsen Drive (on climbing shoulder).	787,500	$1,307,250	By 2050	Planned
ELD19426	El Dorado County	Coach Lane Bike Lanes	Install bike lanes on entire length of Coach Lane.	131,250	$149,625	By 2035	Planned
ELD19429	El Dorado County	Country Club Drive Bike Lanes	Phase 1: Install bike lanes on Country Club Drive from Bass Lake Road to Cambridge Road	350,000	$399,000	By 2035	Planned
ELD19554	El Dorado County	Diamond Springs Pedestrian Facility Improvements	In Diamond Springs at Pleasant Valley Road between Pearl Place and State Route 49, Pearl Place, Racquet Way, Wimbledon Drive, and Black Rice Road. Install various bicycle and pedestrian facilities.. Toll Credits for ENG, ROW	2,982,676	$2,982,676	By 2035	Programmed-See MTIP for details
ELD19380	El Dorado County	El Dorado Trail - Missouri Flat Road Ph 2 Bike/Pedestrian Overcrossing	In El Dorado County: Construct a multi-use bike and ped over-crossing structure with a 12 foot wide concrete deck on the El Dorado Trail over Missouri Flat Road. (CIP #97015). Toll Credits for ENG, ROW, CON	6,850,316	$6,850,316	By 2035	Programmed-See MTIP for details
ELD19543	El Dorado County	El Dorado Trail Extension - Halcon to US 50	In El Dorado County, in the community of Camino, existing Class 1 trail (El Dorado Trail), from Halcon Road to Pondorado Road Extension Project and the US 50 interchange: Extend trail.. Toll Credits for ENG, ROW, CON	2,231,068	$2,231,068	By 2035	Programmed-See MTIP for details
ELD19433	El Dorado County	Enterprise Drive Bike Route	Install bicycle route signs and markings on entire length of Enterprise Drive.	1,000	$1,660	By 2050	Planned
ELD19434	El Dorado County	Gold Hill Road Bike Route	Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road.	4,000	$4,560	By 2035	Planned
ELD19556	El Dorado County	Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	In Lotus, along Lotus Road between Henningsen Lotus Park and the intersection of Lotus Road and State Route 49: Construct new Class I bike path connecting to bicycle and pedestrian facilities on SR 49, construct elevated boardwalk, and install guardrail.. Toll Credits for ENG, ROW	5,824,674	$5,824,674	By 2035	Programmed-See MTIP for details
ELD19438	El Dorado County	Jacquier Road Bike Lanes	Placerville City limit to Carson Road	175,000	$199,500	By 2035	Planned
ELD19555	El Dorado County	La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	In Cameron Park along segments of Parkdale Lane, Gateway Drive, Cambridge Road, La Canada Drive, and Cameron Park Drive: Construct new sidewalk, bike lanes, two crosswalks,	3,163,000	$3,163,000	By 2035	Programmed-See MTIP for details

			install four solar flashing beacons, and replace or upgrade curbs, ramps, and gutters.. Toll Credits for ENG, ROW				
ELD19439	El Dorado County	Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	525,000	$871,500	By 2050	Planned
ELD19440	El Dorado County	Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	525,000	$598,500	By 2035	Planned
ELD19444	El Dorado County	Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	525,000	$598,500	By 2035	Planned
ELD19445	El Dorado County	Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	20,000	$22,800	By 2035	Planned
ELD19446	El Dorado County	Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	175,000	$199,500	By 2035	Planned
ELD19448	El Dorado County	Missouri Flat Road Bike Lanes Phase 1	Phase 1: Campus Drive to existing Class II on the south side of US 50	350,000	$399,000	By 2035	Planned
ELD19449	El Dorado County	Missouri Flat Road Bike Lanes Phase 2	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	175,000	$199,500	By 2035	Planned
ELD19451	El Dorado County	Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	175,000	$199,500	By 2035	Planned
ELD19452	El Dorado County	Old Bass Lake Rd - EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake Road.	200,000	$228,000	By 2035	Planned
ELD19453	El Dorado County	Palmer Drive Bike Lanes	Add bike lanes along full length of Palmer Drive	87,500	$145,250	By 2050	Planned
ELD19454	El Dorado County	Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	200,000	$228,000	By 2035	Planned
ELD19458	El Dorado County	Pleasant Valley Road Bike Lanes A	Big Cut Road to Sly Park Road	1,575,000	$1,795,500	By 2035	Planned
ELD19456	El Dorado County	Pleasant Valley Road Bike Lanes Phase 1	Phase 1: Big Cut Road to Missouri Flat Road	350,000	$581,000	By 2050	Planned
ELD19457	El Dorado County	Pleasant Valley Road Bike Lanes Phase 2	Phase 2: Missouri Flat Road to Mother Lode Drive	525,000	$871,500	By 2050	Planned
ELD19542	El Dorado County	Ponderosa Road Bicycle and Pedestrian Improvements	El Dorado County, Shingle Springs, on Ponderosa Road, between Foxwood Lane and Ponderosa High School (at Meder Road): Install 0.72 miles of Class II bike lanes, 0.36 miles sidewalk, ADA upgrades, and other improvements.. Toll Credits for ENG, ROW, CON	2,216,500	$2,216,500	By 2035	Programmed-See MTIP for details
ELD19459	El Dorado County	Ponderosa Road Bike Lanes	US 50 to Meder Road	131,250	$217,875	By 2050	Planned
ELD19460	El Dorado County	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	12,500	$20,750	By 2050	Planned
ELD19570	El Dorado County	Rubicon Trail Grounds Maintenance	In El Dorado County, on Rubican Trail grounds; trail delineation, trail repair, and trail maintenance including but not limited to toilet pumping, trash pickup, winter monitoring and snow clearing. R24-03-06-M01	466,856	$466,856	By 2035	Programmed-See MTIP for details

ELD19557	El Dorado County	Shingle Springs El Dorado Trail Class I Improvements	In Shingle Springs on the Sacramento-Placerville Transportation Corridor from Shingle Springs Drive to South Shingle Road: Construct El Dorado Trail Class I multi-use bicycle and pedestrian path, including signage and roadway crossing improvements.. Toll Credits for ENG, ROW	6,685,000	$6,685,000	By 2035	Programmed-See MTIP for details
ELD19463	El Dorado County	SPTC/El Dorado Trail B	Class I Bike Path from El Dorado to Mother Lode Drive in Shingle Springs	2,400,000	$3,984,000	By 2050	Planned
ELD19173	El Dorado County	US 50/El Dorado Hills Blvd Pedestrian Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 1 mixed-use path; Construction and ROW acquisition for 10-ft wide sidewalk and adjacent retaining walls, barriers, railings and landscape replacement included with CIP71323/36104001. (CIP71340)	6,783,000	$11,259,780	By 2050	Planned
VAR56157	El Dorado County, Caltrans District 3	Install bicycle loop detection at all major intersections B	Install bicycle loop detection at all major intersections	6,000	$6,840	By 2035	Planned
ELD19560	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 1	In the City of Placerville, Canal Street from Cougar Lane to Combellack Road: Provide bicycle facilities and replace existing sidewalk; and along Combellack Road, from David Circle to Canal Street: Construct new sidewalk.	6500000	6500000	By 2035	Programmed-See MTIP for details
ELD19561	City of Placerville	Combellack Road Sidewalk Project	In the City of Placerville, along Combellack Road, from the east end of David Circle to Canal Street: Construct approximately 1,080 feet of new sidewalk. (PA&ED/PS&E and ROW/SUP phases are being funded by CMAQ and Local funds programmed to Canal Street Bicycle and Pedestrian Improvement Project, ELD19560.)	885000	885000	By 2035	Programmed-See MTIP for details
ELD19443	City of Placerville	Mallard Lane/Green Valley Road Bike Lanes	Install bicycle lanes on Mallard Lane at the intersection of Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive.	1750000	1995000	By 2035	Planned
ELD19447	City of Placerville	Middletown Road Bike Lanes	Install bike lanes on Middletown Road from Canal Street to Cold Springs Road.	8100000	13446000	By 2050	Planned
ELD19509	City of Placerville	Placerville Drive Bicycle and Pedestrian Facilities	In the City of Placerville along Placerville Drive from west of the US 50 undercrossing to Armory Road: Construct bicycle facilities and sidewalks; on the west side of Green Valley Road from Placerville Drive to Mallard Lane: construct sidewalk. (Both Class II bike lanes and Class IV bikeways will be evaluated during the preliminary engineering phase.) (Phase 1 programmed as ELD19545). Toll Credits for ENG	12568444	12568444	By 2035	Programmed-See MTIP for details
ELD19545	City of Placerville	Placerville Drive Bicycle and Pedestrian Facilities Ph 1	In the City of Placerville, along Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection and Green Valley Road from Placerville Drive to Mallard Lane: construct Class 2 and Class 4 bicycle facilities,	16795064	16795064	By 2035	Programmed-See MTIP for details

			sidewalks, crossing improvements, curb ramps, and transit improvements. (PA & ED completed under ELD19509).				
ELD19550	City of Placerville	Placerville Drive Pedestrian Connectivity Project	In Placerville, from the Fair Lane Road/US 50 Interchange to Armory Drive, construct sidewalk on one side of the street, narrow vehicle lanes and restripe roadway as a means of traffic calming and install a Rapid Rectangular Flashing Beacon system with in-pavement flashers at the El Dorado County Fairgrounds crosswalk.	2500000	2500000	By 2035	Programmed-See MTIP for details
VAR56137	El Dorado County, El Dorado Hills CSD	Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	1500000	2490000	By 2050	Planned
VAR56142	El Dorado County, El Dorado Hills CSD	Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	300000	498000	By 2050	Planned
VAR56148	El Dorado County, El Dorado Hills CSD	El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	297500	493850	By 2050	Planned
VAR56149	El Dorado County, El Dorado Hills CSD	El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley?s Center	200000	332000	By 2050	Planned
VAR56151	El Dorado County, El Dorado Hills CSD	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road.	25000	41500	By 2050	Planned
VAR56173	El Dorado County, El Dorado Hills CSD	Silva Valley Road Bike Lanes	From the new connection with White Rock Road to Green Valley Road	700000	1162000	By 2050	Planned
VAR56174	El Dorado County, El Dorado Hills CSD	SPTC/El Dorado Trail A	Class I Bike Path from Latrobe Road to County Line	2800000	4648000	By 2050	Planned
B- Road & Highway Capacity Project Lists							
ELD19224	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. (CIP66109)	14,257,000	$16,252,980	By 2035	Planned
ELD15930	El Dorado County	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	8,687,000	$9,903,180	By 2035	Planned

ELD19227	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)	13,258,000	$22,008,280	By 2050	Planned
ELD19229	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)	11,451,000	$19,008,660	By 2050	Planned
ELD19228	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)	6,930,000	$7,900,200	By 2035	Planned
ELD15990	El Dorado County	Diamond Springs Pkwy - Phase 1B	Construct new 4-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, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334)	38,753,157	$38,753,157	By 2035	Programmed-See MTIP for details
ELD19253	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; inculdes curb gutter and sidewalk. (CIP GP178/36105018)	6,421,000	$10,658,860	By 2050	Planned
ELD19245	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)	6,747,000	$11,200,020	By 2050	Planned
ELD19236	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)	3,516,000	$5,836,560	By 2050	Planned
ELD19534	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 widing the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	4,175,000	$6,930,500	By 2050	Planned
ELD19234	El Dorado County	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only. Environmental clearance and preliminary engineering will be completed under Phase 1 project CIP#71324.	3,300,000	$5,478,000	By 2050	Planned
ELD19181	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 terminal intersection. Also includes preliminary engineering for Phase 2 improvements to Cambridge Interchange. This project shall also be coordinated with the US 50 Eastbound	9,173,000	$15,227,180	By 2050	Planned

			Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018), US 50 Eastbound Auxiliary Lane from Cambridge Road Interchange to Cameron Park Interchange (53126/36104019). (CIP 71332/36104006)				
ELD19177	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)	61,116,000	$101,452,560	By 2050	Planned
ELD19345	El Dorado County	US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	Reconstruct eastbound diagonal on-ramp and eastbound loop off-ramp; add a lane to northbound El Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the eastbound loop off-ramp); eastbound diagonal on-ramp will be metered and have an HOV bypass. Project split from ELD15630(CIP71323).	20,261,178	$20,261,178	By 2035	Programmed-See MTIP for details
ELD19178	El Dorado County	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization 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)	5,488,000	$9,110,080	By 2050	Planned
ELD19180	El Dorado County	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: includes detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widenings, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd, realignment of Durock Rd and North Shingle Rd.; includes PE for all phases; (See ELD19170/CIP71339 and ELD19244/CIP71333). Coordinates with ELD19289/CIP53116, ELD19219/CIP#GP150. Toll Credits for ENG. Toll Credits for ENG	46,565,900	$46,565,900	By 2050	Programmed-See MTIP for details
ELD19291	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 accomodate 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)	8,156,000	$13,538,960	By 2050	Planned
ELD19525	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)	4,404,000	$5,020,560	By 2035	Planned

ELD19468	Capital Southeast Connector JPA	Capital SouthEast Connector - E1	In El Dorado Hills, on White Rock Rd between Carson Crossing Dr and Winfield Way: widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)	5,200,000	$5,200,000	By 2050	Programmed-See MTIP for details
ELD19567	City of Placerville	Western Placerville Interchanges Phase 2.3	On US Highway 50 in the City of Placerville, construct the westbound US 50 off-ramp to Ray Lawyer Drive, construct intersection improvements at the US 50 Ramps/Ray Lawyer Drive intersection, and provide bicycle and pedestrian facility improvements along Ray Lawyer Driver within the project limits.	15,000,000	$15,000,000	By 2035	Programmed-See MTIP for details
ELD19363	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	$38,800,870	By 2050	Planned
C- Maintenance and Rehabilitation Project Lists							
ELD19551	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 2	In Placerville, along Canal Street from Cougar Lane to US Highway 50, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and access.	7,600,000	$7,600,000	By 2035	Programmed-See MTIP for details
ELD19257	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	4,308,864	$4,308,864	By 2035	Programmed-See MTIP for details
ELD19563	City of Placerville	Placerville Dr. Bridge Replacement	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 2-lane bridge.	10,423,800	$10,423,800	By 2035	Programmed-See MTIP for details
CAL21300	Caltrans D3	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges	484,000	$803,440	By 2050	Planned
CAL20954	Caltrans D3	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-0063) to 0.3 mi east of Sly Park Rd UC (Br#25-0150).	71,682,000	$81,717,480	By 2035	Planned
CAL21392	Caltrans D3	ED 50 CAPM	On US 50, Near Pollock Pines, Kyburz, and Strawberry, from west of Icehouse Road to 0.5 mile east of Cedar Street (PM 39.7/58.9). Rehabilitate pavement and drainage systems, and upgrade lighting and guardrail.	42,620,000	$42,620,000	By 2035	Programmed-See MTIP for details
CAL21427	Caltrans D3	ED 50 Census Station	On Route 50, in El Dorado County, at the Nevada border (PM 80.439/80.439): Install/repair census station.	410,000	$410,000	By 2035	Programmed-See MTIP for details
CAL21009	Caltrans D3	ED 50 Echo Summit pavement rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers.	28,588,000	$32,590,320	By 2035	Planned
CAL20877	Caltrans D3	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert damage. Permanent Restoration.	620,000	$1,029,200	By 2050	Planned

CAL21056	Caltrans D3	ED 50 Riverton Drainage rehab	In El Dorado County 0.2 mile east of Sly Park Rd UC to 0.1 mile west of Sand Flat Campground.	14,000,000	$15,960,000	By 2035	Planned
CAL21037	Caltrans D3	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambrdge Rd OC (Br#25-0083) to on-ramp from Koto Rd.	14,800,000	$16,872,000	By 2035	Planned
CAL20999	Caltrans D3	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.	6,200,000	$7,068,000	By 2035	Planned
CAL20857	Caltrans D3	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	4,830,000	$8,017,800	By 2050	Planned
CAL20880	Caltrans D3	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity (EA 3H470)	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	4,830,000	$8,017,800	By 2050	Planned
CAL21293	Caltrans D3	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960)	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960). US 50`	2,570,000	$4,266,200	By 2050	Planned
CAL21071	Caltrans D3	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	3,698,000	$6,138,680	By 2050	Planned
CAL20926	Caltrans D3	Install wash facility	SLT Maintenance Station	975,000	$1,618,500	By 2050	Planned
CAL21391	Caltrans D3	Placerville CAPM	On US 50 in and near Placerville, from west of Carson Road Overcrossing to west of Still Meadows Road; also at 5 Mile Road in westbound direction (PM 22.6/22.9); also near Camino, from 1.1 miles west of Snow Road Undercrossing to east of Ridgeway Drive Undercrossing (PM 24.2/R29.1). Rehabilitate pavement, construct acceleration lane, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate drainage systems, upgrade concrete barrier, signs, and Transportation Management System (TMS) elements, and construct maintenance vehicle pullouts.	45,770,000	$45,770,000	By 2035	Programmed-See MTIP for details
CAL21018	Caltrans D3	Placerville MTCE Mechanic shop	Placerville Resident Mechanic	2,600,000	$2,964,000	By 2035	Planned
CAL21032	Caltrans D3	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx 0.4 miles west of Forest Road/Fresh Pond	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	18,410,000	$30,560,600	By 2050	Planned

CAL21448	Caltrans D3	Route 49 El Dorado County	On SR 49 in and near Placerville, from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street (PM 14.2 /16.5): Rehabilitate pavement and drainage systems, construct maintenance vehicle pullouts, and upgrade signs, Traffic Management System (TMS) elements, and facilities to Americans with Disabilities Act (ADA) standards.	13,220,000	$13,220,000	By 2035	Programmed-See MTIP for details
CAL20868	Caltrans D3	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd.	5,700,000	$6,498,000	By 2035	Planned
CAL20833	Caltrans D3	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx 0.2 miles west of the Route 49 Jct to approx 0.4 miles west of the Route 49 Jct	2,880,000	$4,780,800	By 2050	Planned
CAL21052	Caltrans D3	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County.	15,400,000	$17,556,000	By 2035	Planned
CAL21067	Caltrans D3	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	3,510,000	$5,826,600	By 2050	Planned
CAL20936	Caltrans D3	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	36,650,000	$41,781,000	By 2035	Planned
CAL21043	Caltrans D3	SR 49 Pavement Rehabilitation B	In El Dorado and Placer County from approximately 0.1 mile north of Rattlesnake Bar Road to Elm Avenue.CAPM. SHOPP ID 20486	18,870,000	$21,511,800	By 2035	Planned
BP_61	Caltrans D3	SR-49 CAPM from Skyline Dr to Diana St	In El Dorado County on Route 49 from 0.1 mile north of Skyline Drive to 0.1 mile north of Diana Street. CAPM. SHOPP ID 22872	9,600,000	$10,944,000	By 2035	Planned
CAL20948	Caltrans D3	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.	3,360,000	$5,577,600	By 2050	Planned
CAL20940	Caltrans D3	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	8,230,000	$13,661,800	By 2050	Planned
CAL20939	Caltrans D3	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El Dorado Road. Rehabilitate culverts.	6,760,000	$11,221,600	By 2050	Planned
CAL21061	Caltrans D3	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.	1,040,000	$1,185,600	By 2035	Planned
CAL21062	Caltrans D3	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	7,720,000	$12,815,200	By 2050	Planned
BP_69	Caltrans D3	US-50 CAPM Sawmill UC to Ice House Rd	In El Dorado County on Route 50 from Sawmill UC (Br#25-41) to Ice House Road. Pavement CAPM. SHOPP ID 21965	28,800,000	$32,832,000	By 2035	Planned

BP_70	Caltrans D3	US-50 CAPM Snow Rd to Sawmill UC	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM. SHOPP ID 21274	3,700,000	$4,218,000	By 2035	Planned
BP_71	Caltrans D3	US-50 REHAB Cambridge Rd to El Dorado Rd	In El Dorado County on Route 50 from Cambridge Rd OC (Br#25-0083) to El Dorado Rd OC (Br#25-76). REHAB. SHOPP ID 22820	77,500,000	$88,350,000	By 2035	Planned
CAL21302	Caltrans D3	Build pre-wash facilities	SLT & Truckee MS	800,000	$1,328,000	By 2050	Planned
CAL20571	Caltrans D3	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	50,000,000	$83,000,000	By 2050	Planned
ELD19559	El Dorado County	Bass Lake Road at Bridlewood Roundabout	In El Dorado Hills at the intersection of Bass Lake Road and Bridlewood Drive: Construct a single-lane roundabout.. Toll Credits for ROW	4,197,739	$4,197,739	By 2035	Programmed-See MTIP for details
ELD19562	El Dorado County	Breedlove Road Bridge Replacement	North of Buckeye in El Dorado County, Breedlove Road Over Canyon Creek, 1 mi. North of Wentworth S. Rd.: Replace 1-lane timber bridge with 2-lane bridge. Not capacity increasing.	2,558,000	$2,558,000	By 2035	Programmed-See MTIP for details
ELD19321	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)	15,082,001	$15,082,001	By 2035	Programmed-See MTIP for details
ELD19552	El Dorado County	El Dorado Drainage Improvement Project	In El Dorado on Pleasant Valley beginning prior to Hillman Alley and ending after Oriental Street: Replacement and restoration of drainage infrastructure.. Toll Credits for ENG, ROW, CON	2,700,000	$2,700,000	By 2035	Programmed-See MTIP for details
ELD19510	El Dorado County	El Dorado Hills Boulevard Overlay Project	El Dorado Hills Blvd, from Saratoga Way/Park Drive to Harvard Way: Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements and signal modification system at all intersections.. Toll Credits for ENG	6,209,474	$6,209,474	By 2035	Programmed-See MTIP for details
ELD19353	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. (CIP77136)	5,016,501	$5,016,501	By 2035	Programmed-See MTIP for details
ELD19517	El Dorado County	Grizzly Flat Rd Over Steely Fork Cosumnes River - Bridge Replacement	Grizzly Flat Road over Steely Fork Cosumnes River, 7 miles east of Mt. Aukum Rd.: Replace 2-lane bridge with 2-lane bridge.. Toll Credits for ENG, ROW, CON	4,318,750	$4,318,750	By 2035	Programmed-See MTIP for details
ELD19340	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. High Cost Project agreement required.. Toll Credits for ENG, ROW, CON	102,252,750	$102,252,750	By 2035	Programmed-See MTIP for details
ELD19339	El Dorado County	Mount Murphy Rd/South Fork American River Bridge Replacement	Mount Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. (CIP77129). Toll Credits for ENG, ROW, CON	22,440,000	$22,440,000	By 2035	Programmed-See MTIP for details

ELD19322	El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi W Of Snows Rd. Replace existing 2 lane bridge. CIP77122	5,869,000	$5,869,000	By 2035	Programmed-See MTIP for details
ELD19355	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. (CIP77134). Toll Credits for ENG, ROW, CON	6,949,650	$6,949,650	By 2035	Programmed-See MTIP for details
VAR56146	El Dorado County, Caltrans District 3	Critical Intersection Improvements	Critical Intersection Improvements	5,000,000	$5,700,000	By 2035	Planned
VAR56156	El Dorado County, Caltrans District 3	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	150,000	$171,000	By 2035	Planned
D- Programs and Planning Project Lists							
ELD19569	El Dorado County	El Dorado County Housing Assessment and Taskforce Outreach	In El Dorado County, El Dorado County, in partnership with El Dorado Community Foundation, will be pursuing a comprehensive, community-designed Affordable Housing Strategic Plan, which will include clearly defined achievable actions to address housing, transportation and mobility needs of El Dorado County. The Strategic Plan will be linked to mobility as a means to plan for infrastructure and improve access to jobs, services, and amenities, which influence commuting patterns and reduce travel times. This project will look at how affordable housing needs interconnect with the transportation network and explore the expansion of their housing and jobs balance as a way to improve mobility and access. Includes SACOG earmark funding.. Toll Credits for CON	250,000	$250,000	By 2035	Programmed-See MTIP for details
VAR56165	El Dorado County, Caltrans District 3	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	200,000	$332,000	By 2050	Planned
VAR56167	El Dorado County, Caltrans District 3	Medium-Term Regional ITS Plan Update	Medium-Term Regional ITS Plan Update	200,000	$332,000	By 2050	Planned
VAR56172	El Dorado County, Caltrans District 3	Remote Traffic Control Workstation	Remote Traffic Control Workstation	8,000	$13,280	By 2050	Planned
E- Transit Capital Project Lists							

ELD19461	El Dorado County Transit	Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	20,310,000	$23,153,400	By 2035	Planned
ELD19568	El Dorado County Transit	Vehicle Replacement	Replace two existing fleet vehicles with zero emission electric buses.	2,516,157	$2,516,157	By 2035	Programmed-See MTIP for details
REG18085	RT	El Dorado County Transit Authority-Bus Replacement	Replace up to 5 minivans that have reached the end of their useful life.	500,000	$500,000	By 2035	Programmed-See MTIP for details
F- Transit Operations and Maintenance Project Lists							
ELD19549	El Dorado County Transit	Operating Assistance for Intercity service from Sacramento to South Lake Tahoe	Intercity bus service between Sacramento and South Lake Tahoe	2,900,000	$2,900,000	By 2035	Programmed-See MTIP for details
ELD19548	El Dorado County Transit	Operating Assistance for Rural Transit Services	Operating Assistance for rural transit services on the western slope of El Dorado County. Outside the Sacramento Urbanized area.	8,998,371	$8,998,371	By 2035	Programmed-See MTIP for details
G- System Management, Operations, and ITS Project Lists							
CAL21428	Caltrans D3	CCTV at Emerald Bay	On Route 89, in El Dorado County at postmile 17.0: Install Closed Circuit Television (CCTV).	233,000	$233,000	By 2035	Programmed-See MTIP for details
CAL21437	Caltrans D3	El Dorado 50 TMS	On Route 50, in El Dorado County at various locations: Install TMS Elements.	240,000	$240,000	By 2035	Programmed-See MTIP for details
CAL21481	Caltrans D3	El Dorado and Placer County Traffic Signal Operational Improvements	In El Dorado and Placer Counties, on Routes 50 and 80 at various locations. Install Audible Pedestrian System (APS) and Video Detection System.	269,000	$269,000	By 2035	Programmed-See MTIP for details
BP_39	Caltrans D3	SR 49/193 Intersection Control Improvements - Roundabout	In Cool, at intersection of SR49 and SR193, Construct Roundabout (PM 34.4)	10,000,000	$11,400,000	By 2035	Planned
CAL21433	Caltrans D3	SR 50 Deer Crossing Flashing Beacon	On SR 50 In El Dorado County install deer crossing flashing beacons at various locations (0.00/0.00).	208,000	$208,000	By 2035	Programmed-See MTIP for details
BP_72	Caltrans D3	US-50 Snow Rd Undercrossing Improvements	In El Dorado County about 7 miles east of Placerville at the Snow Road Undercrossing, Replace Snow Road Undercrossing #25 0056, replace approach slabs, replace approach MBGR, replace AC dike and overside drain. SHOPP ID 22587	14,025,000	$15,988,500	By 2035	Planned
CAL21096	Caltrans D3	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	45,530,000	$75,579,800	By 2050	Planned
ELD19182	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	1,500,000	$2,490,000	By 2050	Planned

			interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330				
ELD19273	El Dorado County	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	1,500,000	$2,490,000	By 2050	Planned
ELD19215	El Dorado County	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	1,500,000	$2,490,000	By 2050	Planned
ELD19527	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	$5,700,000	By 2035	Planned
ELD19528	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.	5,000,000	$5,700,000	By 2035	Planned
ELD19232	El Dorado County	Golden Foothill Parkway/Carson Crossing Intersection Improvements	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	747,000	$851,580	By 2035	Planned
ELD19240	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	$8,300,000	By 2050	Planned
ELD19239	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	$9,683,112	By 2050	Planned
ELD19333	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, addtional locations will be identified. (CIP OP005/36105026)	672,000	$1,115,520	By 2050	Planned
ELD19524	El Dorado County	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments	2,400,000	$3,984,000	By 2050	Planned
ELD19529	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)	9,404,000	$15,610,640	By 2050	Planned
ELD19521	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	8,926,000	$14,817,160	By 2050	Planned

			Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)				
ELD19532	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)	11,900,000	$19,754,000	By 2050	Planned
ELD19531	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 Improvments project (71333/36104010). (CIP 53128/36104024)	9,543,000	$15,841,380	By 2050	Planned
ELD19397	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	$15,355,000	By 2050	Planned
ELD19244	El Dorado County	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd toSouth 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/Ponderoas Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be perforned under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Ingerchange (7133/36104010), US 50/Ponderosa Road Interchnage - N. Shingle Road Realingment (project 71339/36104009) andUS 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	10,521,000	$17,464,860	By 2050	Planned
ELD19170	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 loarger 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)	7,385,000	$12,259,100	By 2050	Planned
VAR56136	El Dorado County, Caltrans District 3	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	400,000	$664,000	By 2050	Planned
VAR56169	El Dorado County,	Portable Traffic Management Devices	Portable Traffic Management Devices	350,000	$581,000	By 2050	Planned

	Caltrans District 3						
VAR56171	El Dorado County, Caltrans District 3	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	90,000	$149,400	By 2050	Planned
VAR56175	Multiple Lead Agencies	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	40,000	$45,600	By 2035	Planned
ELD19564	City of Placerville	Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	On US Highway 50 in the City of Placerville, enhance pedestrian crossing safety through the use of dynamic warning signs at various state highway and local road at-grade pedestrian / school crossings.	250,000	$250,000	By 2035	Programmed-See MTIP for details
ELD19417	City of Placerville	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastboud exit ramp of US 50 at Broadway (#47) and install traffic signal.	4,100,000	$4,674,000	By 2035	Planned
ELD19565	City of Placerville	US 50 Trip to Green	In the City of Placerville, along US 50 and at each of the three signalized intersections between Canal Street and Bedford Avenue, install intelligent transportation systems, barriers, and advanced warning signals to notify the motoring public when signals are held in a solid green phase. The project also includes construction of a bicycle and pedestrian overcrossing at Canal Street.	23,250,000	$23,250,000	By 2035	Programmed-See MTIP for details
ELD19387	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	$5,389,920	By 2035	Planned

SOURCES: EL DORADO COUNTY TRANSPORTATION COMMISSION, 2025.

Transit Action Plan – Capital Plan

The Action Element of the RTP consists of short-term and long-term projects and activities that address regional transportation issues and needs. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short-term horizon as a period up to 10 years in the future and the long-term horizon as projects or activities 20 years and beyond. The Action Element implements the Policy Element and must be consistent with the financial constraints identified in the Financial Element as well as conform with the air quality State Implementation Plan. All projects contained within the Transit Action Plan are fiscally constrained.

Projects proposed in the Transit Action Plan tables are regionally significant if they meet one or all the following criteria: the project serves regional travel needs; the project must be included in the regional travel model; the project must be modeled for air quality conformity; or; the project is located on a roadway classified as a collector or above.

The Transit Action Plan implements Goal 4 of the Policy Element of this RTP, which pertains to public transit.

TABLE 2.0-3: EL DORADO TRANSIT SHORT-TERM ACTION PLAN (2025-2035) ANNUAL AVERAGE COSTS

GOAL	*DESCRIPTION*	*AVG. ANNUAL COST**
Revise Route 20 on Weekdays	Revise Route 20 to provide hourly service between the Senior Center and Placerville Station.	$850,000
Revise Route 30 on Weekdays	Revise Route 30 to provide hourly service on weekdays between Diamond Springs and the Missouri Flat Transfer Center.	$745,000
Revise Route 40 on Weekdays	Revise Route 40 to provide hourly service on weekdays between Cameron Park and Ponderosa Park and Ride.	$406,000
Revise Route 50 on Weekdays	Revise Route 50 to provide hourly service on weekdays between Historic Folsom Station and Pollock Pines.	$1,877,000
Microtransit Weekdays	Provide a weekday microtransit demonstration project from 7:30 a.m. to 5:00 p.m. at a service area TBD.	$1,418,000
Revise Route 50 on Saturdays	Revise Route 50 to provide hourly service on Saturdays between Historic Folsom Station and Pollock Pines from 7:30 a.m. to 6:55 p.m.	$375,000
Revise Route 20 on Saturdays	Provide hourly service on Saturdays between the Senior Center and Placerville Station from 9:00 a.m. to 5:00 p.m.	$105,000
Revise Route 40 on Saturdays	Provide hourly service on Saturday between Cameron Park and Cambridge Rd Park and Ride between 9:00 am and 5:00 p.m.	$53,000
Microtransit on Saturdays	Provide a microtransit demonstration project on Saturdays from 8:00 a.m. to 5:00 p.m. at a service area TBD.	$201,000
Microtransit on Sundays	Provide a microtransit demonstration project on Sundays from 8:00 am to 5:00 p.m. at a service area TBD	$134,000
TOTAL ANNUAL COST		**$6,269,000**

**EXCLUDES IMPACTS OF INFLATION*

SOURCE: 2024 WESTERN EL DORADO COUNTY SHORT- RANGE TRANSIT PLAN UPDATE (ESTIMATES ONLY)

TABLE 2.0-4: EL DORADO TRANSIT SHORT-TERM CAPITAL PLAN (2025-2030)

PROJECT	*DESCRIPTION*	*ESTIMATED COMPLETION DATE**	*COST**
El Dorado Hills Park and Ride Improvements	Repave existing lot, construct transit passenger plaza, renew landscaping, striping, and signing, add new EV charging stations, improve bicycle and pedestrian connections, purchase and improve the lot to the east of the existing facility.	FY 2026-27	$2,800,000
Zero Emission Vehicles and Infrastructure (Phase 1)	Purchase Zero Emission Buses (ZEB) and construct supporting infrastructure.	FY 2026-27	$8,280,000
Bus Parking Lot Rehabilitation	Remove and replace asphalt, move concrete curbs, install underground conduit for ZEB infrastructure, new striping, and other improvements.	FY 2025-26	$891,436
Passenger Security Surveillance and Lighting (Bus Stops)	Replace current hardware and software to enhance safety and security for transit passengers and property.	FY 2025-26	$300,000
Collision Avoidance System Upgrade	Upgrade systems with new technology.	FY 2025-26	$358,500
Cambridge Road Park and Ride Improvements	Add a bus loop with two additional bus loading bays, parking lot resurfacing, striping, and landscape improvements.	FY 2025-26	$950,000
Placerville Station Improvements	Maintenance improvements including replacing the roof, power washing the facility, drywall repair, exterior painting, and new restroom amenities.	FY 2025-26	$110,000
TOTAL COST			**$13,689,936**

**FY = FISCAL YEAR*

**EXCLUDES IMPACTS OF INFLATION*

SOURCE: FISCAL YEAR 2024/25 EL DORADO TRANSIT CAPITAL IMPROVEMENT PLAN (ESTIMATES ONLY)

Table 2.0-4: El Dorado Transit Long-term Capital Plan (2025-2045)

Goal	Description	Annual Cost
Coordination with schools and transit service	Include design review to provide children with transportation alternatives	NA
Coordination with neighboring transit agencies	Ensure connections to neighboring transit agencies are as efficient and convenient as possible.	NA
Other Potential Future Service Improvements	Skier service to Sierra-At-Tahoe Ski Area or service to South Lake Tahoe. Implementation of these additional improvements will be dependent upon obtaining additional financial resources.	NA
Transit Annual Operations	Projected twenty-year average annual operating costs to maintain transit services including local fixed route, deviated fixed route, Dial-a-Ride, and commuter service.	$10,394,778
TOTAL (over 20 years 2025 to 2045)		**$207,895,560**

**EXCLUDES IMPACTS OF INFLATION*

SOURCE: 2019 WESTERN EL DORADO COUNTY SHORT- AND LONG-RANGE TRANSIT PLAN

Long-range Transit Plan – Capital Plan

The following is the key capital improvement needed over the next 20 years:

- In 2019, the California Air Resources Board (CARB) passed the Innovative Clean Transit (ICT) regulation which mandated that all California public transit agencies transition to a 100% zero emission bus (ZEB) fleet by 2040. The transition to a 100% ZEB fleet by 2040 is expected to be the biggest long-term capital improvement El Dorado Transit will encounter in the next twenty years. As required by CARB and the ICT, El Dorado Transit adopted a Zero Emission Bus Rollout Plan in November 2021. The Plan is designed to guide El Dorado Transit's transition to a 100% ZEB fleet by 2040 and includes estimated timelines and expenses for future ZEB purchases, identifies the infrastructure upgrades that will be needed to fuel and maintain ZEBs, and outlines the workforce training that will be required to adapt staff at all levels to the new ZEB technology.

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 2025-2045 RTP.

EL DORADO COUNTY TRANSPORTATION COMMISSION

The EDCTC is the lead agency for the 2025-2045 RTP. The 2025-2045 RTP will be presented to EDCTC's Board for comment, review, and recommendations. The EDCTC Board has the sole discretionary authority to adopt the 2045 RTP. To approve the 2025-2045 RTP, the EDCTC Board would consider the following actions:

- Certification of the 2025-2045 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 2025-2045 Regional Transportation Plan.

SUBSEQUENT USE OF THE EIR

This EIR provides a review of environmental effects associated with implementation of the 2025-2045 RTP. Agencies considering approval of subsequent activities under the 2025-2045 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 PCTPA'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 2025-2045 RTP:

- Tier off this EIR for project-level environmental analysis;
- Further focused feasibility, planning and design studies;
- Various fee and financing programs; and

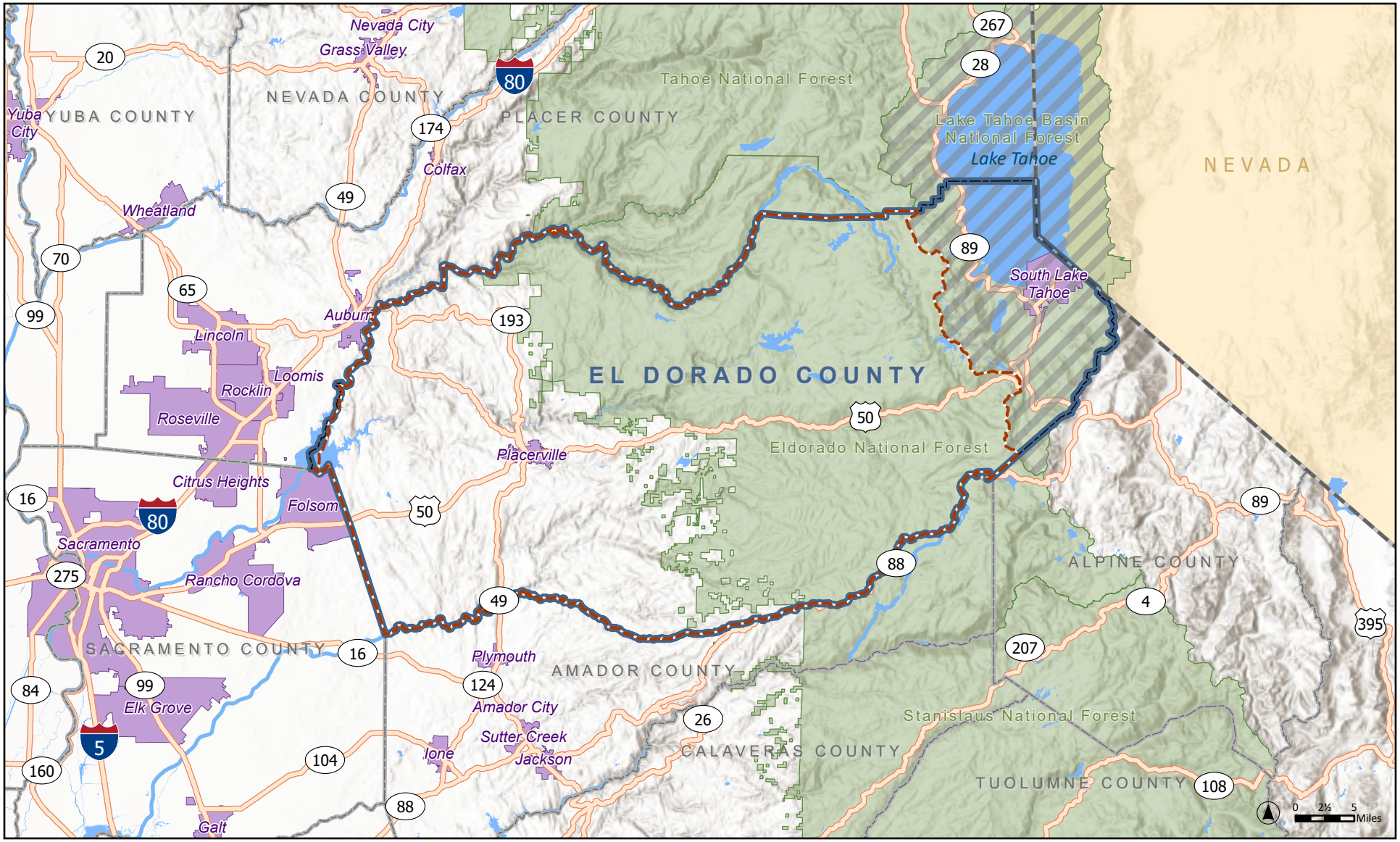
- Carrying out various infrastructure improvement projects.

OTHER GOVERNMENTAL AGENCY APPROVALS

The EDCTC approval of the 2025-2045 RTP would not require any actions by other public agencies. Subsequent infrastructure projects and other actions to support implementation of the 2025-2045 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.
- 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.

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El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County

Surrounding Counties

Incorporated Area

US State Boundary

State of Nevada

National Forest

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 2.1-1. Regional Location

Sources: California State Geoportal; USGS Transportation Dataset; USFS; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

el dorado county edctc TRANSPORTATION COMMISSION

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

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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 May 2024);
- El Dorado County General Plan EIR (May 2003); and
- Placerville General Plan (Adopted January 1990, Amended December 2022).

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

3.1.1 ENVIRONMENTAL SETTING

CONCEPTS AND TERMINOLOGY

The assessment of aesthetics involves a qualitative analysis that is inherently subjective in nature. People viewing the same landscape may have different responses to that landscape and any proposed visual changes based upon their values, familiarity, concern, or expectations. Visual changes to the landscape affect viewers differently, since each person's attachment to and value for a particular landscape is unique. However, generalizations can be made about viewer sensitivity to scenic quality and visual changes. The visual sensitivity of a landscape is affected by the viewing distances at which it is seen, such as close-up or far away. The visual sensitivity of a landscape is also affected by the travel speed at which a person is viewing the landscape (e.g., high speeds on a highway, low speeds on a hiking trail, or stationary at a residence).

The same feature of a project can be perceived differently by people depending on the distance between the observer and the viewed object. When a viewer is closer to a viewed object in the landscape, more detail can be seen, and there is greater potential influence of the object on visual quality because of its form or scale (relative size of the object in relation to the viewer). When the same object is viewed at background distances, details may be imperceptible but overall forms of terrain and vegetation are evident, and the horizon and skyline are dominant. In the middle-ground, some details are evident (e.g., the foreground), and landscape elements are seen in context with landforms and vegetation patterns (e.g., the background).

The following terms and concepts are used in this EIR section:

- **Scenic vista**. An area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency.
- **Scenic highway**. Any stretch of public roadway that is designated as a scenic corridor by a federal, state, or local agency.
- **Sensitive receptors**. Viewer responses to visual settings are inferred from a variety of factors, including distance, viewing angle, types of viewers, number of viewers, duration of view, and viewer activities. The viewer type and associated viewer sensitivity are

distinguished among project viewers in recreational, residential, commercial, military, and industrial areas. Viewer activities can range from a circumstance that encourages a viewer to observe the surroundings more closely (such as recreational activities) to one that discourages close observation (such as commuting in heavy traffic). Viewers in recreational areas are considered to have high sensitivity to visual resources. Residential viewers generally have moderate sensitivity but extended viewing periods. Viewers in commercial, military, and industrial areas are considered to have low sensitivity.

- **Viewshed**. The viewshed for a project is defined as the surrounding geographic area from which the project is likely to be seen, based on topography, atmospheric conditions, land use patterns, and roadway orientations.
- **Visual character.** Visual character is typically defined as the landforms, vegetation, water features, and cultural modifications that impart an overall visual impression of an area's landscape. Scenic areas typically include open space, landscaped corridors, and viewsheds. Visual character is influenced by many different landscape attributes including color contrasts, landform prominence, repetition of geometric forms, and uniqueness of textures among other characteristics.
- **Light and Glare.** Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e., street lighting, building illumination, security lighting, parking lot lighting, landscape lighting, and signage). Light introduction can be a nuisance. Uses, such as residences, are considered light sensitive, since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

  Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light on highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light source of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles, although glare resulting from reflected sunlight can occur regularly at certain times of the year. Glare-sensitive uses include residences, transportation corridors, and aircraft landing corridors.

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 El Dorado County Transportation Commission (EDCTC) planning area consists only of the western slope of the County, including the City of Placerville. 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 El Dorado 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 Auburn 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 for flood protection, providing motorists with views of the surrounding terrain. The projects that would be developed as part of the 2025-2045 RTP are located on State Highways, regionally significant roads, local streets, 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 El Dorado County. These visual resources contribute to the County's and the City's economy through tourism and recreational opportunities. U.S. Highway 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.

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 now 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.[1]

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.

[1] El Dorado County TGPA/ZOU Draft Program EIR (SCH# 2012052074). 2014. Available at: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/land-use/long-range-planning/tgpa-zou-main/tgpa-zou-deir-march-2014/tgpa-zou-public-deir-march-2014.pdf. Accessed January 2025.

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 El Dorado 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 the California Department of Transportation (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 El Dorado County, including the City of Placerville:

- U.S. Highway 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 El Dorado County (in 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 yet been designated. No highways have been locally designated as scenic in the County General Plan or the City of Placerville General Plan (Caltrans 2019). SR 89 in the Tahoe Basin is also designated as a Scenic Highway (El Dorado County 2019). However, since the RTP does not include projects in the 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.

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).

WILD AND SCENIC RIVERS

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 this 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 U.S. 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 USC 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.[2]

[2] Scenic Highways Program website, Frequently Asked Questions. 2025. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways/lap-liv-i-scenic-highways-faq2. Accessed January 2025.

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 CORRDIDOR 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, as well as scenic roads and corridors, throughout the County. New transportation improvements may potentially 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 modifications of the foregrounds of the various scenic viewsheds throughout the County. There is also potential for some 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 broad or open viewsheds, 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 an RTP project would change the view to the mid-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. Some 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 effect that the project would have on the viewshed and to identify project-specific design measures that can be employed to avoid or lessen visual impacts. 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, mid-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. Therefore, this impact would be potentially significant. In order to reduce potential impacts to visual resources, Mitigation Measures 3.1-1 and 3.1-2 would require projects to include design measures to avoid or reduce removal of scenic features and scenic views. Therefore, with implementation of Mitigation Measures 3.1-1 and 3.1-2, potential impacts to scenic resources would be reduced to ***less than significant*** levels.

MITIGATION MEASURES

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 potential lighting and glare impacts. The proposed project would also implement Mitigation Measure 3.1-3 related to lighting standards and minimization of light spillover. With implementation of Mitigation Measure 3.1-3, direct and indirect impacts related to light and glare would be ***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 May 2024);
- El Dorado County General Plan EIR (May 2003);
- Placerville General Plan (January 1990);
- El Dorado and Alpine County Annual Agricultural Crop and Livestock Report (2023);
- The United States Department of Agriculture (USDA) 2022 Agricultural Census Report; and
- The United States Department of Agriculture (USDA) 2017 Agricultural Census 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, the production of fruit and nut crops has become a major contributor to the County's agricultural production value (El Dorado County Department of Agriculture 2023). The timber lands in the higher elevations consist of timber harvesting and recreation.

Although El Dorado County farms make up only approximately 1.9 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 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 totaled approximately $823 million in 2023 (El Dorado County Department of Agriculture 2023).

According to the US Department of Agriculture (USDA) 2022 Agricultural Census for El Dorado County, a total of 1,204 farms encompassed 93,239 acres of farmland (excluding grazing lands. Compared to the USDA 2012 Agricultural Census, El Dorado County saw a 2.5 percent (2,233 acres) increase of total farmland from 2017 to 2022.

Agricultural Production and Value

El Dorado County's total gross value of agricultural crops and products for 2023 was $80,460,656, representing a 64.9 percent increase or $31,678,240 above 2017's value of $48,782,416. The increase in total gross value of agricultural crops in 2023 was mostly due to apples, which saw a whopping 344 percent increase over 2022, when production was extremely low due to damage from a hard April freeze. Apples were the highest value crop in 2023, producing over 10 tons per acre and resulting in a total value of $23.2 million. Livestock was the second highest value crop at $16.8 million, a 27.4 percent increase over the 2022 value. Wine grapes also rebounded after a hard year, yielding a total value of $9.75 million, a 133% increase over the 2022 value. Table 3.2-1 provides the agricultural production summary in El Dorado County in 2023.

TABLE 3.2-1: EL DORADO COUNTY 2023 AGRICULTURAL PRODUCTION SUMMARY BY VALUE

PRODUCT	*2023*
Apples	$23,303,797
Livestock	$16,795,641
Wine Grapes	$9,745,567
Hay and Pasture	$8,363,199
Timber	$7,145,347
Minor and Miscellaneous Crops	$3,625,206
Nursery	$2,840,126
Apiary	$2,243,250
Stone Fruits	$1,831,102
Pears	$1,777,398
Berries	$1,441,043
Christmas Trees	$1,348,980
Total Agricultural Gross Value	**$80,460,656**

SOURCE: 2023 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 2018 indicates that within the county, Prime Farmland encompassed approximately 0.05 percent of total county agricultural land. The remaining agricultural land comprises Farmland of Statewide Importance (0.07 percent), Unique Farmland (0.28 percent), Farmland of Local Importance (5.04 percent), and Grazing Land (16.89 percent) (California Department of Conservation 2025). The types and acreages of farmland totals for 2018 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

LAND USE CATEGORY	*TOTAL ACREAGE 2018*	*% OF SURVEYED FARMLAND 2018*	*% OF TOTAL COUNTY LAND*
Prime Farmland	547	0.10%	0.05%
Farmland of Statewide Importance	807	0.15%	0.07%
Unique Farmland	3,197	0.60%	0.28%
Farmland of Local Importance	58,263	10.86%	5.04%
IMPORTANT FARMLAND SUBTOTAL	*62,814*	11.71%	5.44%
Grazing Land	195,162	36.38%	16.89%
AGRICULTURAL LAND SUBTOTAL	*257,976*	48.09%	22.33%
Urban and Built-up Land	32,170	6.00%	2.78%
Other Land	239,294	44.61%	20.71%
Water Area	6,974	1.30%	0.60%
TOTAL AREA INVENTORIED	536,414	100.00%	46.43%
Total County Land Area	**1,155,200**	--	

SOURCE: CA DEPARTMENT OF CONSERVATION, FARMLAND MAPPING AND MONITORING PROGRAM, TABLE A-6, 2016-2018.

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.

FARMLAND OF STATEWIDE IMPORTANCE

Farmland of statewide importance is farmland with characteristics like 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 to produce 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 one unit to 1.5 acres, or approximately six 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 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.

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 like 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 like 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*
Land Conservation Act* (Williamson Act) – Prime	5,793.03
Land Conservation Act* (Williamson Act) – Non-Prime	27,228.11
Farmland Security Zone*	177.80
TOTAL	**33,198.94**

** TOTALS INCLUDE BOTH CONTINUING TERM AND NONRENEWAL CONTRACTS.*

SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION, CALIFORNIA WILLIAMSON ACT ENROLLMENT FINDER, 2021.

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 (CAL FIRE) 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. 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 four-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");

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.

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 the field of agriculture in addition to preventing existing farms from curtailing or ceasing operations.

RANCH MARKETING ORDINANCE

The County adopted the Ranch Marketing Ordinance (County Code Chapter 130.44) 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. The ordinance was also amended in June 2023 relating to the ability of a ranch marketing operator to hold special events. 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 select agricultural districts. The parcel must be at least 10 acres, with a minimum of five acres in permanent crop production as determined by the Agricultural Commissioner.

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 250 people and may take place up to 24 times per year.

WINERIES ORDINANCE

The Wineries Ordinance (County Code Section 130.40.400) was 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. The Ranch Marketing Ordinance was amended in June 2023, relating to the ability of a winery owner to hold special events. Wineries are permitted by right within specified agricultural and residential zones. The wineries must be located on parcels of 10 acres or more, with a minimum of five 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 select

agricultural zone districts. Outdoor amplified music is permitted by right until 10 p.m., subject to County noise standards. Specific criteria and development standards must be met to comply with this ordinance.

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 negligible, if any, impacts 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 2025-2045 RTP is a long-range planning document; therefore, 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 El Dorado County would benefit from improved movement of their commodities from the farm to the marketplace, because 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 impacts to farmland, as individual RTP projects are contemplated and ultimately constructed. This measure would require protection of comparable farmlands or improvement of farmlands, to off-set the impacts associated with conversion of important or significant farmlands. There is also the possibility that land under a Williamson Act contract would 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 such impacts to a level of insignificance.

Due to the importance of the region's agricultural resources, any impacts to 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)

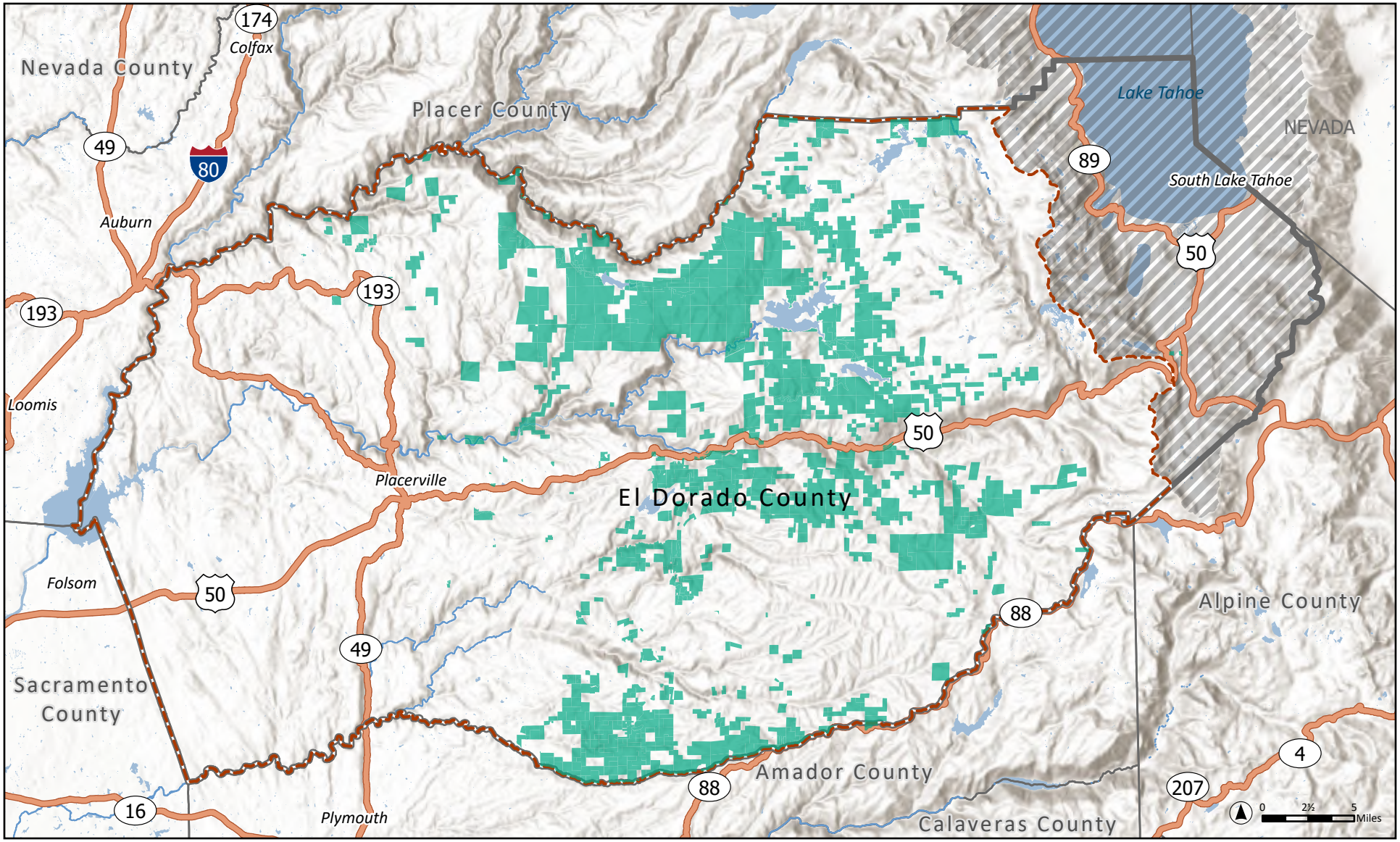
Individual RTP improvement projects have the potential to result in the conversion of some forest lands or timber lands. The majority of the RTP projects would occur within or adjacent to existing rights-of-way, which would result in negligible, if any, impacts to forest lands or timber lands located 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 2025-2045 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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El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

Timber Production Zones

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

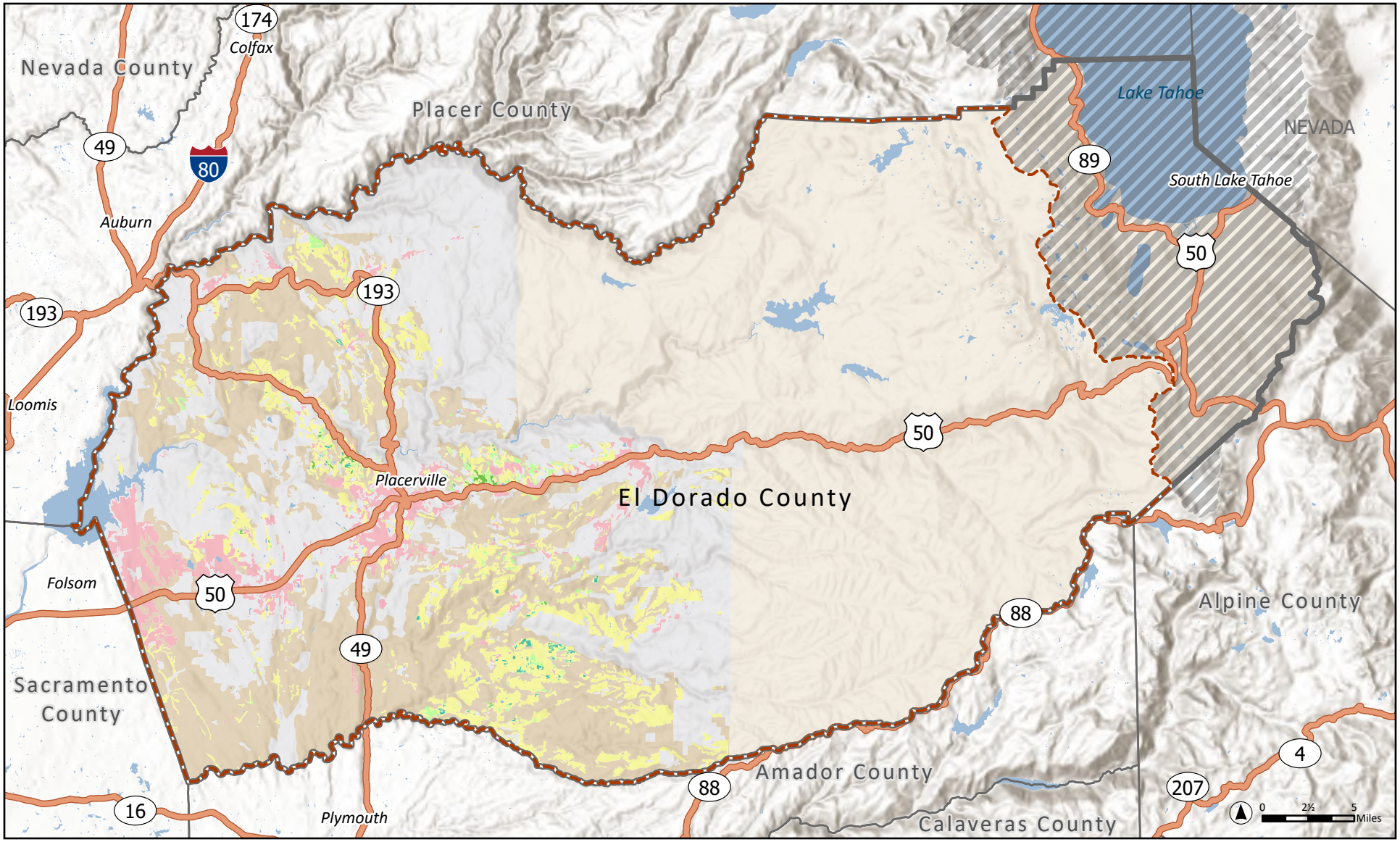
Figure 3.2-1. Timber Production Zones

Sources: El Dorado County Zoning GOTNET Data Extractor; California State Geoportal; USGS Transportation Dataset; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

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El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

Prime Farmland

Farmland of Statewide Importance

Unique Farmland

Grazing Land

Farmland of Local Importance

Other Land

Urban and Built-Up Land

Water

Out of Survey Area

Sources: California Department of Conservation Farmland Mapping and Monitoring Program, 4-18-2025; USGS; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 3.2-2. Important Farmlands

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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 in Section 3.6.

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);
- Sacramento Area Council of Governments (SACOG). 2025a. EMFAC and GHG Results for EDCTC EIR. Personal correspondence with Kyle Shipley of SACOG (5/5/2025).

No comments were received during the public review period related to air quality.

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 in the middle portion of the Mountain Counties Air Basin (MCAB), which includes Plumas, Sierra, Nevada, Placer, El Dorado, Amador, Calaveras, Tuolumne, and Mariposa Counties. MCAB 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 MCAB, including the City of Placerville and the western part of El Dorado County. The largest source of air pollution within MCAB comes from motor vehicles. A portion of El Dorado County is also 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 a specific air basin. The natural topography of the western slope of the Sierra Nevada 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 MCAB.

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 degrees Fahrenheit (°F), but the western end of the County can routinely exceed 100°F.

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.

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 [FCAA]). 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 (O_3) is a photochemical oxidant and the major component of smog. While O_3 in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O_3 at ground level are a major health and environmental concern. O_3 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 O_3 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 O_3 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 O_3 not

[1] The CARB uses the term “Reactive Organic Gases” (ROG) in place of “Volatile Organic Compounds” (VOC).

only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 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 (USEPA, 2025a). 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 (USEPA, 2025b). 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. O_3 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 (CARB, 2025a). 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 (CARB, 2025a).

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,

2024). 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.

Nitrogen dioxide (NO_2) is a brownish, highly reactive gas that is present in all urban atmospheres. The main effect of increased NO_2 is the increased likelihood of respiratory problems. Under ambient conditions, NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone and acid rain and may affect both terrestrial and aquatic ecosystems. Longer exposures to elevated concentrations of NO_2 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 NO_2.

Sulfur dioxide (SO_2) 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 SO_2 emissions in the U.S. is fossil fuel combustion at electric utilities and other industrial facilities. SO_2 is also emitted from certain manufacturing processes and mobile sources, including locomotives, large ships, and construction equipment.

SO_2 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. SO_2 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 SO_2 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 SO_2 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 SO_2 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, SO_2 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, 2025c). Increased ambient SO_2 levels would lead to increased risk of such effects.

SO_2 emissions that lead to high concentrations of SO_2 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.

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 SO_2 and VOCs are also considered particulate matter. PM is generally categorized based on the diameter of the particulate matter: PM_{10} 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 SO_2) 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 causes health impacts even at very low concentrations – indeed, no threshold has been identified below which no damage to health is observed.

Respirable particulate matter (PM_{10}) 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. PM_{10} 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. Like PM_{10}, 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 PM_{10}, 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 PM_{10} 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 (USEPA, 2025d).

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 (CARB).

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 can 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. Each criteria pollutant has more than one average time – for example, the state ambient air quality standard for ozone is monitored over both 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 PM_{10}.

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

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

NOTES: PPM = PARTS PER MILLION, PPB = PARTS PER BILLION, µG/M^3 = MICROGRAMS PER CUBIC METER
SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2025B.

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 based on 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 NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, 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 PM_{10}, 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, 2023.

*= 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
- 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 2021 through 2023. Data for Ozone is provided from the Cool Highway 193 monitoring site located in Auburn. However, recent data for particulate matter (i.e. PM_{10} 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 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.

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

POLLUTANT	CAL. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.087 0.136 0.101	0 / ** 2 / ** 5 / **
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.076 0.080 0.092	5 / 5 15 / 12 20/ 13
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	** ** **	**/** **/** **/**
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	** ** **	**/** **/** **/**

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025A.

*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. PRIMARY STANDARD	FED. PRIMARY STANDARD	YEAR	MAX CONCENTRATION	DAYS EXCEEDED STATE/FED STANDARD
Ozone (O_3) (1-hour)	0.09 ppm (180 µg/m³)	--	2023 2022 2021	0.087 0.136 0.104	0/0 3/2 11/0
Ozone (O_3) (8-hour)	0.070 ppm (137 µg/m³)	0.070 ppm (147 µg/m³)	2023 2022 2021	0.076 0.086 0.096	7/7 27 26 53/49
Particulate Matter (PM_{10}) (24-hour)	50 µg/m³	150 µg/m³	2023 2022 2021	230.4 156.6 121.4	**/** 25.0/1.0 8.0/0.0
Fine Particulate Matter ($PM_{2.5}$) (24-hour)	--	35 µg/m³	2023 2022 2021	189.1 243.9 402.9	**/10.3 **/7.0 **/29.0

SOURCE: CALIFORNIA AIR RESOURCES BOARD (ADAM) AIR POLLUTION SUMMARIES, 2025A.

*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, which requires 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.
- NO_2: The national NO_2 standard was most recently revised in 2010 following an exhaustive review of new literature pointed to evidence for adverse effects in asthmatics at lower NO_2 concentrations than the existing national standard.
- SO_2: On June 2, 2010, a new 1-hour SO_2 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.

FCAA recognizes the importance for each state to locally carry out its requirement, 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. CARB is the State agency with responsibility for preparing and implementing the California SIP.

Transportation Conformity Analysis

Transportation conformity requirements were added to the FCAA in the 1990 amendments, and the USEPA 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 USEPA.

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 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 California Legislature enacted the California Clean Air Act (CCAA) in 1988 to address air quality issues of concern not adequately addressed by the FCAA at the time. California's air quality problems were and continue to be some of the most severe in the nation and required additional actions beyond the federal mandates. CARB administers CAAQS for the 10 air pollutants designated in the CCAA. The 10 State air pollutants are the six pollutants subject to federal standards listed above, as well as visibility reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. USEPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA. Generally, the planning requirements of the FCAA are less stringent than the CCAA; therefore, consistency with the CCAA will also demonstrate consistency with the FCAA.

California Air Quality Standards

Although NAAQS are determined by the USEPA, states can 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 (PM_{10}) 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 Table 3.3-1.

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 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. AQAC provides written comments on the draft ISOR. CARB 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, CARB adopted revisions to the PM_{10} 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 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, CARB has adopted regulations which required auto manufacturers to phase in less polluting vehicles.

Tanner Air Toxics Act (TACs)

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 Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. This includes research, public participation, and scientific peer review before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and has adopted USEPA's list of Hazardous Air Pollutants (HAPs) as TACs. Most recently, diesel PM was added to the CARB list of TACs. Once a TAC is identified, CARB 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 Technologies (BACT) to minimize emissions.

Toxic Air Contaminants Health Effects

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The California Almanac of Emissions and Air Quality presents the relevant concentration and cancer risk data for the 10 TACs that pose the most substantial health risk in California based on available data. The 10 TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. CARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the CARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of DPM.

Transportation Control Measures

The SIP describes the infrastructure (authorities, resources, and programs) California has in place to implement, maintain, and enforce the NAAQS. One aspect of the 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 TCMs, which are strategies 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.

Omnibus Low-NOx Rule

CARB approved the Omnibus Low-NOx Rule on August 28, 2020, which will require engine NOx emissions to be cut to approximately 75 percent below current standards beginning in 2024, and 90 percent below current standards in 2027. The rule also places nine additional regulatory requirements on new heavy-duty trucks and engines. Those additional requirements include a 50% reduction in particulate matter emissions, stringent new low-load and idle standards, a new in-use testing protocol, extended deterioration requirements, a new California-only credit program, and extended mandatory warranty requirements. The regulatory requirements in the Omnibus Low-Nox Rule will first become effective in 2024, at the same time as the Advanced Clean Trucks regulations that CARB approved that require manufacturers to convert increasing percentages of their heavy-duty trucks sold in California to zero-emission vehicles.

Low Emission Vehicle Program

CARB first adopted Low Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the State's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 SIP. In 2012, the CARB adopted the LEV III amendments to California's LEV regulations. These amendments, also known as the Advanced Clean Car Program, include more stringent emission standards for model years 2017

through 2025 for both criteria pollutants and greenhouse gas (GHG) emissions for new passenger vehicles.

On September 23, 2020, Governor Gavin Newsom issued Executive Order N-79-20 establishing a goal that 100 percent of new passenger cars and trucks sold in California shall be zero-emission by 2035. Executive Order N-79-20 also sets a goal that, where feasible, all operations include zero-emission medium- and heavy-duty trucks by 2045 and drayage trucks by 2035. Off-road vehicles have a goal to transition to 100 percent zero-emission vehicles by 2035, where feasible.

On-Road Heavy-Duty Vehicle Program

CARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. CARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others. Further, the CARB has also adopted the Advanced Clean Trucks Regulation and the Advanced Clean Fleets Regulation. The Advanced Clean Trucks Regulation is a manufacturers zero-emission vehicle (ZEV) sales requirement and a one-time reporting requirement for large entities and fleets. Similarly, the Advanced Clean Fleets Regulation will help advance the introduction of zero-emission technologies into California's truck and bus fleets, requiring fleets that are well suited for electrification to transition to ZEVs through requirements to phase in the use of ZEVs for targeted fleets and requirements that manufacturers only manufacture ZEV trucks starting in the 2036 model year.

California Air Resources Board Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, CARB adopted a regulation to reduce DPM and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. The CARB is enforcing that part of the rule with fines up to $10,000 per day for each vehicle in violation. Performance requirements of the rule are based on a fleet's average NOx emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. On November 17, 2022, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation), aimed at further reducing emissions from the off-road sector.

The Off-Road Regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

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 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 2025-2045 RTP conforms to the SIP.

Fugitive Dust

Rule 223 – Fugitive Dust is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, because 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. Rule 223 requires implementing good housekeeping and/or work practices that reduce and control the emissions to the atmosphere.[2]

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 currently consists of an Executive Director, one Senior Transportation Planner, 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, which is updated every five years.

[2] El Dorado County Air Quality Management District, Rule 223 – Fugitive Dust, General Requirements. 2005. Available at: https://www.eldoradocounty.ca.gov/files/assets/county/v/1/documents/government/air-quality/construction-dust-rules/rule_223_fugitive_dust_general_requirements.pdf. Accessed February 2025.

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, El Dorado 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 3.6.

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 2025-2045 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.

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 ensures 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)

	2020		*2035*		*2050*	
EMISSIONS TYPE	*EL DORADO COUNTY*	*SACOG REGIONAL TOTAL*	*EL DORADO COUNTY*	*SACOG REGIONAL TOTAL*	*EL DORADO COUNTY*	*SACOG REGIONAL TOTAL*
ROG	1.35	17.56	0.66	8.37	0.53	6.45
% Reduction from 2020	N/A	N/A	-51.23%	-52.34%	-60.78%	-63.27%
NO_x	1.91	27.24	0.47	8.18	0.25	6.74
% Reduction from 2020	N/A	N/A	-75.39%	-69.98%	-86.91%	-75.26%
$PM_{2.5}$	0.05	0.83	0.03	0.59	0.03	0.62
% Reduction from 2020	N/A	N/A	-40.00%	-28.92%	-40.00%	-25.30%

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR EDCTC EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

The results from the emissions outputs show a downward trend through the 2050 analysis horizon for ROG and NO_x within El Dorado County. Regional air quality emissions are shown to improve during the 2050 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 2050 analysis horizon for ROG, NO_x, and $PM_{2.5}$.

Ozone

O_3 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 O_3 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 O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 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 (USEPA, 2025a). 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 (USEPA, 2025b).

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 is 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 SO_2) 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 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 PM_{10} 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 (USEPA, 2025d).

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 2050 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 2025-2045 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 2025-2045 RTP may also result in beneficial air quality impacts because of the transportation system improvements.

Implementation of the 2025-2045 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 is 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 PM_{10}, 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 PM_{10} 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 2025-2045 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 2025-2045 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, because 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 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 describes the regulatory setting, regional biological resources, and impacts that are likely to result from Project implementation. 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);

There was one comment from the California Department of Fish and Wildlife received during the public review period relating to biological resources.

3.4.1 ENVIRONMENTAL SETTING

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).

El Dorado 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 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, six herbaceous, four aquatic, eight agricultural, one developed, and one non-vegetated. Habitat within El Dorado County can be grouped into several categories, as shown in Figure 3.4-1.

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 occurs 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 most 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. Except for 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 because 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 cold-water 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.

3.4.2 REGULATORY SETTING

FEDERAL

Federal Endangered Species Act

Federally listed threatened and endangered species and their habitats are protected under provisions of FESA of 1973. FESA Section 9 prohibits "take" of threatened or endangered species. "Take" under the FESA is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any of the specifically enumerated conduct." The presence of any Federally threatened or endangered species that are in a project area generally imposes severe constraints on development, particularly if development would result in "take" of the species or its habitat. Under the regulations of the FESA, the USFWS may authorize "take" when it is incidental to, but not the purpose of, an otherwise lawful act.

"Harm" has been defined by the regulations of the USFWS to include types of "significant habitat modification or degradation." The U.S. Supreme Court, in *Babbit v. Sweet Home*, 515 U.S. 687, ruled that "harm" may include habitat modification "...where it actually kills or injures wildlife by

significantly impairing essential behavioral patterns, including breeding, feeding or sheltering." Activities that may result in "take" of individuals are regulated by USFWS.

Under the FESA, "Critical Habitat" is also designated at the time of listing or within one year of listing. "Critical Habitat" refers to habitat or a specific geographic area that contains the elements and features that are essential for the survival and recovery of the species. In the event a project may result in take or in adverse effects to a species' designated Critical Habitat, the project proponent may be required to provide mitigation. If the project has a federal nexus (i.e., occurs on federal land, is issued federal permits, or receives any other federal oversight or funding), the proponent would be required to enter Section 7 informal and/or formal consultations with the USFWS to obtain, if possible, a biological opinion allowing for incidental take of the species in question. If the project is on private land or would not require any federal permits, the proponent would be required to prepare a habitat management plan to address the impacts.

The FESA defines as "endangered" any plant or animal species that is in danger of extinction throughout all or a significant portion of its range. A "threatened" species is a species that is likely to become endangered in the foreseeable future. A "proposed" species is one that has been officially proposed by USFWS for addition to the federal threatened and endangered species list.

USFWS produced an updated list of candidate species for listing in June 2002. Candidate species are regarded by USFWS as candidates for addition to the "List of Endangered and Threatened Wildlife and Plants." Although candidate species are not afforded legal protection under the FESA, they typically receive special attention from Federal and State agencies during the environmental review process.

USFWS also uses the label "species of concern," an informal term that refers to species which might need concentrated conservation actions. As the species of concern designated by USFWS do not receive formal legal protection, the use of the term does not necessarily ensure that the species would be proposed for listing as a threatened or endangered species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) makes it unlawful to pursue, capture, kill, or possess or attempt to do the same to any migratory bird or part, nest, or egg of any such bird listed in wildlife protection treaties between the United States, Great Britain, Mexico, Japan, and the countries of the former Soviet Union, and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs.

Bald and Golden Eagle Preservation Act

The Bald and Golden Eagle Protection Act provides for the protection of the bald eagle (*Haliaeetus leucocephalus*) and the golden eagle (*Aquila chrysaetos*) by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds. "Take" under the Act includes actions which significantly disturb eagles. 1972 amendments increased penalties for violating provisions of the Act and strengthened other enforcement measures. A 1978 amendment

authorized the Secretary of the Interior to permit the taking of golden eagle nests that interfere with resource development or recovery operations, and recent amendments authorize USFWS to issue permits for incidental and practically unavoidable take of eagles.

Section 404 of the Clean Water Act

Clean Water Act (CWA) Section 404 requires that a permit be obtained from the U.S. Army Corps of Engineers (USACE) prior to the discharge of dredged or fill materials into any "waters of the United States or wetlands." Waters of the United States are broadly defined in the USACE regulations to include navigable waterways, their tributaries, lakes, ponds, and wetlands. Wetlands are defined as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Wetlands that are not specifically exempt from Section 404 regulations (such as drainage channels excavated on dry land) are "jurisdictional wetlands." In *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*, the Court acted to limit the regulatory jurisdiction of the Corps under CWA Section 404 as it applies to adjacent waters. Specifically, the Court ruled that waters that are non-navigable, isolated, and intrastate are not subject to the USACE jurisdiction. USACE is required to consult with the USFWS, Federal Environmental Protection Agency, and State Regional Water Quality Control Board (RWQCB), among other agencies, in carrying out its discretionary authority under Section 404.

USACE grants two types of permits, individual and nationwide. Project-specific individual permits are required for certain activities that may have a potential for more than a minimal impact and necessitate a detailed application. The most common type of permit is a nationwide permit. Nationwide permits authorize activities on a nationwide basis unless specifically limited and are designed to regulate with little delay or paperwork certain activities having minimal impacts. Nationwide permits typically take two to three months to obtain whereas individual permits can take a year or more. To qualify for a nationwide permit, specific criteria must be met. If the criteria restrictions are met, permittees may proceed with certain activities without notifying the Corps. Some nationwide permits require a pre-construction notification before activities can begin.

Section 401 of the Clean Water Act

Applicants for a federal license or permit for activities which may discharge to waters of the U.S. must seek Water Quality Certification from the State or Indian tribe with jurisdiction. The Water Quality Certification is based on a finding that the discharge would meet water quality standards and other applicable requirements. In California, RWQCBs issue or deny Certification for discharges within their geographical jurisdiction. Water Quality Certification must be based on a finding that the proposed discharge would comply with water quality standards, which are defined as numeric and narrative objectives in each RWQCB's Basin Plan. Where applicable, the State Water Resources Control Board (SWRCB) has this responsibility for projects affecting waters within the jurisdiction of multiple RWQCBs. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the U.S., including wetlands.

CWA Section 401 requires that "any applicant for a Federal permit for activities that involve a discharge to waters of the State, shall provide the Federal permitting agency a certification from the State in which the discharge is proposed that states that the discharge would comply with the applicable provisions under the federal Clean Water Act." Therefore, before USACE would issue a Section 404 permit, applicants must apply for and receive a Section 401 water quality certification from the RWQCB.

STATE

California Endangered Species Act (California Fish and Game Code Section 2050 et seq.)

State-listed threatened and endangered species are protected under provisions of the CESA. Activities that may result in "take" of individuals (defined in CESA as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") are regulated by the CDFW. Habitat degradation or modification is not included in the definition of "take" under CESA. Nonetheless, CDFW has interpreted "take" to include the destruction of nesting, denning, or foraging habitat necessary to maintain a viable breeding population of protected species.

The State of California considers an endangered species as one whose prospects of survival and reproduction are in immediate jeopardy. A threatened species is considered as one present in such small numbers throughout its range that it is likely to become an endangered species in the future in the absence of special protection or management. A rare species is one that is considered present in such small numbers throughout its range that it may become endangered if its present environment worsens. State threatened and endangered species are fully protected against take, as defined above.

CDFW has also produced a Species of Special Concern list to serve as a species watch list. Species on this list are either of limited distribution or their habitats have been reduced substantially, such that a threat to their populations may be imminent. Species of special concern may receive special attention during environmental review, but they do not have formal statutory protection.

California Environmental Quality Act

CEQA Guidelines Section 15380 independently defines "endangered" and "rare" species separately from the definitions in the CESA. Under CEQA, "endangered" species of plants or animals are defined as those whose survival and reproduction in the wild are in immediate jeopardy, while "rare" species are defined as those who are in such low numbers that they could become endangered if their environment worsens.

Lake and Streambed Alteration Program (California Fish and Game Code Sections 1600 through 1616)

CFGC Sections 1600 through 1616 establish a fee-based process to ensure that projects conducted in and around lakes, rivers, or streams do not adversely impact fish and wildlife resources, or, when

adverse impacts cannot be avoided, ensures that adequate mitigation and/or compensation is provided.

CFGC Section 1602 requires any person, State, or local governmental agency or public utility to notify the CDFW before beginning any activity that would do one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the State. CDFW's regulatory authority extends to include riparian habitat (including wetlands) supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. Generally, the CDFW takes jurisdiction to the top of bank of the stream or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Notification is generally required for any project that would take place in or in the vicinity of a river, stream, lake, or their tributaries. This includes rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life and water sources having a surface or subsurface flow that support or have supported riparian vegetation.

Native Plant Protection Act (Fish and Game Code Sections 1900 through 1913)

CFGC Sections 1900 through 1913 were developed to preserve, protect, and enhance Rare and Endangered plants in the State of California. The Native Plant Protection Act requires all State agencies to use their authority to carry out programs to conserve Endangered and Rare native plants. Provisions of the Native Plant Protection Act prohibit the taking of listed plants from the wild and require notification of the CDFW at least ten days in advance of any change in land use which would adversely impact listed plants. This allows CDFW to salvage listed plant species that would otherwise be destroyed.

California Fish and Game Code Sections 3503, 3503.5, 3511, 3513, 4700, 5050, and 5515

CDFW administers the CFGC, and there are sections of the CFGC that are applicable to natural resource management. For example, CFGC Section 3503 makes it unlawful to destroy the nests or eggs of any birds that are protected under the MBTA. Furthermore, any birds in the orders Falconiformes or Strigiformes (Birds of Prey, such as hawks, eagles, and owls) are protected under CFGC Section 3503.5 which makes it unlawful to take, possess, or destroy their nest or eggs. A consultation with CDFW would be required prior to the removal of any bird of prey nest that may occur on a project site. CFGC Sections 3511, 4700, 5050, and 5515 list fully protected bird, mammal, reptile and amphibian, and fish species, respectively. CDFW is unable to authorize the issuance of permits or licenses to take these species. Examples of species that are State fully protected include

golden eagle and white-tailed kite (*Elanus leucurus*). CFGC Section 3513 makes it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

California Native Plant Society Rare or Endangered Plant Species

Vascular plants listed as rare or endangered by the CNPS, but which have no designated status under FESA and CESA legislation are defined as follows:

- California Rare Plant Rank
  1A. Plants Presumed Extirpated in California and either Rare or Extinct Elsewhere
  1B. Plants Rare, Threatened, or Endangered in California and Elsewhere
  2A. Plants Presumed Extirpated in California, But More Common Elsewhere
  2B. Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
  3. Plants about Which More Information is Needed - A Review List
  4. Plants of Limited Distribution - A Watch List

- Threat Ranks
  1. Seriously threatened in California (over 80 percent of occurrences threatened/high degree and immediacy of threat)
  2. Moderately threatened in California (20-80 percent occurrences threatened/moderate degree and immediacy of threat)
  3. Not very threatened in California (<20 percent of occurrences threatened/low degree and immediacy of threat or no current threats known)

LOCAL

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. The ORMO 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.

El Dorado County General Plan

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

LAND USE ELEMENT

Policy 2.2.2.4: The purpose of the Ecological Preserve (-EP) overlay designation is to identify those properties in public or private ownership which have potential to be established or have been established as habitat preserve areas for rare or endangered plant and animal species and/or critical wildlife habitat and/or natural communities of high quality or of Statewide importance and/or Stream Environment Zones (SEZ) as established in the Tahoe Basin. Ecological preserves may be established by private contract and/or memoranda of understanding affecting interested public agencies.

A. The Ecological Preserve overlay designation shall be combined with a basic land use designation that is appropriate for the area. The overlay will enable the land use densities or building intensities for a discretionary project to be transferred to other lands, clustered, or otherwise mitigated to maintain the Preserve.

B. The implementation strategies for the designated Ecological Preserve overlay lands shall be developed and approved by the Board of Supervisors prior to the designation taking effect. Implementation strategies shall not change the base land use designation.

C. Within the Tahoe Basin, the Ecological Preserve overlay shall apply to SEZ as established by Section 37.3 of the Tahoe Regional Planning Agency Code of Ordinances.

Policy 2.2.2.8: The Important Biological Corridor (-IBC) overlay shall be as set forth in Policy 7.4.2.9. Where the -IBC Overlay is applied to lands that are also subject to the Agricultural District (-A) overlay or that are within the Agricultural Lands (AL) designation, the land use restrictions associated with the -IBC policies will not apply to the extent that the agricultural practices do not interfere with the purposes of the -IBC overlay.

CONSERVATION AND OPEN SPACE ELEMENT

Objective 7.3.3: WETLANDS – Protection of natural and man-made wetlands, vernal pools, wet meadows, and riparian areas from impacts related to development for their importance to wildlife habitat, water purification, scenic values, and unique and sensitive plant life.

Policy 7.3.3.1: For projects that would result in the discharge of material to or that may affect the function and value of river, stream, lake, pond, or wetland features, the application shall include a delineation of all such features. For wetlands, the delineation shall be conducted using the U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual

Policy 7.3.3.3: The County shall develop a database of important surface water features, including lake, river, stream, pond, and wetland resources.

Policy 7.3.3.4: The Zoning Ordinance shall be amended to provide buffers and special setbacks for the protection of riparian areas and wetlands. The County shall encourage the incorporation of protected areas into conservation easements or natural resource protection areas.

Exceptions to riparian and wetland buffer and setback requirements shall be provided to permit necessary road and bridge repair and construction, trail construction, and other

recreational access structures such as docks and piers, or where such buffers deny reasonable use of the property, but only when appropriate mitigation measures and Best Management Practices are incorporated into the project. Exceptions shall also be provided for horticultural and grazing activities on agriculturally zoned lands that utilize "best management practices (BMPs)" as recommended by the County Agricultural Commission and adopted by the Board of Supervisors.

Until standards for buffers and special setbacks are established in the Zoning Ordinance, the County shall apply a minimum setback of 100 feet from all perennial streams, rivers, lakes, and 50 feet from intermittent streams and wetlands. These interim standards may be modified in a particular instance if more detailed information relating to slope, soil stability, vegetation, habitat, or other site- or project-specific conditions supplied as part of the review for a specific project demonstrates that a different setback is necessary or would be sufficient to protect the particular riparian area at issue.

For projects where the County allows an exception to wetland and riparian buffers, development in or immediately adjacent to such features shall be planned so that impacts on the resources are minimized. If avoidance and minimization are not feasible, the County shall make findings, based on documentation provided by the project proponent, that avoidance and minimization are infeasible.

Policy 7.3.3.5: Rivers, streams, lakes and ponds, and wetlands shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site while disturbance to the resource is avoided or minimized and fragmentation is limited.

Goal 7.4 WILDLIFE AND VEGETATION RESOURCES – Identify, conserve, and manage wildlife, wildlife habitat, fisheries, and vegetation resources of significant biological, ecological, and recreational value.

Objective 7.4.1: PINE HILL RARE PLANT SPECIES - The County shall protect Pine Hill rare plant species and their habitats consistent with Federal and State laws.

Policy 7.4.1.1: The County shall continue to provide for the permanent protection of the eight sensitive plant species known as the Pine Hill endemics and their habitat through the establishment and management of ecological preserves consistent with County Code Chapter 130.71 and the USFWS's Gabbro Soil Plants for the Central Sierra Nevada Foothills Recovery Plan (USFWS 2002).

Objective 7.4.2: IDENTIFY AND PROTECT RESOURCES - Identification and protection, where feasible, of critical fish and wildlife habitat including deer winter, summer, and fawning ranges; deer migration routes; stream and river riparian habitat; lake shore habitat; fish spawning areas; wetlands; wildlife corridors; and diverse wildlife habitat.

Policy 7.4.2.1: The County will coordinate wildlife and vegetation protection programs with appropriate Federal and State agencies.

Policy 7.4.2.2: The County shall continue to support the Noxious Weed Management Group in its efforts to reduce and eliminate noxious weed infestations to protect native habitats and to reduce fire hazards.

Policy 7.4.2.3: Consistent with Policy 9.1.3.1 of the Parks and Recreation Element, low impact uses such as trails and linear parks may be provided within river and stream buffers if all applicable mitigation measures are incorporated into the design.

Policy 7.4.2.4: Protect and preserve wildlife habitat corridors within public parks and natural resource protection areas to allow for wildlife use. Recreational uses within these areas shall be limited to those activities that do not require grading or vegetation removal.

Policy 7.4.2.5: Setbacks from all rivers, streams, and lakes shall be included in the Zoning Ordinance for all ministerial and discretionary development projects.

Conserve contiguous blocks of important habitat to offset the effects of increased habitat loss and fragmentation elsewhere in the County through a Biological Resource Mitigation Program (Program). The Program will result in the conservation of:

1. Habitats that support special status species;
2. Aquatic environments including streams, rivers, and lakes;
3. Wetland and riparian habitat;
4. Important habitat for migratory deer herds; and
5. Large expanses of native vegetation.

A. Habitat Protection Strategy. The Program establishes mitigation ratios to offset impacts to special-status species habitat and special-status vegetation communities within the County.

Special-status species include plants and animals in the following categories:

- Species listed or proposed for listing as Threatened or Endangered under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA);
- Species considered as candidates for listing as Threatened or Endangered under ESA or CESA;
- Wildlife species identified by California Department of Fish and Wildlife (CDFW) as Species of Special Concern;
- Wildlife species identified by US Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) as Species of Concern;
- Plants listed as Endangered or Rare under the California Native Plant Protection Act;
- Animals fully protected under the California Fish and Game Code;
- Plants that have a California Native Plant Society (CNPS) California Rare Plant Rank (CRPR) of 1A (plants presumed extirpated in California and either rare or extinct elsewhere), 1B (plants rare, threatened, or endangered in California and elsewhere), 2A (plants presumed extirpated in California, but more common elsewhere), or 2B (plants rare, threatened, or endangered in California, but more common elsewhere). The CNPS CRPRs are used by both CDFW and USFWS in their consideration of formal species protection under ESA or CESA.

With the exception of oak woodlands, which would be mitigated in accordance with the ORMP (see General Plan Policy 7.4.4.4), and Pine Hill rare plant species and their habitat, which would be mitigated in accordance with County Code Chapter 130.71 (see General Plan Policy 7.4.1.1), mitigation of impacts to vegetation communities will be implemented in accordance with the table below. Preservation and creation of the following vegetation communities will ensure that the current range and distribution of special-status species within the County are maintained.

B. Wildlife Movement for future 4- and 6- and 8-lane roadway construction projects. Consideration of wildlife movement will be given by the County on all future 4-, 6, and 8-lane roadway construction and widening projects. Impacts on public safety and wildlife movement for projects that include new roads of 4 or more lanes or the widening of roads to 4 or more lanes will be evaluated during the development review process (see Section C below). The analysis of wildlife movement impacts will take into account the conditions of the project site and surrounding property to determine whether wildlife undercrossings are warranted and, if so, the type, size, and locations that would best mitigate a project's impacts on wildlife movement and associated public safety.

C. Biological Resources Assessment. A site-specific biological resources technical report will be required to determine the presence of special-status biological resources that may be affected by a proposed discretionary project. Vegetation communities and special-status plants shall be mapped and assessed in accordance with the CDFG 2009 Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities and subsequent updates, and the List of Vegetation Alliances and Associations (CDFG 2010) and subsequent updates. Any surveys conducted to evaluate potential presence of special-status wildlife species shall conform to practices recommended by CDFW and/or USFWS at the time of the surveys. The report will include an assessment of direct, indirect and cumulative impacts to biological resources, including vegetation communities, plant and wildlife species and wildlife movement. The report shall include recommendations for:

- pre-construction surveys and avoidance/protection measures for nesting birds;
- pre-construction surveys and avoidance/protection measures for roosting bats;
- avoidance and minimization measures to reduce impacts related to entrapment, entanglement, injury, or poisoning of wildlife; and
- avoidance and minimization measures to reduce indirect impacts to wildlife in open space adjacent to a project site.

The results of the biological resources technical report shall be used as the basis for establishing mitigation requirements in conformance with this policy and the Oak Resources Management Plan (ORMP, see General Plan Policy 7.4.4.4).

D. Habitat Protection. Mitigation for impacts to vegetation communities defined above in Section A will occur within the County on a minimum contiguous habitat block of 5 acres. Wetlands mitigation may occur within mitigation banks and/or outside the County if within the watershed of impact. Mitigation sites will be prioritized based on the following criteria:

- Location within PCAs and IBCs
- Location within other important ecological areas, as defined in the Updated INRMP Initial Inventory and Mapping (June 2010);
- Woodland, forest and shrub communities with diverse age structure;
- Woodland and forest communities with large trees and dense canopies;
- Opportunities for active land management to be used to enhance or restore natural ecosystem processes;
- Presence of or potential to support special-status species;
- Connectivity with adjacent protected lands;
- Parcels that achieve multiple agency and community benefits;
- Parcels that are located generally to the west of the Eldorado National Forest; and
- Parcels that would preserve natural wildlife movement corridors such as crossings under major roadways (e.g., U.S. Highway 50 and across canyons).

E. Mitigation Assistance. The County will establish and maintain a database of willing sellers of land for mitigation of biological resource impacts within the County. The County will manage the database as a voluntary program wherein landowners must opt-in to be included in the database by contacting the County. The database will include the following information:

- Property owner name
- Assessor's Parcel Number
- Parcel acreage
- General vegetation communities as mapped in the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP) database
- Location within PCA, IBC, or important ecological area, as defined in the Updated INRMP Initial Inventory and Mapping (June 2010).

F. Mitigation Monitoring. Prior to final approval of an individual development project, applicants shall submit to the County a Mitigation Monitoring Plan that provides for periodic monitoring of preserved lands to assess effectiveness of the measures implemented to protect special-status and native species. The Mitigation Monitoring Plan shall demonstrate that funding is secured to implement the monitoring strategy in perpetuity.

Policy 7.4.2.9: The Important Biological Corridor (-IBC) overlay shall apply to lands identified as having high wildlife habitat values because of extent, habitat function, connectivity, and other factors. Lands located within the overlay district shall be subject to the following provisions except that where the overlay is applied to lands that are also subject to the Agricultural District (-A) overlay or that are within the Agricultural Lands (AL) designation, the land use restrictions associated with the -IBC policies will not apply to the extent that the agricultural practices do not interfere with the purposes of the -IBC overlay:

- In order to evaluate project-specific compatibility with the -IBC overlay, applicants for discretionary projects (and applicants for ministerial projects within the Weber Creek Canyon IBC) shall be required to provide to the County a biological resources technical report (meeting the requirements identified in Section A of Policy 7.4.2.8 above). The site-specific biological resources technical report will determine the

presence of special-status species or habitat for such species (as defined in Section B of Policy 7.4.2.8 above) that may be affected by a proposed project as well as the presence of wildlife corridors particularly those used by large mammals such as mountain lion, bobcat, mule deer, American black bear, and coyote. Properties within the -IBC overlay that are found to support wildlife movement shall provide mitigation to ensure there is no net loss of wildlife movement function and value for special-status species, as well as large mammals such as mountain lion, bobcat, mule deer, American black bear, and coyote. Mitigation measures may include land use siting and design tools.

Wildland Fire Safe measures (actions conducted in accordance with an approved Fire Safe Plan for existing structures or defensible space maintenance for existing structures consistent with California Public Resources Code Section 4291) are exempt from this policy, except that Fire Safe measures will be designed insofar as possible to be consistent with the objectives of the Important Biological Corridor. Wildland Fire Safe measures for proposed projects are not exempt from this policy.

Objective 7.4.4: FOREST, OAK WOODLAND, AND TREE RESOURCES – Protect and conserve forest, oak woodland, and tree resources for their wildlife habitat, recreation, water production, domestic livestock grazing, production of a sustainable flow of wood products, and aesthetic values.

Policy 7.4.4.1: The Natural Resource land use designation shall be used to protect important forest resources from uses incompatible with timber harvesting.

Policy 7.4.4.2: Through the review of discretionary projects, the County, consistent with any limitations imposed by State law, shall encourage the conservation protection, planting, restoration, and regeneration of native trees in new developments and within existing communities.

Policy 7.4.4.3: Encourage the clustering of development to retain the largest contiguous areas of forests and oak woodlands possible.

Policy 7.4.4.4: For all new development projects or actions that result in impacts to oak woodlands and/or individual native oak trees, including Heritage Trees, the County shall require mitigation as outlined in the El Dorado County Oak Resources Management Plan (ORMP). The ORMP functions as the oak resources component of the County's biological resources mitigation program, identified in Policy 7.4.2.8.

Goal 7.6 OPEN SPACE CONSERVATION – Conserve open space land for the continuation of the County's rural character, commercial agriculture, forestry and other productive uses, the enjoyment of scenic beauty and recreation, the protection of natural resources, for protection from natural hazards, and for wildlife habitat.

Objective 7.6.1: IMPORTANCE OF OPEN SPACE – Consideration of open space as an important factor in the County's quality of life.

Policy 7.6.1.1: The General Plan land use map shall include an Open Space land use designation. The purpose of this designation is to implement the goals and objectives of the

Land Use and the Conservation and Open Space Elements by serving one or more of the purposes stated below. In addition, the designations on the land use map for Rural Residential and Natural Resource areas are also intended to implement said goals and objectives. Primary purposes of open space include:

A. Conserving natural resource areas required for the conservation of plant and animal life including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, banks of rivers and streams and watershed lands;

B. Conserving natural resource lands for the managed production of resources including forest products, rangeland, agricultural lands important to the production of food and fiber; and areas containing important mineral deposits;

C. Maintaining areas of importance for outdoor recreation including areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes including those providing access to lake shores, beaches and rivers and streams; and areas which serve as links between major recreation and open space reservations including utility easements, banks of rivers and streams, trails and scenic highway corridors;

D. Delineating open space for public health and safety including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality; and

E. Providing for open spaces to create buffers which may be landscaped to minimize the adverse impact of one land use on another.

El Dorado County Zoning Ordinance

The County Zoning Ordinance (Title 130 of the County Code) consists of various ordinances that relate to biological resources. Chapter 130.30 of the Zoning Ordinance establishes the County's general development standards for development within all zone districts. These include requirements for minimum size and width of lots, setbacks, height limits, fences and walls (including retaining walls), hillside development, and gates.

Section 130.30.030.G identifies setbacks required for the protection of wetlands and sensitive riparian habitat. For ministerial project permits, the minimum required setbacks are 25 feet from any intermittent stream, wetland, or sensitive riparian habitat and 50 feet from any perennial lake, river, or stream. For projects subject to discretionary development approvals, setbacks must sufficient to reduction impacts to wetlands and sensitive riparian habitat to a less than significant level, as determined by a biological resource evaluation. In addition, Table 130.30.030.G.1 establishes specific riparian setbacks from major lakes, reservoirs, rivers, streams, and creeks.

Section 130.30.060 regulates development and creation of new lots on land containing slope gradients of 30 percent or greater. Specifically, this section prohibits development on such slopes with a vertical height of 50 or more feet and requires that any developed allowed on slopes 30

percent or greater must be subject to issuance of a grading or building permit and include an erosion and sediment control plan. Exceptions to these restrictions are provided where reasonable use of an existing lot or parcel would otherwise be denied.

Chapter 130.71 of the Zoning Ordinance establishes the County's ecological preserve fee program. The program implements General Plan Policy 7.4.1.1, which requires the permanent protection of the eight sensitive plant species known as the Pine Hill endemics and their gabbro soil-based habitat through the establishment and management of ecological preserves. The protected plants are as follows:

- El Dorado bedstraw (*Galium californicum ssp. sierrae*)
- Layne's butterweed (*Senecio layneae*)
- Pine Hill ceanothus (*Ceanothus roderickii*)
- Pine Hill flannel bush (*Fremontodendron californicum ssp. decumbens*)
- Stebbins' morning glory (*Calystegia stebbinsii*)
- Bisbee Peak rush-rose (*Helianthemum suffrutescens*)
- El Dorado mule ears (*Wyethia reticulata*)
- Red Hills soaproot (*Chlorogalum grandiflorum*)

Acquisition and restoration of rare plant habitat must be equal to 1.5 times the number of acres developed. Off-site mitigation must be conducted according to guidelines established by the County and is subject to review by representatives of USFWS and CDFW. More commonly, development relies on the Zoning Ordinance's in-lieu fee option. That option collects a per-unit fee from new development that is used to fund the local cost of the Rare Plant Mitigation Program.

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 biological resources. Listed below are the relevant policies.

NATURAL, CULTURAL, AND SCENIC RESOURCES ELEMENT

Goal D: To protect Placerville's natural vegetation and diverse wildlife.

> **Policy 1:** The City shall make every effort to protect riparian vegetation. To this end, buildings and improvements shall be set back from watercourses.
>
> **Policy 2:** The City shall ensure that channel improvements to and tree and brush clearance activities along creeks within the city do not unnecessarily disturb riparian vegetation.
>
> **Policy 3:** New development shall be sited to protect native tree species, riparian vegetation, important concentrations of natural plants, and important wildlife habitat, to minimize visual impacts and to provide for continuity of wildlife corridors.
>
> **Policy 4:** The City shall use parkland and open-space areas with subdivisions to preserve natural areas and wildlife habitat.

Policy 5: The City should develop an area with a good representation of plant communities and wildlife as a nature study area.

Policy 6: To retain the natural landscape character of Placerville, introduced plants in public and private landscaping should be subordinate to and compatible with existing natural landscape.

Policy 7: The City shall encourage creative site planning which will minimize the destruction of trees.

Policy 8: The City shall condition development approval to minimum grading, disturbance of root systems, and compaction of soil under the drip line of trees during construction.

Policy 9: The City shall seek to protect and manage Placerville's tree cover to maximize ecological and aesthetic values consistent with the reasonably economic enjoyment of private property. To this end, the City shall adopt and enforce a Historical Tree Ordinance.

3.4.3 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 biological resources if it will:

- 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;
- 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;
- 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;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: 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 (less than significant with mitigation)

Construction and maintenance activities associated with the 2045 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 implementation of the 2045 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, which 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. Therefore, Mitigation Measure 3.4-1 would ensure that any potential for impacts to special status species is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-1: *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, and U.S. Army Corps of Engineers) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.*

Impact 3.4-2: 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, or 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 (less than significant with mitigation)

The 2045 RTP 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 because of a project, the agency must require oak woodlands mitigation alternatives to mitigate the significant effect. Such mitigation alternatives include: conservation using 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 2045 RTP projects. This impact could result in adverse effects on wetlands, riparian, or other sensitive natural communities.

Mitigation Measures 3.4-2, 3.4-3, and 3.4-4 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, 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 Mitigation Measures 3.4-2, 3.4-3, and 3.4-4 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-2: *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 3.4-3: *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 feet from edge), riparian area (100 feet from edge), and other aquatic habitats (250 feet 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 four 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 3.4-4: *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.*

Impact 3.4-3: 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 (less than significant with mitigation)

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. Mitigation Measure 3.4-5 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 of Mitigation Measure 3.4-5 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-5: *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., U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, and U.S. Army Corps of Engineers) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities, consistent with El Dorado County requirements.*

Impact 3.4-4: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (less than significant with mitigation)

The El Dorado County Board of Supervisors adopted the Biological Resources Policy Update and ORMP in October 2017, which 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. The ORMP 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 2045 RTP projects associated with the proposed project would comply with the requirements of the ORMP.

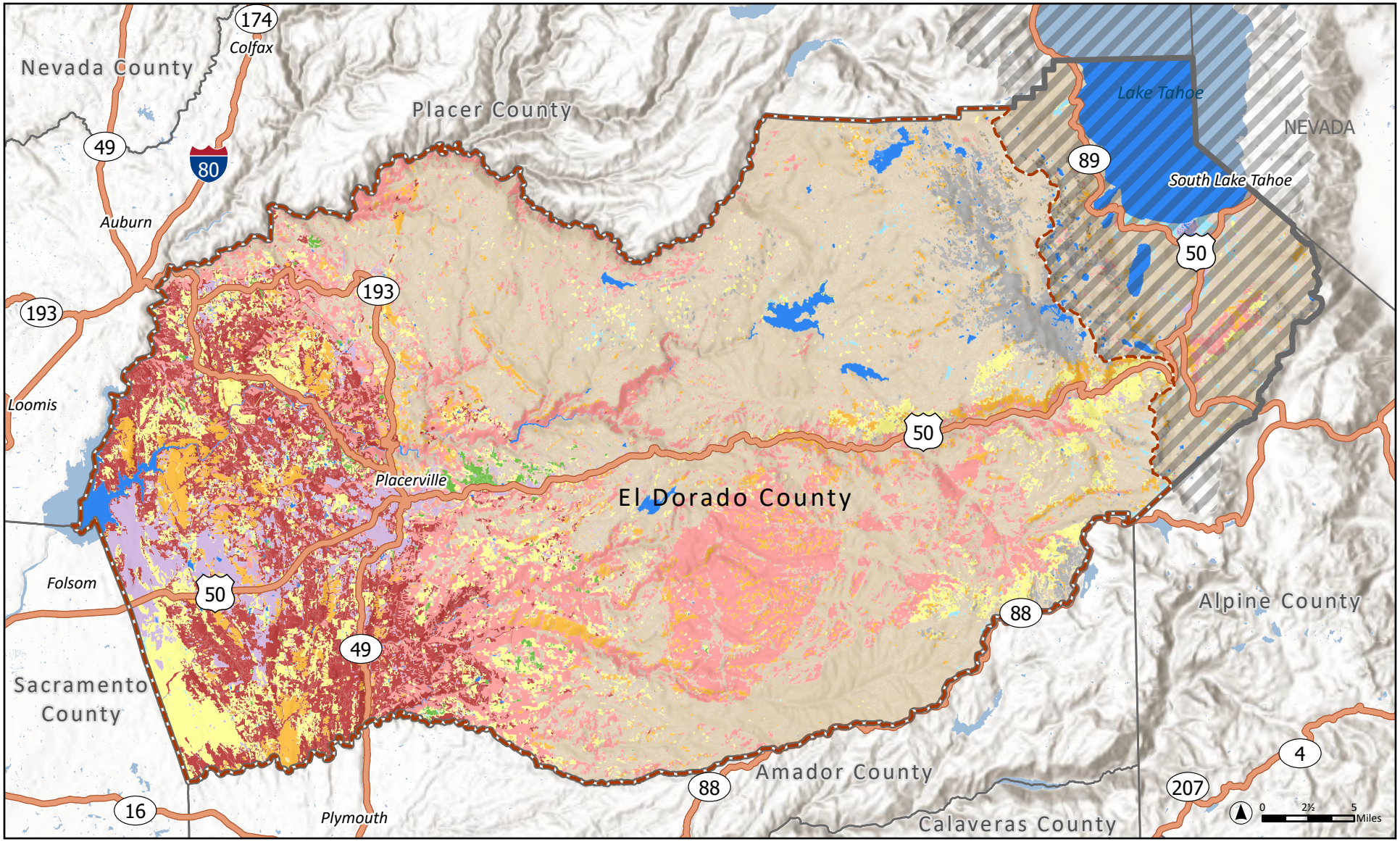
Additionally, the El Dorado County General Plan includes policies that provide requirements for development on sites within the Important Biological Corridor (-IBC) overlay, including that development projects must achieve a "no net loss" standard for wildlife movement functions and values as determined 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 3.4-6, the proposed project would comply with all policies and objectives as provided in the El Dorado County General Plan.

Separately, there is no adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP) approved in El Dorado County. However, if an HCP or NCCP were to be adopted, implementation of Mitigation Measure 3.4-6 would ensure that any potential for conflict is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.4-6: *If a Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (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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El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

Agriculture

Conifer Forest

Conifer Woodland

Hardwood Forest

Hardwood Woodland

Herbaceous

Shrub

Wetland

Water

Barren

Urban

Sources: CAL FIRE FRAP, California Vegetation by Wildlife Habitat Relations (CWHR) Type, 2022; USGS: TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 3.4-1. Land Cover Types

el dorado county edctc TRANSPORTATION COMMISSION

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

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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).

No public comments were 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'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.

3.5.1 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 General Plan EIR 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

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 Windmiller, 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 Seyfart 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 Windmiller 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 Windmiller 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).

Windmiller 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 Windmiller 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 Patter 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 Washo 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 (U.S. 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 U.S. 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 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 County industry, with logs shipped to the single remaining mill in Camino or sawmills in other areas.

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).

The main source of rail traffic along the line was to transport timber from the El Dorado National Forest, as well as locally grown fruit which was packed and loaded in Placerville. Timber was hauled to Placerville on 65 miles of logging railroads, including California Door Company's narrow gauge Diamond and Caldor Railway and Michigan California Lumber Company's eight-mile standard gauge Camino, Placerville and Lake Tahoe Railroad. When the Michigan California Lumber Company closed their mill at Camino in 1986, the Camino, Placerville and Lake Tahoe Railroad operations ended between Camino and Placerville, and scrapping of the track was completed that year. In August 1989, Southern Pacific operations between Folsom and Placerville ended, less than 18 months after the line's 100th anniversary (Placerville & Sacramento Valley Railroad 2024).

On October 1, 1991, the Sacramento-Placerville Transportation Corridor (SPTC) Joint Powers Authority (JPA), made up of the City of Folsom, the County of El Dorado, the County of Sacramento, and Sacramento Regional Transit District, was formed for the purpose of acquiring and preserving the Placerville Branch railroad corridor between Sacramento and Placerville as a rail-banked corridor under the Rails to Trails Act. The SPTC JPA successfully negotiated an agreement with Southern Pacific, and a Notice of Interim Trail Use was subsequently issued by the Surface Transportation Board, on July 27, 1995 (Placerville & Sacramento Valley Railroad 2024).

The County is actively developing the El Dorado Trail within the SPTC right-of-way. The multi-use trail is envisioned as ultimately traversing the length of El Dorado County from its western border to the Tahoe Basin. Several sections have been developed to date, through multiple projects undertaken by the County and the City of Placerville. Beginning from the western border with Sacramento County, a segment of natural trail traverses SPTC for 23 miles to the

County's Historical Railroad Park depot station in the town of El Dorado. At this juncture it becomes a Class 1 multi-use trail that runs east 2.2 miles to Missouri Flat Road, 3.7 miles to the intersection of Forni Road and Main Street in the City of Placerville, passes under U.S. Highway 50 at the transit station at Mosquito Road, and parallels the highway to Jacquier Road. The final segment of Class 1 trail crosses back over U.S. Highway 50 at Newton Road and proceeds to Halcon Road in the community of Camino. At the Halcon Road crossing, the trail becomes an improved natural road that ends at Carson Road. The trail is planned to continue to the Tahoe Basin (El Dorado County 2025).

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 U.S. 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.

SR 49, known as the Gold Chain Highway, is a north-south highway that traverses the Mother Lode, running through several historic mining towns from the 1849 Gold Rush, such as Nevada City, Auburn, Placerville, and Grass Valley. SR 49 starts in Oakhurst, near Yosemite National Park, to the south and ends in Vinton, near Lake Tahoe to the north.

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.

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 traditional territory of the Shingle Springs Rancheria is located within the EDCTC planning area. A formal consultation notification pursuant to the provisions of the CEQA (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)), also known as AB 52, was sent to the Honorable Regina Cuellar, Chairwoman for the Shingle Springs Rancheria on February 26, 2025. A request for consultation was provided by the Shingle Springs Band of Miwok Indians, and a consultation meeting was subsequently held via Zoom on April 22, 2025. Participants in the consultation meeting included: Jerry Barton (Senior Planner, El Dorado County Transportation Commission), Woodrow Deloria (Executive Director, El Dorado County Transportation Commission), Kara Perry (Site Protection Manager, Cultural Resources Department, Shingle Springs Band of Miwok Indians), Steve McMurtry (Principal, De Novo Planning Group). Meeting notes are provided in Appendix B.

3.5.2 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 of the United States Code (USC). The DOT Act established that it is the policy of the US 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 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;
- 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. Native American Graves Protection and Repatriation 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 NAHC, as disposition of Native American burials falls within the jurisdiction of the NAHC. CEQA Guidelines (Section 15064.5) specify the procedures to be followed in case of the discovery of human remains on non-Federal land.

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 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 PRESHITORIC/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.

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."

3.5.3 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 3.5-1: 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 CRHR or the 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 historic architechtural 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 3.5-1: *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 3.5-2: 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 3.5-3 (see Impact 3.5-3) 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. Mitigation Measure 3.5-2 would also require investigations and avoidance methods, in the event that a previously undiscovered cultural resource is encountered during construction activities. Therefore, with implementation of Mitigation Measure 3.5-2, this impact would be reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.5-2: *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 3.5-3 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. As such, 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-work and notification procedures to follow in the event that human remains are inadvertently discovered during project implementation. Implementation of Mitigation Measure 3.5-3 would ensure all subsequent RTP project construction activities that inadvertently discover

human remains to implement State required consultation methods to determine the disposition and historical significance of the discovery. Therefore, with implementation of Mitigation Measure 3.5-3, this impact would be reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.5-3: *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.*

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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 emissions, 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.

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);
- Sacramento Area Council of Governments (SACOG). 2025a. EMFAC and GHG Results for EDCTC EIR. Personal correspondence with Kyle Shipley of SACOG (5/5/2025).

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

3.6.1 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 (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). 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 CO_2, CH_4, and N_2O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations.

From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47, 156, and 23 percent, respectively (IPCC, 2023a).

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 carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), 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 and electricity generation sectors (California Energy Commission, 2021).

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 369 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2022.

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 molecule 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 CO_2 were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2022, accounting for 38 percent of total GHG emissions in the State. This category was followed by the industrial sector (23 percent), the electricity generation sector (including both in-state and out of-state sources) (16 percent), the agriculture and forestry sector (nine percent), the residential energy consumption sector (eight percent), and the commercial energy consumption sector (six percent) (California Air Resources Board, 2024).

Effects of Global Climate Change

According to NASA Science and the Intergovernmental Panel on Climate Change (IPCC), global climate change is not a future problem, but a current reality with far-reaching consequences (IPCC 2023b). The results of the IPCC report identify that 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 because 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.

According to the IPCC, 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 percent to 75 percent 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.

Furthermore, 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 emission levels. 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 Indicators of Climate Change in California report, the impacts of global warming in California are anticipated to include, but are not limited to, those discussed below (California Office of Environmental Health Hazard Assessment 2022).

PUBLIC HEALTH

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to O_3 formation are projected to increase from 25 percent to 35 percent under the lower warming range and to 75 percent to 85 percent under the medium warming range. In addition, if global background O_3levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report identified by the IPCC indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced (IPCC, 2023b).

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90 degrees Fahrenheit (°F) in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

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 snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, 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. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25 percent of the water supply they need; decrease the potential for hydropower production within the State (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70% to 90%. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack 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 several 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

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the State. For example, if precipitation increases as temperatures rise, wildfires in southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in northern California by up to 90 percent.

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 percent to 80 percent by the end of the century because of increasing temperatures. The productivity of the State's forests is also expected to decrease because of global warming.

RISING SEA LEVELS

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the State's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude 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 the most widely used form of energy in the State. However, renewable sources 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 60 percent of electricity generated by 2030, and to achieve zero-carbon emissions by 2045 (as passed in September 2018, under Senate Bill 100). The 2021 SB 100 Joint Agency Report was published in 2021, which found that the long-term goals contained in SB 100 are technically achievable through multiple pathways, although achieving 100 clean electricity would increase the total annual electricity system cost by six percent relative to the cost under the state's Renewables Portfolio Standard requirement of having at least 60 percent clean electricity by the end of 2030. These estimates will change over time as markets change, new technologies are commercialized, and additional factors such as grid reliability are included in future analyses (California Energy Commission 2024).

Overall, in 2019, California's per capita energy usage was ranked second-lowest in the nation. California's per capita rate of energy usage has remained relatively constant since the 1970's. Many State regulations since the 1970s, 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 non-renewable energy (i.e., fossil fuels) associated with the operation of passenger, public transit, and commercial vehicles results in GHG emissions that contribute to global climate change. Alternative 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 a very small amount of nuclear generation resources. In 2020, nearly one-half of the electricity supply came from facilities outside of the State. Much of the power delivered to California from states in the Pacific Northwest was generated by wind. States in the Southwest delivered power generated at coal-fired power plants, at natural gas-fired power plants, and from nuclear generating stations. In 2020, approximately 41 percent of California's utility-scale net electricity generation was fueled by natural gas. In addition, about 48 percent of the State's utility-scale net electricity generation came from renewable sources, such as solar, wind, geothermal, hydropower, and biomass. Nuclear energy powered an additional 11 percent. The amount of electricity generated from coal was effectively zero. The percentage of renewable resources as a proportion of California's overall energy portfolio is increasing over time, as directed the State's RPS (US Energy Information Administration [U.S. EIA], 2022).

According to the California Energy Commission (CEC), total statewide electricity consumption increased from 228,976 gigawatt-hours (GWh) in 1990 to 262,617 GWh in 2000, which is an estimated annual growth rate of 1.4 percent (CEC 2025a). Statewide consumption was 274,879 GWh in 2010, an annual growth rate of 0.5 percent between 2000 and 2010. In 2022, the latest year for which data is available, statewide consumption was 287,826 GWh, an annual growth rate of 0.4 percent between 2010 and 2022. The Sacramento Area Council of Governments (SACOG) region consumed 18,789 GWh in 2022, roughly 6.5 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. In 2023, the United States consumed an average of about 20.25 million barrels of petroleum per day, or a total of about 7.39 billion barrels of petroleum (U.S. EIA, 2024). The transportation sector relies heavily on oil.

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&G, 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.

California produces approximately 12 percent of its natural gas, while obtaining 22 percent from Canada and 65 percent from the Rockies and the Southwest. In 2022, California consumed 11,711 million therms (CEC, 2025b). In 2022, the SACOG region consumed 535.1 million therms of natural gas, roughly 4.6 percent of the state total. 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.

3.6.2 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, NAAQS 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.

In 2007, in the court case of *Massachusetts et al. vs. the USEPA et al*. (549 U.S. 497), the U.S. Supreme Court found that GHGs are air pollutants covered by the FCAA (42 USC Sections 7401-7671q). The Supreme Court held that the Administrator of the EPA must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the EPA Administrator is required to follow the language of Section 202(a) of the FCAA. On December 7, 2009, the Administrator signed two distinct findings regarding GHGs under Section 202(a) of the FCAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution, which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG emission standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA) and CARB, the USEPA developed emission standards for light-duty vehicles (2012-2025 model years), and heavy-duty vehicles (2014-2027 model years).

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 based on 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

EPAct of 2005 was signed into law on August 8, 2005, generally providing 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)

The Intermodal Surface Transportation Efficiency Act (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 fiscal year (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 FYs 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.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This broad infrastructure law addresses a range of issues, including surface transportation, transit, water

infrastructure, broadband, and minority business, as well as a portion of the bill directed at energy and minerals issues. Key provisions include:

- **Funding for Infrastructure**: IIJA allocates significant funding to repair and rebuild roads, bridges, and public transit systems.
- **Water and Broadband Access**: IIJA aims to expand access to clean drinking water and high-speed internet for households across the country.
- **Climate Change Mitigation**: IIJA includes measures to combat climate change by reducing emissions and promoting green energy initiatives.
- **Support for Minority Businesses**: IIJA focuses on supporting minority-owned businesses in infrastructure projects.

IIJA appropriates roughly $75.8 billion for energy and minerals-related research, demonstration, technology deployment, and incentives. IIJA also appropriates approximately $11.3 billion for the Abandoned Mine Reclamation Fund and approximately $6.42 billion for a carbon reduction program administered by the Department of Transportation (which may include non-energy related greenhouse gas reductions). Among the categories of topics and programs covered by the law (and corresponding appropriations for FY2022-FY2026):

The 2025-2045 RTP is consistent with these and any other applicable federal requirements and reflects all of the planning factors in the Goals and Objectives as described in the RTP.

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 CO_2 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 percent 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 through 2026 would be frozen at model year 2020 levels, with fleet-wide requirements holding at approximately 37 miles per gallon (mpg). 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.

STATE

The California Legislature has enacted a series of statutes in recent years addressing the need to reduce GHG emissions across the State. These statutes can be categorized into four broad categories: (i) statutes setting numerical statewide targets for GHG reductions, and authorizing the California Air Resources Board (CARB) to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the State; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by CARB; and (iv) statutes intended to facilitate land use planning consistent with statewide climate objectives. The discussion below will address each of these key sets of statutes, as well as Executive Orders and CARB "Scoping Plans" intended to achieve GHG reductions under the first set of statutes and recent building code requirements intended to reduce energy consumption.

Statutes Setting Statewide GHG Reduction Targets

ASSEMBLY BILL 32 (GLOBAL WARMING SOLUTIONS ACT)

In 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health & Safety Code Section 38500 *et seq.*), also known as Assembly Bill (AB) 32 (Stats. 2006, ch. 488). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 required that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction was accomplished through an enforceable statewide cap on GHG emissions that was phased in starting in 2012. To effectively implement the cap, AB 32 directed CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources.

SENATE BILL 32

SB 32 (Stats. 2016, Ch. 249) added Section 38566 to the Health and Safety Code. It provides that "[i]n adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by [Division 25.5 of the Health and Safety Code], [CARB] shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." In

other words, SB 32 requires California, by 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

EXECUTIVE ORDERS S-3-05, B-30-15, AND B-55-18

The 2020 statewide GHG reduction target in AB 32 was consistent with the second of three statewide emissions reduction targets set forth in former Governor Arnold Schwarzenegger's 2005 Executive Order known as S-3-05, which is expressly mentioned in AB 32 (see Health & Safety Code Section 38501, subd. (i)). That Executive Branch document included the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. To meet the targets, the Governor directed several State agencies to cooperate in the development of a climate action plan. The Secretary of Cal-EPA leads the Climate Action Team, whose goal is to implement global warming emission reduction programs identified in the Climate Action Plan and to report on the progress made toward meeting the emission reduction targets established in the executive order.

In 2015, Governor Brown issued Executive Order, B-30-15, which created a "new interim statewide GHG emission reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050." SB 32 codified this target.

In 2018, the Governor issued Executive Order B-55-18, which established a statewide goal to "achieve carbon neutrality as soon as possible, and no later than 2045, and maintain and achieve negative emissions thereafter." The order directs the CARB to work with other State agencies to identify and recommend measures to achieve those goals. As discussed below, the 2022 Scoping Plan lays out a path towards achieving carbon neutrality by 2045.

SB 350

Senate Bill 350 (SB 350) (Stats. 2015, Ch. 547) added to the Public Utilities Code language that puts into statute the 2050 GHG reduction target identified in Executive Order S-3-05, albeit in the limited context of new state policies (i) increasing the overall share of electricity that must be produced through renewable energy sources and (ii) directing certain State agencies to begin planning for the widespread electrification of the California vehicle fleet. Section 740.12(a)(1)(D) of the Public Utilities Code states that "[t]he Legislature finds and declares [that] … [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification." Furthermore, Section 740.12(b) states that the California Public Utilities Commission (CPUC), in consultation with CARB and the California Energy Commission (CEC), must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, … and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

AB 1279

In September 2022, the Legislature enacted AB 1279 (Stats. 2022, Ch. 337), declaring the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. Additionally, the bill requires that by 2045, statewide anthropogenic GHG emissions be reduced to at least 85% below 1990 levels.

Statutes Setting Target for the Use of Renewable Energy for the Generation of Electricity

CALIFORNIA RENEWABLES PORTFOLIO STANDARD

Senate Bill X1-2 (Stats. 2011, 1st Ex. Sess., Ch. 1) set aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State's electricity come from renewables by 2020. This legislation applies to all electricity retailers in the State, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All these entities were required to meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, Section 399.11 *et seq.* [subsequently amended].) SB 350, discussed below, increases the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030. (Pub. Utility Code, Section 399.11, subd (a); see also Section 399.30, subd. (c)(2).) In 2018, Senate Bill 100 (Stats. 2018, Ch. 312) revised the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Statutes and CARB Regulations Addressing the Carbon Intensity of Petroleum-based Transportation Fuels

ASSEMBLY BILL 1493, PAVLEY CLEAN CARS STANDARDS

In 2002, the Legislature enacted Assembly Bill 1493 ("Pavley Bill") (Stats. 2002, Ch. 200), which directed CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. (See Health and Safety Code Section 43018.5.) In September 2004, pursuant to this directive, CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are commonly known as the "Pavley standards." In September 2009, CARB adopted amendments to the Pavley standards to reduce GHG emissions from new motor vehicles. These regulations created what are commonly known as the "Pavley II standards." (See California Code of Regulations, Title 13, Sections 1900, 1961, and 1961.1 *et seq*.)

In 2012, CARB adopted an Advanced Clean Cars (ACC) program aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. This historic program, developed in coordination with the USEPA and NHTSA, combined the control of smog-causing (criteria)

pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The regulations focus on substantially increasing the number of plug-in hybrid cars and zero-emission vehicles in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018 through 2025 model years. (See California Code of Regulations, Title 13, Sections 1900, 1961, 1961.1, 1961.2, 1961.3, 1965, 1968.2, 1968.5, 1976, 1978, 2037, 2038, 2062, 2112, 2139, 2140, 2145, 2147, 2235, and 2317 et seq.)

Statute Intended to Facilitate Land Use Planning Consistent with Statewide Climate Objectives

CALIFORNIA SENATE BILL 375 (SUSTAINABLE COMMUNITIES STRATEGY)

This 2008 legislation built on AB 32 by setting forth a mechanism for coordinating land use and transportation on a regional level for the purpose of reducing GHGs. The focus is to reduce miles traveled by passenger vehicles and light trucks. CARB is required to set GHG reduction targets for each metropolitan region for 2020 and 2035. Each of California's metropolitan planning organizations then prepares a sustainable communities strategy (SCS) that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning. Once adopted by the metropolitan planning organizations, the SCS is to be incorporated into that region's federally enforceable regional transportation plan. If a MPO is unable to meet the targets through the sustainable communities strategy, then an alternative planning strategy must be developed that demonstrates how targets could be achieved, even if meeting the targets is deemed to be infeasible.

Climate Change Scoping Plans

2022 SCOPING PLAN UPDATE

In accordance with AB 32, the CARB developed the first Scoping Plan in 2008 to outline the State's strategy to achieve 1990 level emissions by year 2020. In May 2014, the CARB released and adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012. A newer version of the Scoping Plan was then adopted by the CARB in December 2017 (entitled *California's 2017 Climate Change Scoping Plan*). Lastly, the most recent version of the Scoping Plan was adopted by the CARB in November 2022 (entitled *Final 2022 Scoping Plan for Achieving Carbon Neutrality*) (2022 Scoping Plan), which was designed consistent with the long-term GHG reduction targets embedded in AB 1279. Since adoption of the 2008 Scoping Plan and the subsequent updates in 2014, 2017, and 2022, State agencies have adopted programs identified in the plan, and the Legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations,

California Building Standards (e.g., CALGreen and the 2022 Building and Energy Efficiency Standards), zero carbon electricity by 2045, and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars).

Statutes Intended to Reduce Emissions of Short-lived Climate Pollutants

SB 605 AND SB 1383

SB 605 (2014) required CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state, and SB 1383 (2016) required CARB to approve and implement that strategy by January 1, 2018. SB 1383 also establishes specific targets for the reduction of short-lived climate pollutants (40 percent below 2013 levels by 2030 for methane and HFCs, and 50 percent below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, CARB adopted its Short-Lived Climate Pollutant Reduction Strategy (Reduction Strategy) in March 2017. The Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, methane, and fluorinated gases.

Statute Intended to Achieve Carbon Neutrality and Foster Climate Adaptation and Resilience

ASSEMBLY BILL 1757

AB 1757 (September 2022) requires the California Natural Resources Agency (CNRA) to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions that reduce GHG emissions for future years 2030, 2038, and 2045. These targets are to be determined by no later than January 1, 2024, and are established to support the state's goals to achieve carbon neutrality and foster climate adaptation and resilience.

Building Code Requirements Intended to Reduce GHG Emissions

CALIFORNIA ENERGY CODE

The California Energy Code (CCR Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The most recent Title 24 standards are the 2022 Title 24 standards. Buildings permitted on or after January 1, 2023, must comply with the 2022 Standards. The California Energy Commission updates the standards every three years. The CEC estimates that the 2022 Title 24 standards will reduce 10 million metric tons of GHG over 30 years. When compared to the 2019 Title 24 standards, the 2022 update focuses on: encouraging electric heat pump technology and use; establishing electric-ready

requirements when natural gas is installed; expanding solar photovoltaic (PV) system and battery storage standards; and strengthening ventilation standards to improve indoor air quality.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The purpose of the California Green Building Standards Code (CalGreen) (CCR Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. CalGreen, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- Tier I: 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- Tier II: 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

The latest version of CalGreen is the 2022 CalGreen Code, which became effective on January 1, 2023. Between 2010 and 2022, continuous updates and additions have been made to CALGreen, including water conservation and recycling, electric vehicle infrastructure and charging, and changes intended to eliminate conflicts with the California Energy Code, which is Part 6 of Title 24.

TITLE 20

CCR Title 20 requires manufacturers of appliances to meet state and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage

dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and state standards for federally regulated appliances, state standards for federally regulated appliances, and state standards for non-federally regulated appliances.

SENATE BILL (SB) 1

SB 1 (Murray) (August 2006) established a $3 billion rebate program to support the goal of the state to install rooftop solar energy systems with a generation capacity of 3,000 megawatts through 2016. SB 1 added sections to the Public Resources Code, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for photovoltaic systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the state to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for homes and businesses within 10 years of adoption and placing solar energy systems on 50% of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

SOLID WASTE

AB 939, AB 341, and AB 1826. In 1989, AB 939, known as the Integrated Waste Management Act (PRC Sections 40000 et seq.), was passed because of the increase in waste stream and the decrease in landfill capacity. The statute established the California Integrated Waste Management Board, which oversees a disposal reporting system. AB 939 mandated a reduction of waste being disposed where jurisdictions were required to meet diversion goals of all solid waste through source reduction, recycling, and composting activities of 25 percent by 1995 and 50 percent by 2000.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery (CalRecycle) to develop strategies to achieve the state's policy goal.

AB 1826 (Chapter 727, Statutes of 2014, effective 2016) requires businesses to recycle their organic waste (i.e., food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste) depending on the amount of waste they generate per week. This law also requires local jurisdictions across the state to implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. The minimum threshold of organic waste generation by businesses subject to the law decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

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 Council of Governments (SACOG)

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 previous 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in November 2019. A program-level EIR addressing the environmental impacts of the 2020 MTP/SCS was also prepared and certified. The SCS portion of the MTP/SCS identifies polices and strategies to reduce GHG emissions from passenger vehicles to targets set by the CARB. Under SB 375, the CARB is responsible for issuing GHG targets to MPOs that aim to reduce vehicle emissions, consistent with state climate goals, by 2035 as compared to a 2005 baseline. For the 2020 MTP/SCS, CARB assigned SACOG a 19 percent GHG reduction target by 2035. Specifically, this target is the percent reduction in passenger vehicle greenhouse gas emission per capita, compared to year 2005.

3.6.3 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.

To determine whether the proposed project would result in a significant impact on greenhouse gas emissions and/or climate change, this EIR includes an analysis of the CO_2 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 CO_2 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:

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

To determine whether 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 3.6-1: 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 2025-2045 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 40 percent below the 1990 level by the year 2030.

SACOG recently developed an update to the 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 CO_2).

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 CARB, is the most recent emissions

model approved for use in California by the USEPA. Table 3.6-1 presents the basic traffic data summaries generated by SACOG's modeling.

TABLE 3.6-1: EMFAC VMT ESTIMATES FOR EL DORADO COUNTY AND THE SACOG

YEAR	*2020*		*2035*		*2050*	
LOCATION	EL DORADO COUNTY	REGIONAL	EL DORADO COUNTY	REGIONAL	EL DORADO COUNTY	REGIONAL
Total Vehicles	132,594	1,852,884	116,336	1,625,958	129,369	1,773,838
Total VMT	4,048,030	57,013,588	4,065,281	61,189,458	4,285,484	66,301,518
Total Trips	705,666	9,626,534	592,162	8,249,058	649,955	9,061,151

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR EDCTC EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

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.

SACOG has also provided updated projects for per capita VMT in El Dorado County and the region, as shown in Table 3.6-2.

TABLE 3.6-2: HOUSEHOLD-GENERATED VMT ESTIMATES FOR EL DORADO COUNTY AND THE SACOG REGION

YEAR	*2020*		*2050*	
LOCATION	*EL DORADO COUNTY*	*REGIONAL*	*EL DORADO COUNTY*	*REGIONAL*
Person Population	163,098	2,540,353	180,569	3,120,053
Per Capita VMT	26.6	17.1	23.5	15.8
% Reduction from 2020	N/A	N/A	-11.5%	-7.8%

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR EDCTC EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

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 2020 through year 2045. Table 3.6-3 shows the vehicle fuel consumption in gallons per day for this period. The projection shows an increase in total fuel consumption from approximately 163 (1000/gallons/day) in 2020 to 173 (1000/gallons/day) in 2045. The trend is increasing for the planning horizon, which is related to a projected increase in county-wide VMT because 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 3.6-3: 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)*
2020	162.9	1.4	164.3
2050	172.6	0.5	173.1

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR EDCTC EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

GHG EMISSIONS: The regional GHG emissions analysis and forecasts for CO_2 are summarized in Table 3.6-4. The summary of emissions forecasts is provided by SACOG and can be found in (Appendix B).

As shown in Table 3.6-4, CO_2 SACOG projects that emissions will increase from approximately 1,532 tons per day in 2020 to 1,619 tons per day in 2045 (the proposed project's planning horizon), a difference of approximately 87 tons per day. However, per capita emissions are expected to decrease from year 2020 through 2050 by a total of approximately 4.6%. 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 3.6-4 do not account for off-model adjustments that could further reduce per capita emissions over time.

TABLE 3.6-4: EL DORADO COUNTY GHG EMISSION ESTIMATES (TONS PER DAY)

ANALYSIS YEAR	*CO_2 (TONS/DAY)*	*PERSON POPULATION ESTIMATE (EL DORADO COUNTY)*	*PER CAPITA CO_2 EMISSIONS (POUNDS/DAY)*	*PER CAPITA % CHANGE FROM 2020*
2020	1,532	163,098	18.79	N/A
2050	1,619	180,569	17.93	-4.6%

SOURCE: SACRAMENTO AREA COUNCIL OF GOVERNMENTS (SACOG). 2025A. EMFAC AND GHG RESULTS FOR EDCTC EIR. PERSONAL CORRESPONDENCE WITH KYLE SHIPLEY OF SACOG (5/5/2025).

CONCLUSION

As described throughout the 2025-2045 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 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 CO_2 emissions generated in El Dorado County over the planning horizon. Therefore, this is considered a ***significant and unavoidable*** impact.

MITIGATION MEASURES

Mitigation Measure 3.6-1: *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 3.6-2: *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 3.6-3: *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.*
- *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 3.6-4: *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 3.6-5: *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 3.6-2: 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 requires a statewide GHG reduction of 40% below 1990 levels.

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 2025-2045 RTP will become the El Dorado County portion of the SACOG MTP/SCS. The 2025-2045 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 overreaching 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 2025-2045 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 2025-2045 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 3.6-3: 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 2025-2045 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 2025-2045 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 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 3.6-1 through 3.6-2, 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 3.6-1, 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 provides an overview of existing geology, soils, and seismicity conditions in the region. 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 May 2024);
- El Dorado County General Plan EIR (May 2003);
- Placerville General Plan (January 1990).

No comments were received during the public review period relating to geology and soils.

3.7.1 ENVIRONMENTAL SETTING

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 El Dorado 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. El Dorado County also has a wide range of water resources, including 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. Eastern El Dorado County borders the Basin and Range province, which 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 which 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 can generate a quake in the magnitude seven range.

Other faults that could potentially affect the 2045 RTP 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 area. 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, California, 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 2045 RTP 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 in El Dorado County.

Liquefaction/Lateral Spreading/Landslides

Liquefaction, which is a geological occurrence that happens where saturated soil loses its strength and stiffness, temporarily behaving like a liquid, often during earthquakes, 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, as shown in Figure 3.7-1. 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.

PALEONTOLOGICAL RESOURCES

As discussed in the El Dorado County EIR, paleontology is the study of the remains, typically fossilized, of various plant or animal species such as dinosaurs and early mammals. Paleontological remains are found in sedimentary rock formations. El Dorado County's geology is predominantly igneous (volcanic) in nature; as such, the El Dorado County EIR concludes that the type of sedimentary deposits where such remains might be present are virtually nonexistent. No comprehensive paleontological studies have been conducted within the county and, as a result, no information is available regarding the sensitivity of certain areas in El Dorado County to contain such resources. While paleontological finds could occur in river and stream gravel deposits within the county, this possibility would not be expected and is remote.

3.7.2 REGULATORY SETTING

FEDERAL

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 established the National Earthquake Hazards Reduction Program (NEHRP). Under the NEHRP, four federal agencies have responsibility for long-term earthquake risk reduction: the U.S. Geological Survey (USGS), the National Science Foundation (NSF), the Federal Emergency Management Agency (FEMA), and the National Institute of Standards and Technology (NIST). NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerability; improvements of building codes and land use practices; risk reduction through post- earthquake investigation and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results.

STATE

Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the State geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

Seismic Hazards Mapping Act

The Seismic Hazard Mapping Act (SHMA) was adopted by the State in 1990 to protect the public from the effects of non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey (CGS) is the primary agency responsible for the implementation of the SHMA. The CGS prepares maps identifying seismic hazard zones and provides them to local governments, which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

California Building Standards Code, Title 24

Title 24 of the California Code of Regulations (CCR) provides State regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known

as California Building Standards Code (CBSC) (reference California Health and Safety Code § 18909). Cities and counties are required by State law to enforce CCR Title 24, and may adopt ordinances making more restrictive requirements than provided by CCR Title 24 due to local climatic, geological, or topographical conditions.

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal CWA, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the EPA, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also Waste Discharge Requirements issued under the authority of the CWA.

These NPDES permits regulate discharges from publicly owned treatment works, industrial discharges, stormwater runoff, dewatering operations, and groundwater cleanup discharges. NPDES permits are issued for five years or less, and are therefore to be updated regularly. Individual projects that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing BMPs the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

LOCAL

El Dorado County General Plan

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

HEALTH AND SAFETY ELEMENT

Goal 6.3 GEOLOGIC AND SEISMIC HAZARDS - Minimize the threat to life and property from seismic and geologic hazards.

> **Objective 6.3.1**: BUILDING AND SITE STANDARDS – Adopt and enforce development regulations, including building and site standards, to protect against seismic and geologic hazards.

Policy 6.3.1.1: The County shall require that all discretionary projects and all projects requiring a grading permit, or a building permit that would result in earth disturbance, that are located in areas likely to contain naturally occurring asbestos (based on mapping developed by the California Department of Conservation [DOC]) have a California-registered geologist knowledgeable about asbestos-containing formations inspect the project area for the presence of asbestos using appropriate test methods. The County shall amend the Erosion and Sediment Control Ordinance to include a section that addresses the reduction of thresholds to an appropriate level for grading permits in areas likely to contain naturally occurring asbestos (based on mapping developed by the DOC). The Department of Transportation and the County Air Quality Management District shall consider the requirement of posting a warning sign at the work site in areas likely to contain naturally occurring asbestos based on the mapping developed by the DOC.

Policy 6.3.1.2: The County shall establish a mandatory disclosure program, where potential buyers and sellers of real property in all areas likely to contain naturally occurring asbestos (based on mapping developed by the California Department of Conservation [DOC]) are provided information regarding the potential presence of asbestos subject to sale. Information shall include potential for exposure from access roads and from disturbance activities (e.g., landscaping).

Policy 6.3.1.3: The County Environmental Management Department shall report annually to the Board of Supervisors regarding new information on asbestos and design an information outreach program.

Objective 6.3.2: COUNTY-WIDE SEISMIC HAZARDS – Continue to evaluate seismic related hazards such as liquefaction, landslides, and avalanche, particularly in the Tahoe Basin.

Policy 6.3.2.1: The County shall maintain updated geologic, seismic and avalanche hazard maps, and other hazard inventory information in cooperation with the State Office of Emergency Services, California Department of Conservation--Division of Mines and Geology, U.S. Forest Service, Caltrans, Tahoe Regional Planning Agency, and other agencies as this information is made available. This information shall be incorporated into the El Dorado County Operational Area Multi-Hazard Functional Emergency Operations Plans.

CONSERVATION AND OPEN SPACE ELEMENT

Objective 7.1.2: EROSION/SEDIMENTATION – Minimize soil erosion and sedimentation.

Policy 7.1.2.1: Development or disturbance of slopes over 30% shall be restricted. Standards for implementation of this policy, including but not limited to exceptions for access, reasonable use of the parcel, and agricultural uses shall be incorporated into the Zoning Ordinance.

Policy 7.1.2.2: Discretionary and ministerial projects that require earthwork and grading, including cut and fill for roads, shall be required to minimize erosion and sedimentation, conform to natural contours, maintain natural drainage patterns, minimize impervious surfaces, and maximize the retention of natural vegetation. Specific standards for minimizing erosion and sedimentation shall be incorporated into the Zoning Ordinance.

El Dorado County Ordinance Code

Chapter 110.14, Grading, Erosion, and Sediment Control, of the El Dorado County Code contains the Grading Ordinance of the County of El Dorado, which establishes provisions for public safety and environmental protection associated with grading activities on private property. The ordinance sets forth rules and regulations to control excavation, grading, and earthwork construction, including fills and embankments. The Grading Ordinance also establishes the administrative procedures for issuance of permits, and provides for approval of plans and inspection of grading construction and all grading specific to single-parcel site improvements, except single-family residence construction, unless exceeding prescriptive standards as defined in the County Design and Improvements Standards Manual.

Where the grading or earthwork involves multiple parcels, parcel maps, subdivisions, land divisions or roads, the County's Design and Improvement Standards Manual must be used for design purposes. The ordinance requires grading permits for any grading activity that has the potential to:

- Involve more than 250 cubic yards of grading material, or cuts and fills greater than five feet in vertical depth;
- Create unstable or erodible slopes;
- Denude more than 10,000 square feet of surface on a 10 percent or steeper grade;
- Encroach into a perennial or seasonal watercourse that either has a watershed larger than 50 acres or is designated by a solid or dashed blue line on a USGS 7.5-minute quadrangle map; or
- Occur within the Lake Tahoe Basin Special Restrictions and Exemptions area.

The grading permit applies to all projects with certain exemptions. The most significant exemption is for grading pursuant to a subdivision map and an approved subdivision improvement plan.

STORMWATER MANAGEMENT PLAN AND STORMWATER QUALITY ORDINANCE

The Western El Dorado County Stormwater Management Plan (SWMP) was adopted by the County in 2004 as a means of compliance with the then-applicable Small MS4 Permit. In May 2015, the County adopted the El Dorado County Stormwater Quality Ordinance (Ordinance No. 5022) to ensure compliance with the new Phase II MS4 Permit (2013-0001-DWQ) requirements that were adopted by the SWRCB on February 5, 2013. Chapter 8.79 of the County Code contains the stormwater regulations, which establishes the County's authority to implement and enforce the SWMP and to ensure compliance with state and federal stormwater laws and regulations. It also sets forth requirements that development projects incorporate BMPs to control the volume, rate, and potential pollutant loading of stormwater runoff. As provided by Section 8.79.150.G, the required BMPs may be contained in any land use entitlement, conditions of approval, grading plans, improvement plans, or any construction or building-related permit to be issued relative to such development.

County of El Dorado Design and Improvement Standards Manual

The County's Design and Improvement Standards Manual identifies required erosion and sediment control measures that are applicable to subdivisions, roadways, and other types of developments. The purpose of the Design and Improvement Standards Manual is to standardize development practices used in the hillside environment that is prevalent in El Dorado County and to minimize the environmental effects of construction. Volume II of the manual includes drainage and design criteria for stormwater and Volume III of the manual provides guidance on how to implement the erosion and sediment control standards in the Grading Ordinance (Chapter 110.14 of the El Dorado County Code).

West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan Requirements

The West Slope Development and Redevelopment Standards provide the requirements for applicable projects to comply with the MS4 permit. The requirements include the following:

- Implement and direct water to one or more site design measures (BMPs).
- Remaining runoff from the 85th percentile 24-hour storm event (~1.13 inches of water) shall be directed to one or more storm water treatment and baseline hydromodification measures using volumetric and/or flow-based sizing criteria.
- Verification showing post project flows will not exceed pre-project flow rate for the 2-year, 24-hour storm (can be included in a Drainage Report). Alternatively, the Permittee may use a geomorphically based hydromodification[1] standard or set of standards and analysis procedures designed to ensure that Regulated Projects do not cause a decrease in lateral (bank) and vertical (channel bed) stability in receiving stream channels. The alternative hydromodification standard or set of standards and analysis procedures must be reviewed and approved by the Regional Board Executive Officer.
- Identify potential sources of pollutants and implement corresponding source control measures using CASQA Source Control BMP Fact Sheets.
- Provide ongoing maintenance of water retention and treatment facilities.

City of Placerville General Plan

Listed below are the relevant policies set forth in the Placerville General Plan, Section VI: Health and Safety that relate to geology and soils.

HEALTH AND SAFETY ELEMENT

Goal A: To prevent loss of lives, injury and property damage due to geological hazards.

[1] Geomorphically based hydromodification focuses on understanding how changes in landforms (geomorphology) affect the flow of water in a watershed (hydrology). It involves analyzing how alterations to the landscape, like urbanization or vegetation changes, impact the natural processes of water movement, infiltration, and runoff, ultimately affecting water quantity and quality.

Policy 1: Lands with significant, identified geological hazards shall be designated for open-space and low intensity uses until it becomes feasible to mitigate the health and safety risks.

Policy 2: The City shall require the following information and plans to be submitted for all projects subject to discretionary review by the City in areas of moderate or high slope instability and areas with identified soil instability problems.

- Engineering geologic report
- Soils and foundation engineering report
- Grading, erosion, and sediment control plan
- Plan review letter evidencing review of all proposed development by a qualified engineering geologist
- As-built construction report, including building plans, explanation and discussion of any deviations from the approved grading plan, the location and results of field tests, results of laboratory tests, and a statement that the work was performed under the supervision of and in accordance with recommendations of the engineering geologist and/or soils engineer
- Signature of an engineering geologist certified by the State of California and/or a soils engineer registered in the State of California

Policy 3: The City shall ensure that both public and private developments in areas with significant identified geological hazards are sited to minimize the exposure of structures and improvements to damage resulting from geological hazards and to minimize the aggravation of off-site geological hazards.

Goal B: To prevent loss of lives, injury, and property damage due to the collapse of buildings and critical facilities and to minimize disruption of essential services in the event of an earthquake.

Policy 1: The City shall, as required by State law, inventory all potentially hazardous buildings within the city and develop a mitigation program, including requirements for strengthening buildings, changing the use of the buildings to an acceptable occupancy level, or demolishing the buildings.

Policy 2: The City should ensure that all public facilities, such as buildings, water tanks, and reservoirs, are structurally sound and able to withstand seismic shaking and the effect of seismically-induced ground failure.

Policy 3: The City shall ensure that privately-owned and maintained above-ground petroleum products storage tanks and their retaining walls are structurally sound and able to withstand seismic shaking and the effects of seismically-induced ground failure.

3.7.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact related to geology and soils if it will:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;

  - 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;
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; and
  - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- 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;
- Be located on expansive soil, as defined in Tables 18-1-D of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
- 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; or
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking (less than significant with mitigation)

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 Mitigation Measure 3.7-1, 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 3.7-1: *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.*

Impact 3.7-2: Result in substantial soil erosion or the loss of topsoil (less than significant with mitigation)

Some of the individual 2045 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 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 3.9-1 and 3.9-2, as provided below.

MITIGATION MEASURES

Implement Mitigation Measures 3.9-1 and 3.9-2, as presented under Section 3.9, Hydrology and Water Quality.

Mitigation Measure 3.9-1: *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 3.9-2: *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.

Impact 3.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, and landslides; or 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 (less than significant with mitigation)

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, as well as providing 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 Mitigation Measure 3.7-2, the proposed Project would result in a ***less than significant*** impact related to seismic-related ground failure.

MITIGATION MEASURES

Mitigation Measure 3.7-2: *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.*

Impact 3.7-4: 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 (less than significant with mitigation)

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 2025-2045 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 2025-2045 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 Mitigation Measure 3.7-3, the proposed Project would result in a ***less than significant*** impact related to expansive soils.

MITIGATION MEASURES

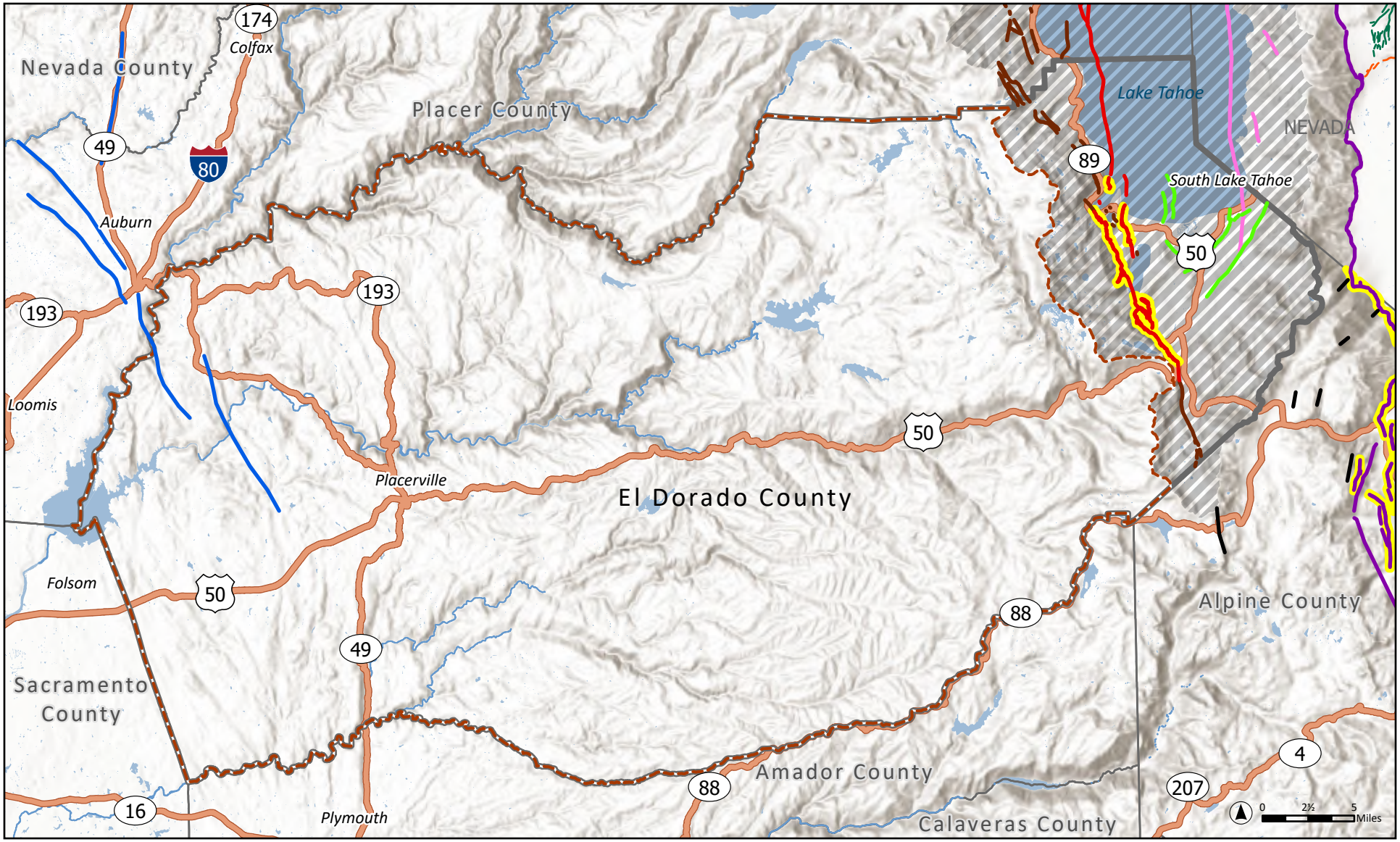
Mitigation Measure 3.7-3: *Conduct site-specific geotechnical investigations for expansive soils and implement appropriate, proven geotechnical methods. Implementing agencies shall conduct site-specific geotechnical investigations before or during the preliminary and/or final design stages of the individual 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.*

Impact 3.7-5: 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 (no impact)

Implementation of the 2045 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.

Impact 3.7-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (less than significant)

Implementation of the 2045 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, implementation of the 2045 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.



El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

Alquist-Priolo Zone of Required Investigation

Carson City fault

East Tahoe fault

Foothills fault system

Genoa fault

Indian Hill fault

Tahoe Valley fault zone

Tahoe-Sierra frontal fault zone

West Tahoe-Dollar Point fault zone

Unnamed fault

Sources: USGS Quaternary Faults Database; CGS Alquist-Priolo Zones;; USGS Transportation Network; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 16, 2025.

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 3.7-1. Earthquake Fault Map

el dorado county edctc TRANSPORTATION COMMISSION

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

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This section provides an overview of existing hazards and hazardous materials sites in the region. 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 May 2024);
- El Dorado County General Plan EIR (May 2003);
- Placerville General Plan (January 1990).

No comments were received during the public review period relating to hazards and hazardous materials.

3.2.1 ENVIRONMENTAL SETTING

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.

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 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.[1] 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.

[1] Imaginary surfaces are areas in space and on the ground that are established in relation to an airport and its runways, which the FAA applies to public-use airports for the purpose of determining obstructions to air navigation. The five FAA imaginary areas are defined by the primary surface, approach surface, horizontal surface, conical surface, and transitional surface.

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 restrictions.

3.2.2 REGULATORY SETTING

FEDERAL

Aviation Act of 1958

The Federal Aviation Act resulted in the creation of the FAA, which is charged with the creation and maintenance of a National Airspace System.

Federal Aviation Regulations (CFR, Title 14)

The Federal Aviation Regulations establish requirements related to aircraft, aeronautics, and inspection and permitting.

Clean Air Act

The Federal Clean Air Act (FCAA) was first signed into law in 1970. In 1977, and again in 1990, the FCAA 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.

Clean Water Act

The Clean Water Act (CWA), which amended the Water Pollution Control Act (WPCA) of 1972, sets forth the Section 404 program to regulate the discharge of dredged and fill material into Waters of the United States and the Section 402 National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants into Waters of the United States. The Section 401 Water Quality Certification program establishes a framework of water quality protection for activities requiring a variety of Federal permits and approvals (including CWA Section 404, CWA Section 402, Federal Energy Regulatory Commission Hydropower and Section 10 of the Rivers and Harbors Act).

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) introduced active Federal involvement to emergency response, site remediation, and spill prevention, most notably the Superfund program. The Act was intended to be comprehensive in encompassing both the prevention of, and response to, uncontrolled hazardous material releases. CERCLA deals with environmental response, providing mechanisms for reacting to emergencies and to chronic hazardous material releases. In addition to establishing procedures to prevent and remedy problems, it establishes a system for compensating appropriate individuals and assigning appropriate liability. It is designed to plan for and respond to failure in other regulatory programs

and to remedy problems resulting from action taken before the era of comprehensive regulatory protection.

Environmental Protection Agency

The primary regulator of hazards and hazardous materials is the Environmental Protection Agency (EPA), whose mission is to protect human health and the environment. El Dorado County is located within EPA Region 9, which includes Arizona, California, Hawaii, and New Mexico.

Hazardous Materials Transportation Act

The Hazardous Materials Transportation Act, as amended, is the statute regulating hazardous materials transportation in the United States, with the purpose of providing adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. Hazardous Materials Transportation Act gives the US Department of Transportation (DOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

Natural Gas Pipeline Safety Act

The Natural Gas Pipeline Safety Act authorizes the US DOT Office of Pipeline Safety to regulate pipeline transportation of natural (flammable, toxic, or corrosive) gas and other gases as well as the transportation and storage of liquefied natural gas. The Office of Pipeline Safety regulates the design, construction, inspection, testing, operation, and maintenance of pipeline facilities. While the federal government is primarily responsible for developing, issuing, and enforcing pipeline safety regulations, the pipeline safety statutes provide for State assumption of the intrastate regulatory, inspection, and enforcement responsibilities under an annual certification. To qualify for certification, a state must adopt the minimum federal regulations and may adopt additional or more stringent regulations as long as they are not incompatible.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) established EPA's "cradle to grave" control (generation, transportation, treatment, storage and disposal) over hazardous materials and wastes. In California, the Department of Toxic Substances Control (DTSC) has RCRA authorization.

STATE

Airport Land Use Commission Law (Public Utilities Code Section 21670 et seq.)

The Airport Land Use Commission Law, passed in 1967, authorized the creation of ALUCs in California. Per the Public Utilities Code, the purpose of an ALUC is to protect public health, safety, and welfare by encouraging orderly expansion of airports and the adoption of land use measures that minimizes exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (Public Utilities Code Section 21670). Furthermore, each ALUC must prepare an Airport Land Use Compatibility Plan

(ALUCP). Each ALUCP, which must be based on a twenty-year planning horizon, should focus on broadly defined noise and safety impacts. EDCTC serves as the Airport Land Use Commission for the western slope of El Dorado County.

Assembly Bill 337

Per Assembly Bill (AB) 337, local fire prevention authorities and CAL FIRE are required to identify very high fire hazard severity zones (VHFHSZ) in a Local Responsibility Area (LRA). Standards related to brush clearance and the use of fire-resistant materials in fire hazard severity zones are also established.

California Code of Regulations

CCR Title 3 pertains to the application of pesticides and related chemicals. Parties applying regulated substances must continuously evaluate application equipment, the weather, the treated lands and all surrounding properties. Title 3 prohibits any application that would:

- Contaminate persons not involved in the application;
- Damage non-target crops or animals or any other public or private property; and
- Contaminate public or private property or create health hazards on said property.

Title 8 of the CCR establishes California Occupational Safety and Health Administration (Cal OSHA) requirements related to public and worker protection. Topics addressed in Title 8 include materials exposure limits, equipment requirements, protective clothing, hazardous materials, and accident prevention. Construction safety and exposure standards for lead and asbestos are set forth in Title 8.

Title 14 of the CCR establishes minimum standards for solid waste handling and disposal.

Title 17 of the CCR establishes regulations relating to the use and disturbance of materials containing naturally occurring asbestos.

Title 19 of the CCR establishes a variety of emergency fire response, fire prevention, and construction and construction materials standards.

Title 22 of the CCR sets forth definitions of hazardous waste and special waste. The section also identifies hazardous waste criteria and establishes regulations pertaining to the storage, transport, and disposal of hazardous waste.

Title 26 of the CCR is a combination of State regulations pertaining to hazardous materials and waste that are presented in other regulatory sections. Title 26 mandates specific management criteria related to hazardous materials identification, packaging, and disposal. In addition, Title 26 establishes requirements for hazardous materials transport, containment, treatment, and disposal. Finally, staff training standards are set forth in Title 26.

Title 27 of the CCR sets forth a variety of regulations relating to the construction, operation, and maintenance of the state's landfills. The title establishes a landfill classification system and

categories of waste. Each class of landfill is constructed to contain specific types of waste (household, inert, special, and hazardous).

California Department of Transportation

Caltrans has adopted policy and guidelines relating to traffic noise as outlined in the Traffic Noise Analysis Protocol. The noise abatement criteria specified in the protocol are the same as those specified by the Federal Highway Administration (FHWA).

California Government Code Section 65302

This section, which establishes standards for developing and updating General Plans, includes fire hazard assessment and Safety Element content requirements.

California Health and Safety Code

Division 11 of the Health and Safety Code establishes regulations related to a variety of explosive substances and devices, including high explosives and fireworks. Section 12000 *et seq.* establishes regulations related to explosives and explosive devices, including permitting, handling, storage, and transport (in quantities greater than 1,000 pounds).

Division 12 establishes requirements for buildings used by the public, including essential services buildings, earthquake hazard mitigation technologies, school buildings, and postsecondary buildings. Section 13000 *et seq*. establishes State fire regulations and broadly applicable regulations, such as standards for buildings and fire protection devices, in addition to regulations for specific land uses, such as childcare facilities and high-rise structures.

Division 20 establishes DTSC authority and sets forth hazardous waste and underground storage tank regulations. In addition, the division creates a state superfund framework that mirrors the Federal program.

Division 26 establishes California Air Resources Board (CARB) authority. The division designates CARB as the air pollution control agency per Federal regulations and charges the Board with meeting Clean Air Act requirements.

California Vehicle Code Section 31600 (Transportation of Explosives)

This code establishes requirements related to the transportation of explosives in quantities greater than 1,000 pounds, including licensing and route identification.

California Public Resources Code

The State's Fire Safety Regulations are set forth in Public Resources Code Section 4290, which include the establishment of SRA.

Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone who "…owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable material" (Section 4291(a)).

Food and Agriculture Code

Division 6 of the California Food and Agriculture Code establishes pesticide application regulations. The division establishes training standards for pilots conducting aerial applications as well as permitting and certification requirements.

State Oversight of Hazards and Hazardous Materials

The DTSC is primarily responsible for regulating the handling, use, and disposal of toxic materials. The State Water Resources Control Board (SWRCB) regulates discharge of potentially hazardous materials to waterways and aquifers and administers the basin plans for groundwater resources in the various regions of the state. The Regional Water Quality Control Board (RWQCB) oversees surface and groundwater. Programs intended to protect workers from exposure to hazardous materials and from accidental upset are covered under OSHA at the federal and state level (Cal OSHA) and the California Department of Health Services (DHS) at the state level. Air quality is regulated through the CARB and the El Dorado County Air Quality Management District (EDCAQMD). The State Fire Marshal is responsible for the protection of life and property through the development and application of fire prevention engineering, education, and enforcement; CalFire provides fire protection services for State and privately-owned wildlands.

Senate Bill 99

SB 99 requires cities and counties, upon the next revision of the housing element on or after January 1, 2020, to review and update the safety element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes (California Government Code Section 65302(g)(5)).

Water Code

Division 7 of the California Water Code, commonly referred to as the Porter-Cologne Water Quality Control Act, created the SWRCB and the RWQCB. In addition, water quality responsibilities are established for the SWRCB and RWQCBs.

LOCAL

El Dorado County General Plan

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

HEALTH AND SAFETY ELEMENT

Goal 6.1 COORDINATION – A coordinated approach to hazard and disaster response planning.

> **Objective 6.1.1:** EL DORADO COUNTY MULTI-JURISDICTIONAL LOCAL HAZARD MITIGATION PLAN – The El Dorado County Multi-Jurisdictional Local Hazard Mitigation Plan shall serve as the implementation program for this Goal.

Policy 6.1.1.1: The El Dorado County Multi-jurisdictional Local Hazard Mitigation Plan (LHMP) shall serve as the implementation program for the coordination of hazard planning and disaster response efforts within the County and is incorporated by reference to this Element. The County will ensure that the LHMP is updated on a regular basis to keep pace with the growing population.

Goal 6.2 FIRE HAZARDS - Minimize fire hazards and risks in both wildland and developed areas.

Objective 6.2.1: DEFENSIBLE SPACE – All new development and structures shall meet "defensible space" requirements and adhere to fire code building requirements to minimize wildland fire hazards.

Policy 6.2.1.1: Implement Fire Safe ordinance to attain and maintain defensible space through conditioning of tentative maps and in new development at the final map and/or building permit stage.

Policy 6.2.1.2: Coordinate with the local Fire Safe Councils, California Department of Forestry and Fire Protection, and federal and state agencies having land use jurisdiction in El Dorado County in the development of a countywide fuels management strategy. .

Objective 6.2.2: LIMITATIONS TO DEVELOPMENT – Regulate development in areas of high and very high fire hazard as designated by the California Department of Forestry and Fire Prevention Fire Hazard Severity Zone Maps.

Policy 6.2.2.1: Fire Hazard Severity Zone Maps shall be consulted in the review of all projects so that standards and mitigation measures appropriate to each hazard classification can be applied. Land use densities and intensities shall be determined by mitigation measures in areas designated as high or very high fire hazard.

Policy 6.2.2.2: The County shall preclude development in areas of high and very high wildland fire hazard or in areas identified as wildland-urban interface (WUI) communities within the vicinity of Federal lands that are a high risk for wildfire, as listed in the Federal Register Executive Order 13728 of May 18, 2016, unless such development can be adequately protected from wildland fire hazard, as demonstrated in a WUI Fire Safe Plan prepared by a qualified professional as approved by the El Dorado County Fire Prevention Officers Association. The WUI Fire Safe Plan shall be approved by the local Fire Protection District having jurisdiction and/or California Department of Forestry and Fire Protection. (Resolution 124-2019, August 6, 2019)

Goal 6.6: MANAGEMENT OF HAZARDOUS MATERIALS – Recognize and reduce the threats to public health and the environment posed by the use, storage, manufacture, transport, release, and disposal of hazardous materials.

Objective 6.6.1: REGULATION OF HAZARDOUS MATERIALS – Regulate the use, storage, manufacture, transport and disposal of hazardous materials in accordance with State and Federal regulations.

Policy 6.6.1.1: The Hazardous Waste Management Plan shall serve as the implementation program for management of hazardous waste in order to protect the health, safety,

property of residents and visitors, and to minimize environmental degradation while maintaining economic viability.

Policy 6.6.1.2: Prior to the approval of any subdivision of land or issuing of a permit involving ground disturbance, a site investigation, performed by a Registered Environmental Assessor or other person experienced in identifying potential hazardous wastes, shall be submitted to the County for any subdivision or parcel that is located on a known or suspected contaminated site included in a list on file with the Environmental Management Department as provided by the State of California and federal agencies. If contamination is found to exist by the site investigations, it shall be corrected and remediated in compliance with applicable laws, regulations, and standards prior to the issuance of a new land use entitlement or building permit.

Policy 6.6.1.3: Provision must be made for disposal of aviation generated petroleum, oils, lubricants, and solvents at the County airports.

El Dorado County Ordinance Code

El Dorado County Code Chapter 8.38, Hazardous Materials, regulates the handling, storage, use, transport, processing, or disposal of hazardous materials. The ordinance establishes requirements for businesses that are consistent with California Health and Safety Code and the CCR. Such requirements include the reporting of hazardous materials, disclosure of accidental release of hazardous materials, and preventative and mitigative measures for impacts resulting from hazardous materials. The ordinance provides that a valid permit is required to conduct activities regulated by the chapter.

El Dorado County Multi-Jurisdictional Hazard Mitigation Plan

The 2024 Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), developed in collaboration with cities and special districts, evaluates risks from natural hazards affecting the county, including floods, drought, wildfires, severe weather, and more. Although such hazards cannot always be prevented, the MJHMP establishes a foundation for a long-term strategy to reduce disaster losses.

El Dorado County Airport Land Use Compatibility Plan (ALUCP)

The El Dorado County ALUCP contains the individual Compatibility Plan for each of the three public-use airports in the western portion of El Dorado County: Cameron Airpark Airport, Georgetown Airport, and Placerville Airport. As adopted by the El Dorado County Airport Land Use Commission (ALUC), the basic function of the ALUCP is to promote compatibility between these airports and future land use development in the surrounding areas. The plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development.

Certified Unified Program Agency

The Certified Unified Program Agencies consolidates, coordinates, and makes consistent hazardous materials and hazardous waste programs (program elements). The El Dorado County Department of Environmental Management, Hazardous Waste Division is the Certified Unified Program Agency

(CUPA) for all cities and unincorporated areas within Solano County. The El Dorado County CUPA is the local administrative agency that has regulatory oversight over the implementation of hazardous materials and hazardous wastes regulations in El Dorado County and administers the following six programs:

- Hazardous Materials Release Response Plans and Inventories (Business Plans);
- California Accidental Release Prevention (CalARP) Program;
- Underground Storage Tank Program;
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure (SPCC) Plans;
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs; and
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements.

City of Placerville General Plan

Listed below are the relevant policies set forth in the Placerville General Plan, Section VI: Health and Safety that relate to hazards and hazardous materials:

HEALTH AND SAFETY ELEMENT

Goal D: To prevent loss of lives, injuries, and property damage due to wildland and urban fires.

> **Policy 1:** Areas of high and extreme fire hazards shall be the subject of special review, and building and higher intensity uses shall be limited unless the hazards are mitigated to a point acceptable by the Fire Department.

Goal F: To protect Placerville residents from the effects of hazardous materials.

> **Policy 1:** City approvals of all new development shall consider the potential for the production, use, storage, and transport of hazardous materials and provide for reasonable controls on such hazardous materials.
>
> **Policy 2:** Within its authority, the City shall regulate the production, use, storage, and transport of hazardous materials to protect the health of Placerville residents.
>
> **Policy 3:** The City shall work with the County in implementing the County's Hazardous Materials Area Plan and acknowledges the County as lead agency for hazardous materials management and disclosure.
>
> **Policy 4:** The City shall work with the County in establishing an Annual Citizens' Hazardous Materials Clean-up Day.

Goal G: To ensure that City emergency procedures are adequate in the event of potential natural or man-made disasters.

Policy 1: The City shall maintain and periodically update the City's Emergency Plan. As part of the periodic update, the City shall review County and State emergency response procedures that must be coordinated with City procedures.

Policy 2: The City shall conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

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 related to hazards and hazardous materials if it will:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (less than significant)

Construction of the individual 2045 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.

Impact 3.8-2: 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 (less than significant)

Hazardous Solvents and Architectural Coatings: The construction and maintenance of individual 2045 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 CWA 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 2045 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 2045 RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each 2450 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.

Impact 3.8-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (less than significant)

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 one-quarter 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.

Impact 3.8-4: 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 (less than significant with mitigation)

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 2045 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 Mitigation Measure 3.8-1 would ensure that this potential impact is reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.8-1: *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).*

Impact 3.8-5: 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 (less than significant impact)

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 requirements would ensure that this impact would be ***less than significant***.

Impact 3.8-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (no impact)

The individual 2045 RTP improvement projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The 2045 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***.

Impact 3.8-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (no impact)

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. 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.

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 wildlife 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 2045 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 wildfires. The 2045 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 wildfire risk rating. Therefore, there is ***no impact***.

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This section provides an overview of the regional hydrology, flooding, water quality, water purveyors, and water sources in the region. 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 May 2024);
- El Dorado County General Plan EIR (May 2003);
- Placerville General Plan (January 1990).

One comment from the Central Valley Regional Water Quality Control Board was received during the public review period regarding hydrology and water quality.

3.9.1 ENVIRONMENTAL SETTING

REGIONAL HYDROLOGY

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 Tahoe Regional Planning Agency [TRPA] planning area).

Sacramento River Hydrologic Region

The northern portion of El Dorado County is 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 three million people.

San Joaquin Hydrologic Region

The southern portion of El Dorado County is 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 five million people.

North Lahontan Hydrological Region

The far western portion of El Dorado County is 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 American 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 South Fork of the American 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. There are 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.

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 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 because 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 contaminates 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 on the west slope of the Sierra. In some portions of the groundwater basin, water 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 total dissolved solids/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 (CWA) 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 3.9-1 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 3.9-1: 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

IMPAIRED WATERBODIES
Oxbow Reservoir (Ralston Afterbay, El Dorado and Placer Counties) Water body type: Lake & Reservoir Assessed area: 65 acres

SOURCE: CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY, 2019.

3.9.2 REGULATORY SETTING

FEDERAL

Clean Water Act

Initially passed in 1972, the CWA regulates the discharge of pollutants into watersheds throughout the nation. CWA Section 402(p) establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program. CWA Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The CWA establishes the basic structure for regulating the discharges of pollutants into the waters of the United States and gives the Environmental Protection Agency (EPA) the authority to implement pollution control programs. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges.

The CWA also requires states to establish site-specific water quality standards for navigable bodies of water and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The following CWA sections assist in ensuring water quality for the water of the United States:

- CWA Section 208 requires the use of best management practices (BMPs) to control the discharge of pollutants in stormwater during construction;
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies; and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes Total Maximum Daily Loads (TMDLs), which is the maximum amount of a pollutant that a water body can receive and still safely meet water quality standard; and
- CWA Section 404 authorizes the U.S. Army Corps of Engineers to require permits that will discharge dredge or fill materials into waters in the United States, including wetlands.

In California, the EPA has designated the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) with the authority to identify beneficial uses and adopt applicable water quality objectives.

The SWRCB is responsible for implementing the CWA and does so through issuing National Pollutant Discharge Elimination System (NPDES) permits to cities and counties through RWQCBs. Federal

regulations allow two permitting options for storm water discharges (individual permits and general permits).

National Pollutant Discharge Elimination System (NPDES)

NPDES permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds, wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the EPA, subject to review and approval by the EPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable so as to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also waste discharge requirements issued under the authority of the CWA.

NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The western portion of El Dorado County is in a watershed administered by the Central Valley RWQCB; the eastern portion of the county is administered by the Lahontan RWQCB.

Individual projects that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing Best Management Practices (BMPs) the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

Federal Emergency Management Agency (FEMA)

FEMA's primary mission is to reduce the loss of life and property and protect from all hazards, including flooding, among others. FEMA advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and State emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses, and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.

Flood is a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties. The term "100-year flood" is defined by FEMA, as the flood elevation that has a one percent chance of being equaled or exceeded each year. A "500-year flood" is one which has a 0.2 percent chance of occurring each year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event.

Flood zones are geographic areas that FEMA defines, based on studies of flood risk. The zone boundaries are shown on flood hazard maps, also called Flood Insurance Rate Maps (FIRM). High Risk Zones or Special Flood Hazard Areas (SFHA or Zone A) are high-risk flood areas where special flood, mudflow, or flood-related erosion hazards exist, and flood insurance is mandatory. SFHAs are those areas subject to inundation by a 100-year flood. Low-to-Moderate Risk Zones or Non-Special Flood Hazard Areas (Zones B, C, X) are areas that are not in any immediate danger from flooding caused by overflowing rivers or hard rains. Insurance purchase is not required in these zones.

FEMA is responsible for administering the National Flood Insurance Program (NFIP), which enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all Zones A, which are communities subject to a 100-year flood event. In addition to providing flood insurance and reducing flood damages through floodplain management regulations, the NFIP identifies and maps the nation's floodplains on FIRMs.

FEMA is mandated by the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide FIRMs for local and regional planners to further promote safe floodplain development. Flood risk data presented on FIRMs are based on historic, hydrologic, hydraulic, and meteorological data, as well as flood control works, open-space conditions, and development. To prepare a FIRM that illustrates the extent of flood hazards in flood-prone communities, FEMA conducts an engineering study referred to as Flood Insurance Study. Using information collected in these studies, FEMA engineers and cartographers delineate SFHAs on FIRMs.

Flood Control Act

The Flood Control Act (1917) established survey and cost estimate requirements for flood hazards in the Sacramento Valley. All levees and structures constructed per the Flood Control Act were to be maintained locally but controlled federally. All rights of way necessary for the construction of flood control infrastructure were to be provided to the Federal government at no cost. Federal involvement in the construction of flood control infrastructure, primarily dams and levees, became more pronounced upon passage of the Flood Control Act of 1936.

Flood Disaster Protection Act

The Flood Disaster Protection Act (FDPA) of 1973 was a response to the shortcomings of the NFIP, which were experienced during the flood season of 1972. The FDPA prohibited federal assistance, including acquisition, construction, and financial assistance, within delineated floodplains in non-participating NFIP communities. Furthermore, all Federal agencies and/or federally insured and federally regulated lenders must require flood insurance for all acquisitions or developments in designated SFHAs in communities that participate in the NFIP. Improvements, construction, and developments within SFHAs are generally subject to the following standards:

- All new construction and substantial improvements of residential buildings must have the lowest floor (including basement) elevated to or above the base flood elevation (BFE).

- All new construction and substantial improvements of non-residential buildings must either have the lowest floor (including basement) elevated to or above the BFE or dry-floodproofed to the BFE.
- Buildings can be elevated to or above the BFE using fill, or they can be elevated on extended foundation walls or other enclosure walls, on piles, or on columns.
- Extended foundation or other enclosure walls must be designed and constructed to withstand hydrostatic pressure and be constructed with flood-resistant materials and contain openings that will permit the automatic entry and exit of floodwaters. Any enclosed area below the BFE can only be used for the parking of vehicles, building access, or storage.

National Flood Insurance Program (NFIP)

Per the National Flood Insurance Act of 1968, the NFIP has three fundamental purposes: better indemnify individuals for flood losses through insurance; reduce future flood damages through State and community floodplain management regulations; and reduce federal expenditures for disaster assistance and flood control.

While the National Flood Insurance Act provided for subsidized flood insurance for existing structures, the provision of flood insurance by FEMA became contingent on the adoption of floodplain regulations at the local level.

STATE

California Fish and Wildlife Code

The California Department of Fish and Wildlife (CDFW) protects streams, water bodies, and riparian corridors through the streambed alteration agreement process under Section 1600 to 1616 of the California Fish and Game Code The California Fish and Game Code establishes that ”an entity may not substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river stream, or lake” (Fish and Game Code Section 1602(a)) without notifying the CDFW, incorporating necessary mitigation and obtaining a streambed alteration agreement. The CDFWs jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

California Code of Regulations

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

California Government Code

Relevant sections of the California Government Code are identified below.

Section 65584.04: Any land having inadequate flood protection, as determined by FEMA or DWR, must be excluded from land identified as suitable for urban development within a planning area.

Section 8589.4: California Government Code Section 8589.4, commonly referred to as the Potential Flooding-Dam Inundation Act, requires owners of dams to prepare maps showing potential inundation areas in the event of dam failure. A dam failure inundation zone is different from a flood hazard zone under the NFIP. NFIP flood zones are areas along streams or coasts where storm flooding is possible from a 100-year flood. In contrast, a dam failure inundation zone is the area downstream from a dam that could be flooded in the event of dam failure due to an earthquake or other catastrophe. Dam failure inundation maps are reviewed and approved by the California Office of Emergency Services. Sellers of real estate within inundation zones are required to disclose this information to prospective buyers.

California Department of Health Services

The Department of Health Services, Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for Methyl *tertiary*-butyl ether (aka MTBE) and other oxygenates. MTBE is a chemical compound is produced in very large quantities (over 200,000 barrels per day in the U.S. in 1999) and is almost exclusively used as a fuel additive in motor gasoline. Chemical grounds commonly known as "oxygenates," raise the oxygen content of gasoline, and are volatile, flammable and colorless liquids that dissolves rather easily in water.

California Water Code

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and each of the Regional Water Quality Control Board (RWQCBs) power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the Federal Clean Water Act. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to conditions, areas, or types of waste.

State Water Resources Control Board (State Water Board) Storm Water Strategy

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the State Water Board's role in storm water resources management and evolve the Storm Water Program by: a) developing guiding principles to serve as the foundation of the storm water program; b) identifying issues that support or inhibit the program from aligning with the guiding principles; and c) proposing and prioritizing projects that the Water Boards could implement to address those issues.

The State Water Board staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the Water Board's Storm Water Program.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) established a framework for sustainable, local groundwater management. SGMA requires groundwater-dependent regions to halt overdraft and bring basins into balanced levels of pumping and recharge. With passage of the SGMA, the Department of Water Resources (DWR) launched the Sustainable Groundwater Management Program to implement the law and provide ongoing support to local agencies around the State. The SGMA:

- Establishes a definition of "sustainable groundwater management;"
- Requires that a Groundwater Sustainability Plan be adopted for the most important groundwater basins in California;
- Establishes a timetable for adoption of Groundwater Sustainability Plans;
- Empowers local agencies to manage basins sustainably;
- Establishes basic requirements for Groundwater Sustainability Plans; and
- Provides for a limited State role.

In the basins designated by DWR as medium and high priority, local public agencies, and Groundwater Sustainability Agencies (GSAs) are required to develop and implement groundwater sustainability plans (GSPs) or alternatives to GSPs (Alternative GSP). An Alternative GSP, per Water Code Section 10733.6(b), may be any of the following: an existing groundwater management plan or other law authorizing groundwater management; groundwater management pursuant to an adjudication; or an analysis of basin conditions that demonstrates that the basin has operated within its sustainable yield over a period of at least 10 years. Alternative GSPs are reviewed by DWR staff

to confirm they will achieve the same outcome as a GSP, which is sustainable groundwater management for the basin. Refer also to the Groundwater Management Plan discussion below.

LOCAL

Water Quality Control Plan (Basin Plan)

The portion of El Dorado County within the EDCTC planning area is regulated by the Central Valley RWQCB and its Basin Plan. Each Water Quality Control Plan (Basin Plan) identifies surface water and groundwater resources in the watershed and establishes beneficial uses and numeric water quality objectives for each resource.

El Dorado County General Plan

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

PUBLIC SERVICES AND UTILITIES ELEMENT

Goal 5.4 STORM DRAINAGE – Manage and control storm water runoff to prevent flooding, protect soils from erosion, prevent contamination of surface waters, and minimize impacts to existing drainage infrastructure.

> **Objective 5.4.1**: DRAINAGE AND FLOOD MANAGEMENT PROGRAM – Initiate a County-wide drainage and flood management program to prevent flooding, protect soils from erosion, and minimize impacts on existing drainage facilities.
>
> > **Policy 5.4.1.1:** Require storm drainage systems for discretionary development that protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties, minimize impacts to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.
> >
> > **Policy 5.4.1.2:** Discretionary development shall protect natural drainage patterns, minimize erosion, and ensure existing facilities are not adversely impacted while retaining the aesthetic qualities of the drainage way.
> >
> > **Policy 5.4.1.3**: The County will evaluate the funding requirements for a maintenance, operation, and infrastructure replacement program for regionally effective storm water drainage management.

Goal 7.3 WATER QUALITY AND QUANTITY – Conserve, enhance, and manage water resources and protect their quality from degradation.

> **Objective 7.3.1:** WATER RESOURCE PROTECTION - Preserve and protect the supply and quality of the County's water resources including the protection of critical watersheds, riparian zones, and aquifers.

Policy 7.3.1.1 Encourage the use of Best Management Practices, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.

Policy 7.3.1.2: Establish water conservation programs that include both drought tolerant landscaping and efficient building design requirements as well as incentives for the conservation and wise use of water.

Policy 7.3.1.3: The County shall develop the criteria and draft an ordinance to allow and encourage the use of domestic gray water for landscape irrigation purposes. (See Title 22 of the State Water Code and the Graywater Regulations of the Uniform Plumbing Code).

Objective 7.3.2: WATER QUALITY – Maintenance of and, where possible, improvement of the quality of underground and surface water.

Policy 7.3.2.1: Stream and lake embankments shall be protected from erosion, and streams and lakes shall be protected from excessive turbidity.

Policy 7.3.2.2: Projects requiring a grading permit shall have an erosion control program approved, where necessary.

Policy 7.3.2.3: Where practical and when warranted by the size of the project, parking lot storm drainage shall include facilities to separate oils and salts from storm water in accordance with the recommendations of the Storm Water Quality Task Force's California Storm Water Best Management Practices Handbooks (1993).

Policy 7.3.2.4: The County should evaluate feasible alternatives to the use of salt for ice control on County roads.

Policy 7.3.2.5: As a means to improve the water quality affecting the County's recreational waters, enhanced and increased detailed analytical water quality studies and monitoring should be implemented to identify and reduce point and non-point pollutants and contaminants. Where such studies or monitoring reports have identified sources of pollution, the County shall propose means to prevent, control, or treat identified pollutants and contaminants.

Objective 7.3.4: DRAINAGE – Protection and utilization of natural drainage patterns.

Policy 7.3.4.1: Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site without disturbance.

Policy 7.3.4.2: Modification of natural stream beds and flow shall be regulated to ensure that adequate mitigation measures are utilized.

El Dorado County Ordinance Code

Chapter 110.14, Grading, Erosion, and Sediment Control, of the El Dorado County Code contains the Grading Ordinance of the County of El Dorado, which establishes provisions for public safety and environmental protection associated with grading activities on private property. The ordinance sets forth rules and regulations to control excavation, grading, and earthwork construction, including fills and embankments. The Grading Ordinance also establishes the administrative procedures for

issuance of permits, and provides for approval of plans and inspection of grading construction and all grading specific to single-parcel site improvements, except single-family residence construction, unless exceeding prescriptive standards as defined in the County Design and Improvements Standards Manual.

Where the grading or earthwork involves multiple parcels, parcel maps, subdivisions, land divisions or roads, the County's Design and Improvement Standards Manual must be used for design purposes. The ordinance requires grading permits for any grading activity that has the potential to:

- Involve more than 250 cubic yards of grading material, or cuts and fills greater than five feet in vertical depth;
- Create unstable or erodible slopes;
- Denude more than 10,000 square feet of surface on a 10 percent or steeper grade;
- Encroach into a perennial or seasonal watercourse that either has a watershed larger than 50 acres or is designated by a solid or dashed blue line on a USGS 7.5-minute quadrangle map; or
- Occur within the Lake Tahoe Basin Special Restrictions and Exemptions area.

The grading permit applies to all projects with certain exemptions. The most significant exemption is for grading pursuant to a subdivision map and an approved subdivision improvement plan.

STORMWATER MANAGEMENT PLAN AND STORMWATER QUALITY ORDINANCE

The Western El Dorado County Stormwater Management Plan (SWMP) was adopted by the County in 2004 as a means of compliance with the then-applicable Small MS4 Permit. In May 2015, the County adopted the El Dorado County Stormwater Quality Ordinance (Ordinance No. 5022) to ensure compliance with the new Phase II MS4 Permit (2013-0001-DWQ) requirements that were adopted by the SWRCB on February 5, 2013. Chapter 8.79 of the County Code contains the stormwater regulations, which establishes the County's authority to implement and enforce the SWMP and to ensure compliance with state and federal stormwater laws and regulations. It also sets forth requirements that development projects incorporate BMPs to control the volume, rate, and potential pollutant loading of stormwater runoff. As provided by Section 8.79.150.G, the required BMPs may be contained in any land use entitlement, conditions of approval, grading plans, improvement plans, or any construction or building-related permit to be issued relative to such development.

County of El Dorado Design and Improvement Standards Manual

The County's Design and Improvement Standards Manual identifies required erosion and sediment control measures that are applicable to subdivisions, roadways, and other types of developments. The purpose of the Design and Improvement Standards Manual is to standardize development practices used in the hillside environment that is prevalent in El Dorado County and to minimize the environmental effects of construction. Volume II of the manual includes drainage and design criteria for stormwater and Volume III of the manual provides guidance on how to implement the erosion and sediment control standards in the Grading Ordinance (Chapter 110.14 of the El Dorado County Code).

County of El Dorado Drainage Manual

The Drainage Manual, adopted in 1995 and revised in 2020, establishes standards and guidelines for the design of stormwater drainage facilities and the performance of hydraulic and hydrologic analyses. The manual is designed to supplement El Dorado County ordinances and the provisions defined in the Design and Improvement Standards Manual. Drainage systems must be designed on a site-specific basis in accordance with the findings of the studies and County requirements. As a performance standard, measures to be implemented would provide for no net increase in peak stormwater discharge relative to current conditions to 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

West Slope Development and Redevelopment Standards and Post Construction Storm Water Plan Requirements

The West Slope Development and Redevelopment Standards provide the requirements for applicable projects to comply with the MS4 permit. The requirements include the following:

- Implement and direct water to one or more site design measures (BMPs).
- Remaining runoff from the 85th percentile 24-hour storm event (~1.13 inches of water) shall be directed to one or more storm water treatment and baseline hydromodification measures using volumetric and/or flow-based sizing criteria.
- Verification showing post project flows will not exceed pre-project flow rate for the 2-year, 24-hour storm (can be included in a Drainage Report). Alternatively, the Permittee may use a geomorphically based hydromodification standard or set of standards and analysis procedures designed to ensure that Regulated Projects do not cause a decrease in lateral (bank) and vertical (channel bed) stability in receiving stream channels. The alternative hydromodification standard or set of standards and analysis procedures must be reviewed and approved by the Regional Board Executive Officer.
- Identify potential sources of pollutants and implement corresponding source control measures using CASQA Source Control BMP Fact Sheets.
- Provide ongoing maintenance of water retention and treatment facilities.

City of Placerville General Plan

Listed below are the relevant policies set forth in the Placerville General Plan, Section V: Natural, Cultural, and Scenic Resources that relate to hydrology and water quality.

NATURAL, CULTURAL, AND SCENIC RESOURCES ELEMENT

Goal A: To conserve water resources and protect water quality within the Placerville area.

> **Policy 1:** The City shall promote water conservation in both public and private developments.
>
> **Policy 2:** The City shall encourage agricultural operators to use the Irrigation Management (IMS) water conservation program of the El Dorado Irrigation District.

Policy 3: The City shall encourage the use of treated wastewater for irrigation of pasture land, golf courses, and other open-space areas, consistent with health standards.

Policy 4: The City shall encourage the use of native drought-resistant plants in both public and private landscaping.

Policy 5: The City shall require in new development sound anti-pollution practices to protect water quality.

Policy 6: The City shall prohibit establishment of mining operations in and near streams, lakes and reservoirs.

Policy 7: The City shall condition approvals of development in hillside areas to minimize erosion and silt flows into watercourses.

3.9.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact related to geology and soils if it will:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- 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:
    - Result in substantial erosion or siltation on- or off-site;
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
    - 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
    - Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and/or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (less than significant with mitigation)

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 CWA, each specific improvement project will require an approved 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 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 CWA).

Based upon the general planning nature of the RTP, development of detailed, site-specific information related to this specific 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 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 Mitigation Measure 3.9-1, 3.9-2, and 3.9-3 would ensure that implementation of individual RTP projects would result in a ***less than significant*** relative to this issue.

MITIGATION MEASURES

Mitigation Measure 3.9-1: *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 3.9-2: *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 3.9-3: *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 Mitigation Measure 3.9-4 would ensure that the RTP would have a ***less than significant*** impact from these issues.

MITIGATION MEASURES

Mitigation Measure 3.9-4: *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.*

Impact 3.9-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin (less than significant)

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 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 result in a ***less than significant*** impact related to these issues.

Impact 3.9-3: 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impede or redirect flood flows (less than significant with mitigation)

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 because 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 relative to 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 Mitigation Measures 3.9-5, 3.9-6 and 3.9-7 would ensure that RTP projects would result in a ***less than significant*** impact relative to this issue.

MITIGATION MEASURES

Mitigation Measure 3.9-5: *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 3.9-6: *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 because of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.*

Mitigation Measure 3.9-7: *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.*

Impact 3.9-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation (less than significant)

The proposed project is not located in a tsunami zone. However, the potential for flood hazards and seiches (wave created in an enclosed water body) 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. Therefore, implementation of the RTP would result in a ***less than significant*** impact relative this issue.

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 2025-2045 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 (2019);
- U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates; and
- U.S. Census Bureau's Longitudinal Employment Data.

No comments were received during the public comment period regarding land use and population were received.

3.10.1 ENVIRONMENTAL SETTING

EXISTING PHYSICAL ENVIRONMENT AND LAND USES

El Dorado County is in the foothills and mountains of the Sierra Nevada adjacent to Sacramento County and extends east from the Sacramento region. El Dorado County is bordered by Placer County to the north, Amador County to the south, Sacramento County to the 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 areas 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 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 eastern portion of the County to the Tahoe Basin is within National Forest and is under the jurisdiction of the U.S. Forest Service, as shown in Figure 3.10-1, which is the area identified as *Natural Resources*.

Figure 3.10-1 also illustrates the existing land uses within the County, highlighting concentration of more urban uses along U.S. 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 U.S. 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 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 incorporated in 1900 making it one of two incorporated jurisdictions 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 in the Lake Tahoe Basin. South Lake Tahoe is served by a major east–west highway, U.S. 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 approximately 147,202 persons in 2016 to 163,098 persons in 2040 (SACOG, 2025). Separately, EDCTC projects employment in El Dorado County would increase from 48,690 jobs in 2016 to 67,050 jobs by 2040 (SACOG, 2025), representing an increase of 18,360 jobs or an approximately 27.4 percent increase in jobs between 2016 and 2040. This will accompany an increase in population in the County of 25,896 persons between 2016 and 2040, which represents an increase in population of approximately 15.9 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 2023 Five-Year American Community Survey (U.S. Census 2023). Another 7.8 percent carpooled to work. The average daily commute time in El Dorado County is approximately 28.4 minutes, 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.
- An increase in residents who moved from urban areas to take advantage of options to work remotely.

Population

According to the U.S. Census Bureau, the El Dorado County population, including the Lake Tahoe Basin, grew at an average annual rate of approximately 0.55 percent from 2010 to 2020 (U.S. Census Bureau, 2025). As of January 1, 2024, the State Department of Finance (DOF) estimated the County's population to be 188,583, an approximately 0.27 percent increase from 2023. It should be noted that approximately 83.4 percent of the County's population or 157,253 people 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. In 2010, persons 65 years and older made-up 13.7 percent of the total population (24,499 of 179,053 people were aged 65 years and older); in 2023, persons 65 years and older made-up 22.8 percent of the total population (43,808 of 192,299 people were aged 65 years and older).

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 provided by SACOG, the County, excluding the Tahoe Basin, is expected to increase in population from 163,098 in 2020 to 180,569 in 2050 (SACOG, 2025). The unincorporated communities of El Dorado County area expected to experience steady growth over the 2020 to 2050 period, with an expected increase in population from 153,093 in 2020 to 169,645 in 2050, or 10.8 percent.

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 desirability, although prices have increased and there is limited affordable housing;

however, housing priced in the County are considered more reasonable when compared with the San Francisco Bay Area and some parts of the Sacramento Area. The growth within El Dorado County is focused on the development of single-family homes.

According to SACOG 2025 forecasts, housing, employment, and population for the baseline year of 2020 to 2050, dwelling units in El Dorado County will increase from 67,050 in 2020 to 75,401 in 2050. This represents an increase of approximately 12.45 percent.

Employment

The number of workers in El Dorado County is expected to increase from 2020 through 2050. According to SACOG 2025 forecasts, there is an increase in the number of workers from 45,867 to 57,032 during this period. This represents an increase of approximately 24.34 percent. According to the California Employment Development Department, total industry employment (i.e., the number of jobs by the place of work) in El Dorado County grew from 44,300 jobs in 2000 to 59,500 jobs in 2023, a 34.3 percent increase (State of California Employment Development Department 2024).

The majority of the employed El Dorado County workforce does not work within the County. The U.S. Census Bureau's Longitudinal Employment Data indicates that approximately 66.3 percent of El Dorado County's workforce in 2022 worked outside of the County (U.S. Census Bureau 2024). Overall, the ratio of El Dorado County residents employed within the County has stayed relatively consistent over the last decade but has decreased since the decade prior. The U.S. Census Bureau's Longitudinal Employment Data indicates that 33.7 percent of El Dorado County's labor force worked within El Dorado County in 2022, as opposed to 35.4 percent in 2018, 34.6 percent in 2013, 40.6 percent in 2007, and 43.5 percent in 2002. However, the length of the average commute remained nearly the same between 2010 and 2022 (29.4 to 28.4 minutes, respectively). Since a large share of the proposed growth in the local housing supply is concentrated in the El Dorado Hills, which is near job centers outside of the county, the proportion of locally employed residents may continue to drop.

3.10.2 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 (USC). The Department of Transportation Act 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 rights-of-way 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, several 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 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 a 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.

In 2022, the SACOG Board of Directors adopted the regional growth projections and land use assumptions for the 2025 Blueprint, which is a strategic long-range plan for building a connected region that includes future transportation investments, affordable housing for the region's growing population, and equitable investments that give all community members access to a safe and healthy region. The 2025 Blueprint is part of SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy for 2050, 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.

In 2025, the SACOG Board is anticipated to adopt the 2050 MTP/SCS, using the 2025 Blueprint as the basis for the land use on which transportation investments will be made. The 2050 MTP/SCS links land use and transportation planning, with $35 billion in transportation investments, based on current planning estimates, in the six-county Sacramento region over the planning period. With strategic investments in our current transportation system, it is possible to curb the growth in traffic congestion each household experiences and create opportunities for residents of the region to spend less time in their cars and protect our air quality while improving the quality of life.

3.10.3 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 3.10-1: 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 near 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. Additionally, the 2025-2045 RTP includes incentives that are intended to provide the existing land uses with a complete transportation system that has a broader level of safe transportation choices for the citizens. A complete transportation system with safer choices provides an enhancement to the quality of life within the community.

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 2025-2045 RTP is intended to improve inter- and intra-regional connectivity and new or improved land use linkages. However, specific projects, such as multimodal stations, interchange improvements, and rail 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. In addition, depending on the specific location of rail transit projects, adding tracks and constructing multiple passenger rail stations could

also result in physical division of existing communities. 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 Mitigation Measure 3.10-1 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.10-1: *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 3.10-2: 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 2025-2045 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, railroad underpasses and overpasses, 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

2025-2045 RTP. The 2025-2045 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 2025-2045 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 2025-2045 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 3.10-3: 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. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation.

The 2025-2045 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.

EDCTC does not make approvals associated with this growth and does not have the authority to make local land use decisions. Implementation of the 2025-2045 RTP will have a ***less than significant*** impact on growth inducement.

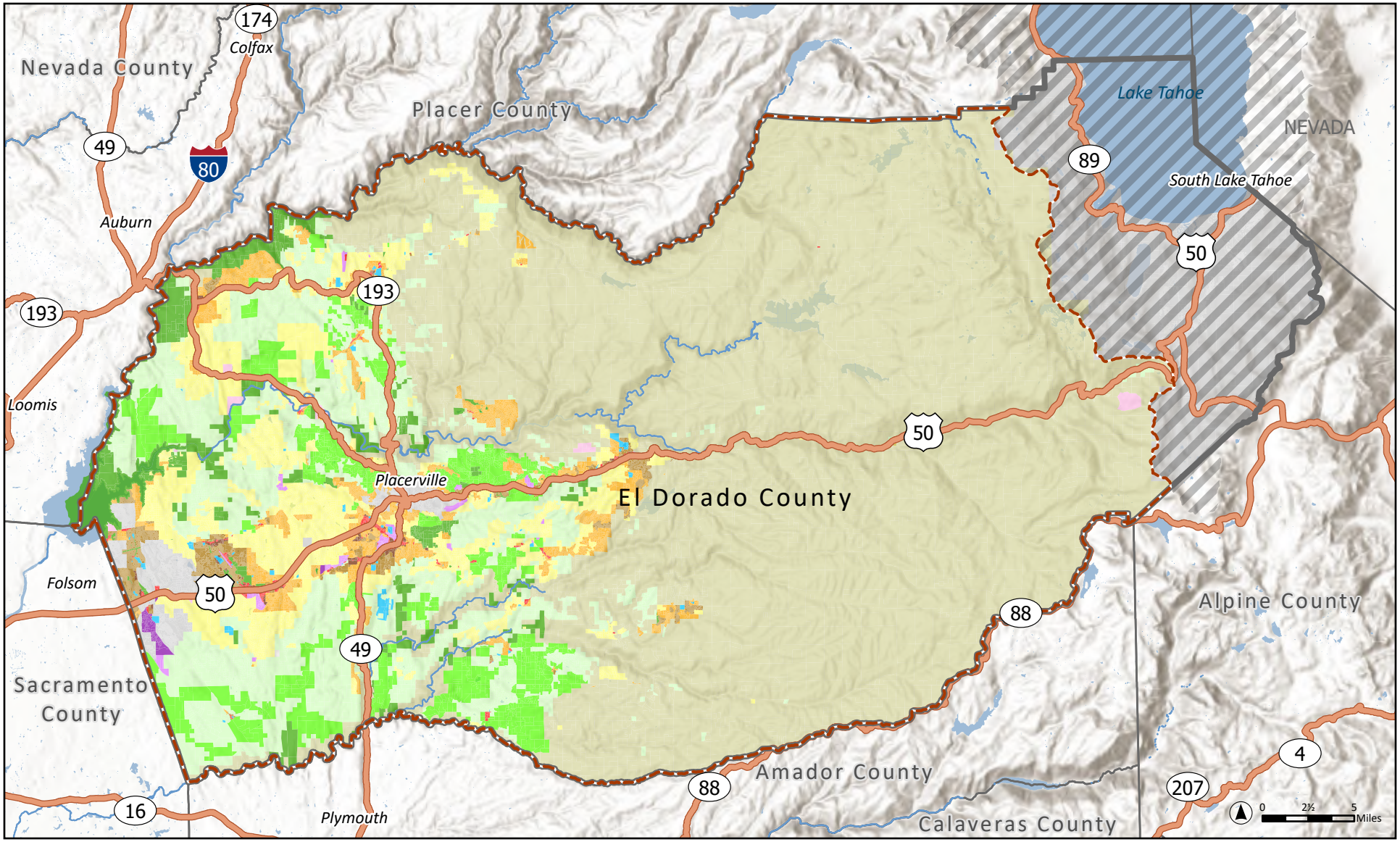
Impact 3.10-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere (less than significant)

The 2025-2045 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 railroad 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 taxiways improvements) may involve land acquisition. While most of the 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 widenings, new major throughway corridors, rail corridors, airports, 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 because of the 2025-2045 RTP are ***less than significant***. No mitigation measures are necessary.



El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

Adopted Plan

Agricultural Lands

Rural Residential

Low Density Residential

Medium Density Residential

High Density Residential

Multi-Family Residential

Commercial

Industrial

Research & Development

Tourist Recreational

Public Facilities

Natural Resources

Open Space

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 3.10-1. Existing Land Uses

Sources: El Dorado County General Plan GOTNET Data Extractor, 4-18-2025; USGS; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

el dorado county edctc TRANSPORTATION COMMISSION

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

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This section identifies the existing noise conditions within the region, regulatory setting, and impacts that are likely to result from Project implementation. 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 regarding noise.

3.11.1 ENVIRONMENTAL SETTING

KEY TERMS

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of noise.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.
CNEL	Community noise equivalent level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 p.m. to 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
L_{dn}	Day/Night Average Sound Level. Like CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period.
$L_{(n)}$	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L_{50} is the sound level exceeded 50 percent of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.

FUNDAMENTALS OF ACOUSTICS

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are

called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected, or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted.

The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment. CNEL is like L_{dn} but includes a +5 dB penalty for evening noise. Table 3.11-1 lists several examples of the noise levels associated with common situations.

TABLE 3.11-1: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	*NOISE LEVEL (DBA)*	*COMMON INDOOR ACTIVITIES*
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

SOURCE: CALTRANS, TECHNICAL NOISE SUPPLEMENT, TRAFFIC NOISE ANALYSIS PROTOCOL. SEPTEMBER 2013.

EFFECTS OF NOISE ON PEOPLE

The effects of noise on people can generally be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it. Regarding increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6 dB per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE LEVELS

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 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.

3.11.2 REGULATORY SETTING

STATE

California Environmental Quality Act

Appendix G of the CEQA Guidelines includes questions that indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels more than local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA case law also addresses noise impacts. (See *King & Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 883-894.) CEQA standards are discussed more below under the Thresholds of Significance section.

Governor's Office of Planning and Research

The State of California General Plan Guidelines, published by the Governor's Office of Land Use and Climate Innovation Office of Planning and Research, provides guidance for the acceptability of projects within specific CNEL or L_{dn} contours. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

State Building Code, Title 24, Part 2 of the State of California Code of Regulations

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations, establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other

than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

LOCAL

El Dorado County General Plan

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

PUBLIC HEALTH, SAFETY, AND NOISE ELEMENT

Goal 6.5 ACCEPTABLE NOISE LEVELS – Ensure that County residents are not subjected to noise beyond acceptable levels.

Objective 6.5.1: PROTECTION OF NOISE-SENSITIVE DEVELOPMENT – Protect existing noise-sensitive developments (e.g., hospitals, schools, churches and residential) from new uses that would generate noise levels incompatible with those uses and, conversely, discourage noise-sensitive uses from locating near sources of high noise levels.

Policy 6.5.1.1: Where noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 6-1 or the performance standards of Table 6-2, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.2: Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table 6-2 at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy 6.5.1.3: Where noise mitigation measures are required to achieve the standards of Tables 6-1 and 6-2, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures have been integrated into the project and the noise barriers are not incompatible with the surroundings.

Policy 6.5.1.4: Existing dwellings and new single-family dwellings on legal lots of record, as of the date of adoption of this General Plan, are not subject to County review with respect to satisfaction of the standards of the Public Health, Safety, and Noise Element except in areas governed by the Airport Land Use Compatibility Plan for applicable airports. (See Objective 6.5.2.)

Consequently, such dwellings may be constructed in other areas where noise levels exceed the standards of the Public Health, Safety, and Noise Element. It is not the responsibility of the County to ensure that such dwellings meet the noise standards of the Public Health, Safety, and Noise Element, or the noise standards imposed by lending agencies such as HUD, FHA, and Cal Vet. If homes are located and constructed in accordance with the Public Health, Safety, and Noise Element, it is expected that the resulting exterior and interior noise levels will conform to the HUD/FHA/Cal Vet noise standards.

Policy 6.5.1.5: Setbacks shall be the preferred method of noise abatement for residential projects located along U.S. Highway 50. Noise walls shall be discouraged within the foreground viewshed of U.S. Highway 50 and shall be discouraged in favor of less intrusive noise mitigation (e.g., landscaped berms, setbacks) along other high volume roadways.

Policy 6.5.1.6: New noise-sensitive uses shall not be allowed where the noise level, due to non-transportation noise sources, will exceed the noise level standards of Table 6-2 unless effective noise mitigation measures have been incorporated into the development design to achieve those standards.

Policy 6.5.1.7: Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 6-2 for noise-sensitive uses.

Policy 6.5.1.8: New development of noise sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise from transportation noise sources which exceed the levels specified in Table 6-1 unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Table 6-1.

Policy 6.5.1.9: Noise created by new transportation noise sources, excluding airport expansion but including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table 6-1 at existing noise-sensitive land uses.

Policy 6.5.1.10: To provide a comprehensive approach to noise control, the County shall:

A. Develop and employ procedures to ensure that noise mitigation measures required pursuant to an acoustical analysis are implemented in the project review process and, as may be determined necessary, through the building permit process.

B. Develop and employ procedures to monitor compliance with the standards of the Noise Element after completion of projects where noise mitigation measures were required.

C. The zoning ordinance shall be amended to provide that noise standards will be applied to ministerial projects with the exception of single-family residential building permits if not in areas governed by the Airport Land Use Compatibility Plan. (See Objective 6.5.2.).

Policy 6.5.1.11: The standards outlined in Tables 6-3, 6-4, and 6-5 shall not apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday, and 8 a.m. and 5 p.m. on weekends, and on federally-recognized holidays. Further, the standards outlined in Tables 6-3, 6-4, and 6-5 shall not apply to public projects to alleviate traffic congestion and safety hazards.

Policy 6.5.1.12: When determining the significance of impacts and appropriate mitigation for new development projects, the following criteria shall be taken into consideration.

A. Where existing or projected future traffic noise levels are less than 60 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 5 dBA Ldn caused by a new transportation noise source will be considered significant;

B. Where existing or projected future traffic noise levels range between 60 and 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 3 dBA Ldn caused by a new transportation noise source will be considered significant; and

C. Where existing or projected future traffic noise levels are greater than 65 dBA Ldn at the outdoor activity areas of residential uses, an increase of more than 1.5 dBA Ldn caused by a new transportation noise will be considered significant.

Policy 6.5.1.13: When determining the significance of impacts and appropriate mitigation to reduce those impacts for new development projects, including ministerial development, the following criteria shall be taken into consideration:

A. In areas in which ambient noise levels are in accordance with the standards in Table 6-2, increases in ambient noise levels caused by new nontransportation noise sources that exceed 5 dBA shall be considered significant; and

B. In areas in which ambient noise levels are not in accordance with the standards in Table 6-2, increases in ambient noise levels caused by new nontransportation noise sources that exceed 3 dBA shall be considered significant.

Policy 6.5.1.14: The County will adopt a noise ordinance to resolve neighborhood conflicts and to control unnecessary noise in the County. Examples of the types of noise sources that can be controlled through the use of a quantitative noise ordinance include noisy mechanical equipment (e.g., swimming pool pumps, HVAC units), and amplified music in commercial establishments.

Policy 6.5.1.15: The County will establish and maintain coordination among city, county, and state agencies involved in noise abatement and other agencies to reduce noise generated from sources outside the County's jurisdiction.

Objective 6.5.2: AIRPORT NOISE GUIDELINES – The County shall recognize the Airport Land Use Compatibility Plan (ALUCP) for the Placerville Airport, the Cameron Airpark Airport, and the Georgetown Airport as the applicable guidelines for development within the Airport Noise Zones for these airports. Where there is a conflict between the County noise standards and the noise standards of the ALUCP, the standards of the ALUCP shall take precedence.

Policy 6.5.2.1: All projects, including single-family residential, within the Airport Noise Zones of the Cameron Airpark, Georgetown, and Placerville airports shall be evaluated against the applicable policies in the ALUCP.

Policy 6.5.2.2: The County shall develop and apply a combining zone district for areas located within the Airport Noise Zones in the ALUCP.

El Dorado County Ordinance Code

Pursuant to Chapter 9.16, Noise, of the El Dorado County Code, it is unlawful for any person to produce or emit any loud or raucous noise, including the human voice amplified, or the sounds of musical instruments, gunshots, explosions, or other device to the extent that it carries onto private property or is heard by others using the highway within the unincorporated territory of the County.

Chapter 130.37, Noise Standards, of the El Dorado County Code establishes standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses. This chapter complies with General Plan Goal 6.5 (Acceptable Noise Levels), and supplements County Code Chapter 9.16. Pursuant to Section 130.37.060, transportation noise shall not exceed thresholds set forth in Table 130.37.060.2, Noise Level Standards for Noise-Sensitive Land Uses Affected by Transportation Noise Sources. Pursuant to Section 130.37.020, Exemptions, of the El Dorado County Code, sound or noise emanating from construction activities during daylight hours is exempt from Section 130.37.060 of the El Dorado County Code, provided that all construction equipment is fitted with factory installed muffling devices and that all construction equipment is maintained in good working order.

City of Placerville General Plan

Listed below are the relevant policies set forth in the Placerville General Plan, Section VI: Health and Safety that relate to noise.

HEALTH AND SAFETY ELEMENT

Goal I: To protect the residents of Placerville from the harmful effects of exposure to excessive noise.

> **Policy 1:** The City shall attempt, insofar as possible, to protect areas within the city where the present noise environment is considered acceptable.
>
> **Policy 2:** Areas within Placerville exposed to existing or projected exterior noise levels exceeding 60dB Ldn shall be designated as noise-impacted areas.
>
> **Policy 3:** Areas within Placerville shall be designated as noise-impacted if exposed to existing or projected exterior noise levels exceeding the performance standards in Table II-1.
>
> **Policy 4:** New development of residential or other noise-sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:
>
> > a. 60 dB Ldn or less in outdoor activity areas, and interior noise levels to 45 dB Ldn or less, where the noise source is preempted from local control (i.e. traffic on public roadways, railroads and airports). In areas where it is not possible to reduce exterior noise levels to 60 dB Ldn or less using a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB Ldn will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB Ldn with the windows and doors closed.

b. Achieve compliance with the standards in Subsection 4.a. and with the performance standards set out in Table II-1, where the noise source is subject to local control (i.e., non-traffic related).

Policy 5: When industrial, commercial, or other land uses, including locally-regulated noise sources, are proposed for areas containing noise-sensitive land uses, noise levels generated by the proposed use shall not exceed the standards in Subsection 4.a. or the performance standards set out in Table II-1.

Policy 6: Where the development of residential or other noise-sensitive land use is proposed for a noise-impacted area, an acoustical analysis shall be prepared at the applicant's expense. The acoustical analysis shall:

a. Be prepared by a qualified acoustical consultant experienced in the fields of environmental noise assessment and architectural acoustics.

b. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.

c. Include estimated noise levels in terms of Ldn and/or the standards in Table II-1 for existing and projected future noise levels, with a comparison made to the adopted policies of this subsection.

d. Include recommendations for appropriate mitigation to achieve compliance with the adopted policies of this subsection. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.

e. Include estimates of noise exposure after the prescribed mitigation measures have been implemented. If compliance with the policies of this subsection will not be achieved, a rationale for acceptance of the project must be provided.

Policy 7: Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with recommendations of the California Office of Noise Control (see Table II-2).

Policy 8: The City shall enforce the Noise Insulation Standards of Title 24 of the California Administrative Code and Chapter 35 of the Uniform Building Code concerning the construction of new multiple occupancy dwellings such as hotels, apartments, and condominiums.

Policy 9: Noise exposure information developed during the community noise survey descried in the Background Report shall be used as a guideline for the development of a community noise control ordinance to address noise complaints, and to provide local industry with performance standards for future development and equipment modifications. The ordinance should be consistent with the "Model Community Noise Control Ordinance" prepared by the California Office of Noise Control in 1977 with modifications made to reflect local concerns and conditions.

Policy 10: The rerouting of Highway 49 should be investigated for noise impacts on proposed land uses.

Policy 11: New equipment and vehicles purchased by the City shall comply with noise level performance standards consistent with the best available noise reduction technology.

Policy 12: The Placerville Police Department shall actively enforce requirements of the California Vehicle Code relating to vehicle mufflers and modified exhaust systems.

Policy 13: The City shall monitor noise levels on Highway 50 and encourage the installation of noise barriers or noise attenuating vegetation if noise levels reach an unacceptable level.

Policy 14: The use of solid barriers, earth mounds, and vegetation should be utilized as a means of screening noise sources from adjacent land uses.

Policy 15: The City shall encourage acoustically compatible land uses and require noise attenuation measures, when necessary, in the vicinity of the Placerville Airport. The City shall ensure that land use approvals in the City are consistent with the Placerville Airport Land Use Compatibility Plan.

3.11.3 IMPACTS AND MITIGATION MEASURES

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

- Generate 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;
- Generate an excessive groundborne vibration or groundborne noise levels; or
- 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, expose people residing or working in the project area to excessive noise levels.

IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: 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 (less than significant with mitigation)

General Construction Activities: The proposed RTP does not directly cause noise impacts, although it could indirectly result short- and long-term noise impacts from development and operation of subsequent RTP projects. Most of the proposed improvements identified in the RTP, except for 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.

Typical noise levels associated with roadway construction equipment and distances to predicted noise contours are summarized in Table 3.11-2.

TABLE 3.11-2: 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 ranges 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 3.11-1 would reduce this impact to a ***less than significant*** level.

Mitigation Measure 3.11-1 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 because 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 3.11-1 would reduce this impact to a ***less than significant*** level.

Operational Traffic: The El Dorado County 2025-2045 RTP does not directly cause noise impacts, although it could indirectly result in short- and long-term noise impacts from development and operation of subsequent RTP projects. While many of these projects will likely have no effect on the operational noise generation of a facility, some improvement projects, which involve new facilities or capacity enhancements for existing facilities, could affect nearby noise-sensitive land uses. Noise-sensitive land uses could be exposed to noise more than normally acceptable levels or increases in noise because 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, Mitigation Measure 3.11-1 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 because 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 3.11-1 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measures 3.11-1: *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.*

Impact 3.11-2: Generation of excessive groundborne vibration or groundborne noise levels (less than significant with mitigation)

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 using 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 3.11-2 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 Mitigation Measure 3.11-2 would reduce this impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.11-2: *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.*

Impact 3.11-3: 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, expose people residing or working in the project area to excessive noise levels (less than significant)

Some of the RTP projects are located within proximity to airports within the County. All existing airports have appropriate noise abatement procedures that are adopted for use by pilots to minimize aircraft noise impacts on residents in the vicinity. There are no new airports proposed, and there is funding for airport improvements. 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; therefore, this would result in a ***less than significant*** impact.

This section describes the existing conditions (environmental and regulatory) and assesses the potential transportation impacts of the El Dorado County 2025-2045 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, (Adopted 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);
- SACOG 2020 Draft Metropolitan Transportation Plan/ Sustainable Communities Strategy (2019);
- Caltrans Traffic Census Program (2022);
- El Dorado Transit Short Range Transit Plan Update, Service Development, Final Report (DanTec Associates, January 2024); and
- Western El Dorado County Short- and Long-Range Transit Plan (November 2019).

No comments were received during the public review period regarding transportation and circulation.

3.12.1 ENVIRONMENTAL SETTING

REGIONAL ROAD NETWORK

Regional Road Network Existing Conditions

STATE HIGHWAYS

State highways in El Dorado County and Placerville include freeways and 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 intercounty 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); refer to Figure 3.12-1, Regional Transportation Network.

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 99,000 at the west end of the County at Latrobe Road to 21,800 near Echo Lake Road to the east (Caltrans Traffic Census Program, 2022). 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' 2022 Annual Truck Traffic Study estimates truck traffic on US 50 between two and seven percent of total vehicle volumes.

US 50 is a two-lane, conventional highway at the east end (Echo Lake Road), 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 2022 peak month ADT ranged from 2,200 to 14,500, with the highest volumes in the Diamond Springs near Missouri Flat Road and Pleasant Valley Road (Caltrans Traffic Census Program, 2022). 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 2022 peak month ADT ranged from 1,600 near Garden

Valley Road and increased to 6,300 near Cool (Caltrans Traffic Census Program, 202). Caltrans' 2022 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.

VEHICLE MILES TRAVELED (VMT)

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 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 several 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 Table 3.12-1, VMT per capita in the six-county SACOG region increased slightly (0.8 percent) from 2016 to 2019 but decreased by 16.0 percent from 2019 to 2022. Overall, VMT per capita in the SACOG region decreased by 15.1 percent from 2016 to 2022, while the SACOG region's population increased by 5.6 percent during the same period.

TABLE 3.12-1: AVERAGE DAILY VEHICLE MILES TRAVELED IN SACOG REGION, 2016-2022

COUNTY	DAILY VMT[1] (THOUSANDS)			CHANGES		
	2016	2019	2022	'16 TO '19	'19 TO '22	'16 TO '22
El Dorado[2]	4,095	4,324	3,530	5.6%	-18.4%	-13.8%
Placer[2]	9,161	9,986	3,530	9.0%	-11.1%	-61.5%
Sacramento	35,652	36,391	30,854	2.1%	-15.2%	-13.5%
Sutter	2,672	2,830	2,378	5.9%	-16.0%	-11.0%
Yolo	6,071	6,551	5,689	7.9%	-13.2%	-6.3%
Yuba	1,928	2,080	2,021	7.9%	-2.8%	4.8%
Region	59,579	62,162	53,351	4.3%	-14.2%	-10.5%
Pop. (thousands)[2]	2,376	2,455	2,509	3.3%	2.2%	5.6%
VMT per Capita	25.1	25.3	21.3	0.8%	-16.0%	-15.1%

SOURCE: SACOG, DECEMBER 2024. FROM "CALIFORNIA PUBLIC ROAD DATA REPORTS," ASSEMBLED BY SACOG.

NOTES: [1]INCLUDES 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.

[2]ONLY 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.

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) and the El Dorado Transit Short Range Transit Plan Update, Service Development, Final Report (DanTec Associates, January 2024).

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. Prior to the pandemic, in 2019, reported weekday ridership averaged 662 riders, Monday through Friday, or approximately 172,120 annual passenger trips on local community routes. A sudden decline in ridership in 2020 followed the onset of the pandemic, resulting in a reduction in service levels and consolidation of some routes. Ridership dropped to 64 percent from 2019 levels in 2020, dropping further to 48 percent of pre-pandemic ridership in 2021. Some recovery of ridership began in 2022, returning to 56 percent of pre-pandemic levels (DanTec Associates, January 2024).

Routes 20 Placerville and 50 Express had the highest ridership, prior to the pandemic reductions in 2020. Averaging 170 weekday boardings. Route 60 Pollock Pines had similar demands at 150 weekday boardings, whereas Routes 30 Diamond Springs and 40 Cameron Park served at lower demands, at 115 and 60 weekday boardings, respectively. Route 70 serving El Dorado Hills operated in 2019 but was discontinued due to low demand. The new limited service operated on behalf of Amtrak, connecting Sacramento with South Lake Tahoe by way of several local stops began in 2021 and saw increased new demand in 2021 and 2022 (DanTec Associates, January 2024).

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 6:30 a.m. to 8:30 p.m. Approximately 170 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 a.m. and 6:30 p.m. Approximately 150 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 US 50 serving Folsom College and nearby shopping center uses. Hourly service is provided Monday through Friday from 7:00 a.m. to 6:00 p.m. Approximately 115 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 a.m. to 7:30 p.m. Approximately 40 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 a.m. and 7:00 p.m. Approximately 170 people utilize the 50 Express on an average weekday.

Amtrak Sacramento/South Lake Tahoe Connector Bus

Amtrak provides bus service for the Sacrament/South Lake Tahoe Connector Bus, which starts at the Sacramento Amtrak Station and ends at the Stateline Transit Center. Weekday and weekend trips

depart from the Sacramento Amtrak Station at 10:00 a.m. daily and arrive at the Stateline Transit Center at 12:50 p.m. Return trips depart the Stateline Transit Center at 1:25 p.m. on weekdays and 2:25 p.m. on weekends, arriving at the Sacramento Amtrak Station at 4:45 p.m. on weekdays and 5:55 p.m. on weekends.

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 0.75-mile radius of the fixed routes and may be scheduled between 8:00 a.m. and 5:00 p.m. seven days per 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 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 a.m. to 8:30 a.m. and afternoon eastbound departures from Downtown Sacramento are scheduled from 2:45 p.m. to 6:25 P p.m. 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 a.m. and 5:00 p.m. and between 8:00 a.m. and 5:00 p.m. 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.

CARPOOL/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 US 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 to use public transportation or another form of ridesharing. Expansion of the existing parking lots or construction of new lots is planned because 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 3.12-2. The decline in ridership in transit has been a topic of great interest in the U.S. From 2021 to 2023, transit ridership in the region has increased by approximately 34.1 percent in total, as compared to during the pandemic, and increase by approximately 35.3 percent on a per capita basis, as employees returned to work on-site after the pandemic. At the same time, transit service hours increased by approximately 15.6 percent in total, and 10.5 percent on a per capita basis. A strong economy and the increase of TNCs may account for some part of the ridership decline. However, the pandemic caused an even greater decrease in ridership, starting in 2020, which began rebounding from 2021 to 2022, but not to pre-pandemic numbers.

TABLE 3.12-2: TRANSIT SERVICE AND RIDERSHIP—EL DORADO COUNTY

INDICATOR	*YEAR*			*CHANGE*		
	2021	*2022*	*2023*	*2021-22*	*2022-23*	*2021-23*
Annual Vehicle Service Hours (VSH)	33,573	33,501	39,256	-0.21%	15.8%	15.6%
Annual Passenger Boardings	134,322	164,281	189,583	20.1%	14.3%	34.1%
Population	190,568	191,713	192,299	0.1%	0.6%	0.3%
Boardings Per Capita	0.70	0.9	1.0	25%	10.5%	35.3%
VSH per Capita	0.18	0.17	0.20	-5.7%	16.2%	10.5%
Average Price of Gasoline	$4.10	$5.41	$4.88	27.5%	-10.3%	17.4%

SOURCE: LSC TRANSPORTATION CONSULTANTS, 2025. EL DORADO TRANSIT AUTHORITY TRIENNIAL PERFORMANCE AUDIT, FISCAL YEARS 2021/22 – 2023/24, TABLE 1: EL DORADO TRANSIT SYSTEMWIDE PERFORMANCE MEASURES, APRIL 18, 2025.U.S. CENSUS AMERICAN COMMUNITY SURVEY, TABLE DP05, ACS DEMOGRAPHIC AND HOUSING ESTIMATES, 2024. AVERAGE FUEL PRICE DATA FROM U.S. ENERGY INFORMATION ADMINISTRATION, 2025.

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 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 South Lake Tahoe 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, California Airport Land Use Planning Handbook was last updated 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 like 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 one 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 Cameron Airpark Airport.

The Cameron Airpark 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 Cameron Airpark Airport provides facilities for recreational flying, local emergencies including medical evacuation, law enforcement, and training.

Cameron Airpark 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 Georgetown Airport is a public use Community General Aviation airport, owned by El Dorado County and operated by the El Dorado County Department of

Transportation. The Georgetown Airport can be accessed by SR 193 from either the City of Placerville or the community of Cool.

The Georgetown 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. Georgetown 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. Placerville Airport is owned by El Dorado County and operated by the Department of Transportation, serving the Placerville community as well as several surrounding communities. Placerville Airport is also used by the military and other governmental agencies for training, search and rescue missions, medical evacuation, and fire support. Placerville 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.

Placerville Airport property is 243 acres at an elevation of 2,585 feet above sea level. Placerville 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. Placerville 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 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 STPC- 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 nine miles in the City of Folsom - by purchasing it under the protection of the National Trails System Act, 16 USC 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 STPC 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. In 2025, a bicycle and pedestrian overcrossing of Missouri Flat Road was constructed to improve safety and connectivity between the Class I multi-use trail segments to the east and west of the roadway. 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.

Mather Airport access is critical to the region's air cargo business, and this is especially evident at Mather Airport. In 2024, Mather Airport handled approximately 61,212 tons of freight (Sacramento County Department of Airports, 2025). 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 Mather Airport.

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 except for 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. Table 3.12-3 shows truck traffic volumes on key freeways in the El Dorado County. US 50 carries the highest volume of trucks in the region followed by SR 49.

TABLE 3.12-3: TRUCK PERCENTAGES ON FREEWAYS IN THE EL DORADO COUNTY, 2022

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)	48,500	2,910	6%	56%
SR 49 (El Dorado, Pleasant Valley Rd, Postmile 9.641)	8,500	802	9%	27%
SR 193 (Cool, JCT. SR 49, Postmile 0)	6,200	372	6%	37%

Source: Caltrans Traffic Census 2022, Truck AADT.

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 ATPs 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 one 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 ATPs 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, save 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 3.12-4 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 and drive-alone has declined. The other key

change is that working at home has increased dramatically since 2019. Data for 2020 is not included, as it is the anomalous pandemic year.

TABLE 3.12-4: 2013 PERSON TRIP MODE OF TRAVEL FOR EL DORADO COUNTY

MODE OF TRAVEL	*2019*	*2021*	*2022*	*2023*
Commuter Travel				
Total Workers	87,829	87,502	87,994	87,630
Drive-Alone Commuters	68,067	56,789	57,460	58,362
Carpool Commuters	8,959	6,125	6,864	6,748
Public Transit Commuters	439	263	176	438
Bicycle Commuters	790	525	440	351
Walk Commuters	1,317	1,575	1,848	2,366
Combine Bicycle and Walk Commuters	2,108	2,100	2,288	2,716
Worked at Home	7,202	22,051	20,415	16,737
Mode Shares				
Drive-Alone	77.5%	64.9%	65.3%	66.6%
Carpool	10.2%	7.0%	7.8%	7.7%
Public Transit	0.5%	0.3%	0.2%	0.5%
Bicycle	0.9%	0.6%	0.5%	0.4%
Walk	1.5%	1.8%	2.1%	2.7%
Combine Bicycle and Walk	2.4%	2.4%	2.6%	3.1%
Worked at Home	8.2%	25.2%	23.2%	19.1%

SOURCE: BASED ON DATA FROM THE AMERICAN COMMUNITY SURVEY 5-YEAR DATA FOR 2019, 2021, 2022 AND 2023 (TABLE ID: S0801). DATA INCLUDES TAHOE BASIN. DATA TOTALS MAY VARY SLIGHTLY DUE TO ROUNDING.

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 https://quickmap.dot.ca.gov Caltrans Quick Map Travel Alert website (https://quickmap.dot.ca.gov/), 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.

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. El Dorado Transit uses Zonar software which provides AVI and AVL capabilities to manage its fleet more effectively and provide valuable information to both passengers and operators.

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 ITS Architecture provides a consistent vocabulary to facilitate 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 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 monthly 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.

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.

3.12.2 REGULATORY SETTING

FEDERAL

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

State requirements for long-range transportation plans are like 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; and
- inclusion of a policy element, an action element, and a financial element.

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 January 2024, including 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 Scoping Plan-Identifies 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 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

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 applicable 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 Fee (TIF) 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 *Active Transportation 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 an 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 evaluates the potential impacts from implementation of the proposed RTP, considering the projected land use pattern and planned transportation network, compared to existing conditions in El Dorado County. By 2045, as growth occurs in the region, the land use pattern and transportation network are anticipated to change relative to the existing conditions. Unless otherwise stated, "existing conditions" in the proposed RTP refers to conditions in the baseline year of 2020. The proposed RTP uses 2020 because it is the most recent year for which comprehensive regional 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 data to compare the 2050 conditions to the 2020 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.

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. 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 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.

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 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 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 (2020). 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 (2020) and the RTP horizon year (2050). If base year observed data are available for a performance measure, SACSIM estimates of baseline-to-2050 change are applied to the baseline observed data to estimate 2050 totals. If observed data for baseline are unavailable for a performance measure, SACSIM estimates are used directly to estimate baseline and 2050 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 2019 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 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 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 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, 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.

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 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 several 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.

3.12.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on transportation and circulation 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);[1]
- 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.

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, or each planned and programmed project individually.

IMPACTS AND MITIGATION MEASURES

Impact 3.12-1: 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, the RTP contains goals, supporting objectives, and strategies including: integrated regional transportation planning; sustainable, adaptable, resilient; surface transportation system; public transit; aviation; active transportation; transportation systems management; and regional equity and collaboration. Specifically, the following goals are identified to promote public transit and active transportation:

- Goal 4: Public Transit – Promote a safe, welcoming, innovative, sustainable, and reliable public transit system which is accessible to and provides effective transport across the diverse geography of the region.

  Objective A: Tailor transit service provision to the unique characteristics of the region's diverse communities.

[1] 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.

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

- GOAL 6: Active Transportation – Complete and maintain a safe, convenient, and connected active transportation system for all users.

  Objective A: Plan and establish an integrated, safe, and accessible active transportation network that connects urban, suburban, and rural communities across the region.

  Objective B: Support local jurisdictions in providing an active transportation system that prioritizes the health, safety, and well-being of all people as part of a multi-modal transportation network.

The 2045 RTP would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as its purpose is to support such policies. Therefore, the impact is ***less than significant***.

Impact 3.12-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's Scoping Plan (significant and unavoidable)

The proposed RTP is a response to 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 SACOG MTP/SCS has been incorporated.

Table 3.12-5 provides estimates of total daily VMT generated for El Dorado County in 2020 and the SACOG forecast for 2050. Daily VMT in 2020 was 3,634,768 miles, and the forecasted 2050 daily VMT is 3,835,808. This represents an increase in 200,040 VMT daily, or an increase of 5.5 percent (SACOG, 2025). This is primarily due to the addition of 17,471 new residents and 11,165 new jobs by 2050 (SACOG, 2025). However, the projected total VMT per service population rate would decrease by about 7.18 percent by 2050. Compared to the baseline conditions in 2020, increased roadway capacity with the RTP results in a decrease in VMT per service population of -1.25, 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 3.12-5: TOTAL VEHICLE MILES TRAVELED PER SERVICE POPULATION – EL DORADO COUNTY

VARIABLE	*BASELINE (2020)*	*2050*	*DIFFERENCE*	*PERCENT DIFFERENCE*
Total VMT[1]	3,634,768	3,835,808	201,040	5.53%
Population	163,098	180,569	17,471	10.71%
Employment	45,867	57,032	11,165	24.34%
Service Population	208,965	237,601	28,636	13.70%
Total VMT per Service Population	17.39	16.14	-1.25	-7.18%

SOURCE: SACOG, EDCTC, DE NOVO PLANNING GROUP, 2025.

[1]INCLUDES TOTAL VMT FOR EL DORADO COUNTY, FOR TRAVEL WITHIN AND OUTSIDE THE SACOG REGION. ESTIMATES AND FORECASTS FROM MTP/SCS SACSIM REGIONAL TRAVEL DEMAND MODEL 2025.

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 MTP/SCS, would effectively work together to improve system efficiency of and minimize increases in VMT.

Notwithstanding past and projected progress on VMT reductions in the SACOG region, recent progress reports for 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 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 six percent gap between the 19 percent emissions reductions targets set for the regions (over a base year of 2005) and the 25 percent reductions required to meet the Scoping Plan goal.
- 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) 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.

The trendline, which shows a 7.18 percent reduction in total VMT per capita by 2050, would not support achievement of the 14.3 percent identified by CARB statewide.

As a result, the potential of the RTP transportation improvements to substantially interfere with achievement of the VMT reductions set forth in Scoping Plan (as part of the regional strategy) is considered potentially significant for this impact. Mitigation is required. Mitigation Measure 3.12-1 is discussed below.

With implementation of Mitigation Measure 3.12-1, 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 3.12-2 remains ***significant and unavoidable*** for purposes of this program-level review.

MITIGATION MEASURES

Mitigation Measure 3.12-1: *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.*

    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. *<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.*

6. *<u>Encourage telecommuting and alternative work schedules</u> – 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. *<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.*

<u>Regional:</u>

- *Implementing agencies shall consider project modifications during the project design and environmental review stage of project development to reduce VMT. 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 MTP/SCS programs that are intended to provide infill incentives and support for transit and innovative mobility as key elements of filling that VMT gap.*

Impact 3.12-3: Substantially increase hazards due to geometric design feature (e.g., share curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (less than significant)

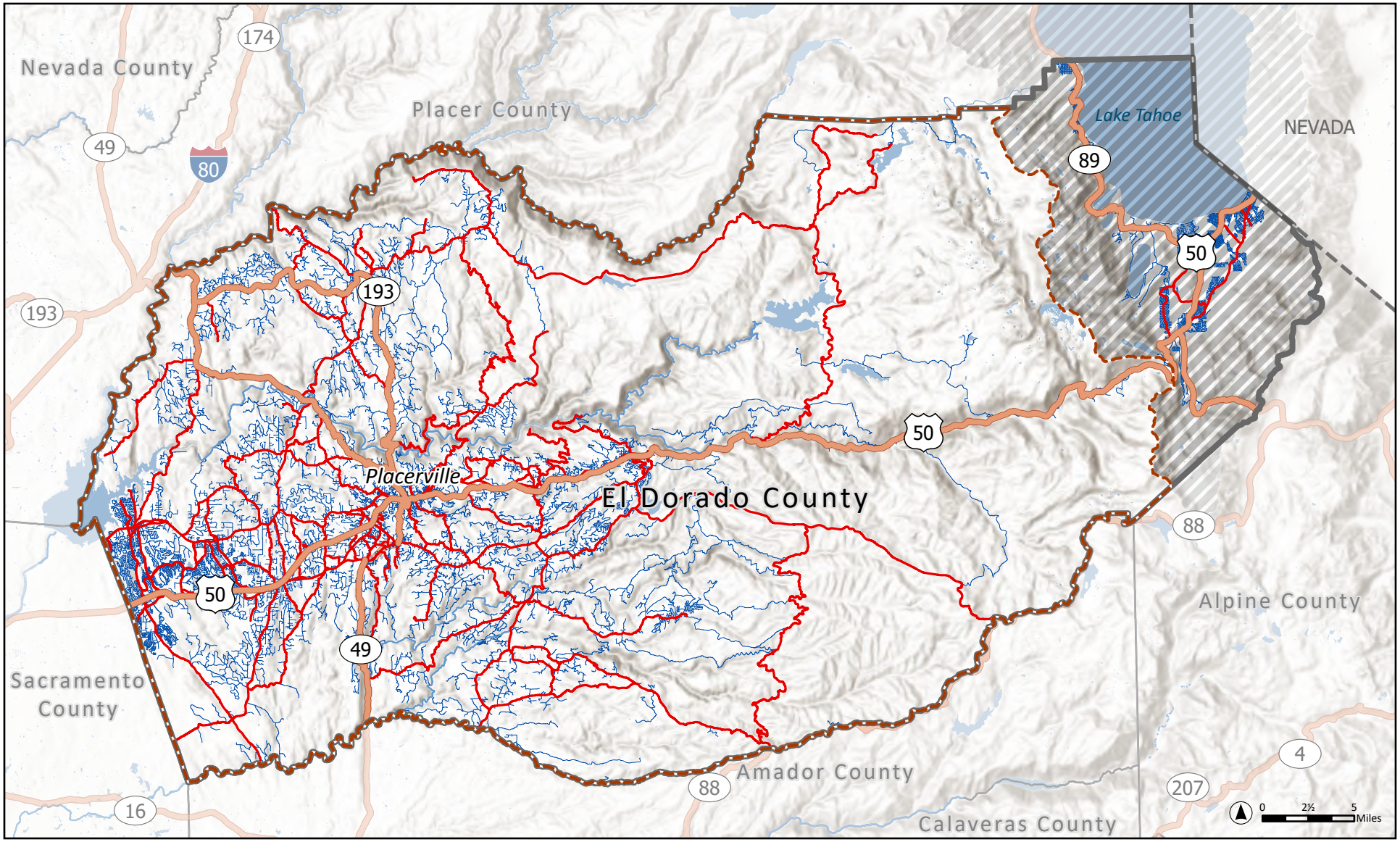
The RTP includes roadway projects designed to alleviate existing and anticipated future congestion issues and to reduce traffic hazards. For example, the 2045 RTP includes projects to widen roadways, improve intersections, and/or to add turn lanes; when warranted, installation of such improvements can substantially improve intersection safety. While the 2045 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 3.12-4: 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 projects 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 during construction. In the long-term, the proposed RTP does not propose any specific project that would result in inadequate emergency access. Instead, the proposed RTP is a planning framework that is intended to be consistent with adopted evacuation and emergency response plans. In fact, the Greater Placerville Wildfire Evacuation Preparedness Study (2024), developed by EDCTC and local partners, specifically identifies improvements to evacuation infrastructure that are anticipated to be addressed through proposed RTP implementation. The Greater Placerville Wildfire Evacuation Preparedness Study recommends traffic signal optimization, strategic roadway enhancements, and public communication tools to ensure timely and coordinated evacuations in Very High Fire Hazard Severity Zone (VHFHSZ) areas. These recommendations are being actively incorporated into county-level transportation strategies, supporting a unified approach to wildfire risk reduction. As such, the proposed RTP does not impair existing emergency response frameworks.

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***.

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El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

US State Boundary

Highway

Major Road

Minor Road

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 3.12-1. Regional Transportation Network

Sources: El Dorado County Highways and Roads GOTNET Extractor, 4-21-2025; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

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This section provides an overview and analysis of potential impacts related to water, wastewater, stormwater, solid waste, natural gas, electricity and telecommunications. Potential impacts are identified and mitigation measures to address potentially significant impacts are recommended, as necessary. 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).

One comment from the Central Valley Regional Water Quality Control Board was received during the public review period regarding utilities and service systems.

3.13.1 ENVIRONMENTAL SETTING

WATER SUPPLIES

Within El Dorado County, the major water supply source is surface water diverted from streams and reservoirs, which is then conveyed to water users after treatment. Groundwater access is relatively limited in comparison to surface waters because of geologic conditions found in the County.

Surface water on the west slope of El Dorado County is contained in three principal watersheds: the Middle Fork American River, the South Fork American River, and the Cosumnes River. Specifically, the Western/Eastern system derives its supplies from sources under rights and entitlements emanating from further up the South Fork American River watershed and the Cosumnes River watershed. Surface water from the South Fork American River watershed encompasses the central region of the County with peak runoff from this watershed typically from March through June. This runoff primarily exists as snowfall precipitation in the upper elevations of the watershed and rainfall in the lower elevations. The Cosumnes River watershed encompasses the southern region of El Dorado County and the northwestern region of Amador County. The peak runoff from the Cosumnes River, where precipitation occurs primarily as rainfall, is from January through April.

Access to groundwater is relatively limited (compared to surface water) because of geologic conditions and the related fragmented/fractured rock groundwater system found in the county, however, groundwater remains the primary source of water in rural areas.

Recycled water is used in some parts of the county to meet non-potable demands.

WASTEWATER

Wastewater in the County is treated by two types of treatment systems, Wastewater Treatment Plants (WWTPs) and onsite wastewater treatment systems (OWTS). WWTPs are connected to a collection system of pipelines and lift stations, while OWTS are either connected to individual residences and nonresidential buildings in areas not served by WWTP collection system, such as areas that rely upon septic tanks and onsite, underground disposal using leach fields and other types of soil absorption systems.

STORMWATER

The west slope of El Dorado County contains three major watersheds, each of which drains into one of these major rivers: the Middle Fork American River, the South Fork American River, and the Cosumnes River. These watersheds are further divided into smaller drainage basins that feed the tributaries of these three major rivers. Developed drainage infrastructure exists in many of the drainage basins.

SOLID WASTE

For the year 2023, the unincorporated areas of El Dorado County disposed of 114,367.75 tons of solid waste per year into landfills. Most of the solid waste generated in El Dorado County is currently disposed of in the Portero Hills Landfill and Forward Landfill, both located outside the County.

NATURAL GAS, ELECTRICITY, AND TELECOMMUNICATIONS

Natural Gas and electrical service is provided to most of the county by Pacific Gas & Electric (PG&E). PG&E charges connection and user fees for all new development, in addition to sliding rates for electrical and natural gas service based on use.

Telecommunication services are provided to the county by AT&T, SBC, and other local and long-distance phone services.

3.13.2 REGULATORY SETTING

WATER SUPPLIES

Federal

FEDERAL SAFE DRINKING WATER ACT OF 1974

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (USEPA) to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in drinking water. The USEPA, states, and public water systems (or agencies) then work together to make sure that these standards are met. Originally, the Safe Drinking Water Act focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap. The Safe Drinking Water Act applies to every public water system in the United States.

State

STATE OF CALIFORNIA WATER RECYCLING ACT

Enacted in 1991, the Water Recycling Act established water recycling as a State priority. The Water Recycling Act encourages municipal wastewater treatment districts to implement recycling programs to reduce local water demands.

CALIFORNIA CODE OF REGULATIONS, TITLE 22, DIVISION 4, CHAPTER 3 WATER RECYCLING CRITERIA

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR) Title 22, Division 4, Chapter 3, Water Recycling Criteria. According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

CALIFORNIA CODE OF REGULATIONS, TITLE 22, CHAPTER 15, ARTICLE 20, CONSUMER CONFIDENCE REPORT

California requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminants levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

STATE WATER RESOURCES CONTROL BOARD

The State Water Resources Control Board (SWRCB) Division of Drinking Water and Environmental Management, oversees the Drinking Water Program. The Drinking Water Program regulates public water systems and certifies drinking water treatment and distribution operators. It provides support for small water systems and for improving their technical, managerial, and financial capacity. It provides subsidized funding for water system improvements under the State Revolving Fund (SRF) and Proposition 50 programs. The Drinking Water Program also oversees water recycling projects, permits water treatment devices, supports and promotes water system security, and oversees the Drinking Water Treatment and Research Fund for methyl tertiary butyl ether (MTBE) and other oxygenates.

CALIFORNIA URBAN WATER MANAGEMENT PLANNING ACT

The California Urban Water Management Planning Act (California Water Code [CWC] Division 6, Part 2.6, Sections 10610-10656) addresses several State policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires water suppliers to prepare an Urban Water Management Plan (UWMP) every five years to identify short- and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Specifically, municipal water suppliers that serve more than 3,000 customers or provide more than 3,000 AFY of water must adopt an UWMP.

SENATE BILL 610

SB 610 requires that a Water Supply Assessment be prepared for any "project" which would consist of one or more of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified above; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

The proposed Project does not meet the conditions requiring a Water Supply Assessment pursuant to SB 610.

SENATE BILL 221

SB 221 amended State law, effective January 1, 2002, to improve the link between information on water supply availability and land use at the tentative map preparation phase of a project. SB 610 and SB 221 are companion measures which seek to:

- Promote more collaborative planning between local water suppliers and cities and counties;
- Require detailed information regarding water availability be provided to city and county decision-makers prior to approval of specific large development projects;
- Require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects; and
- Recognize local control and decision making regarding the availability of water for projects and the approval of projects.

SB 221 pertains only to residential projects and establishes the relationship between the Water Supply Assessment prepared for a project and the project approval under the Subdivision Map Act. Accordingly, the proposed Project is not subject to SB 221.

WATER EFFICIENCY STANDARDS

The California Plumbing Code (Title 24 CCR Part 5) promotes water conservation. In addition, several California laws listed below require water-efficient plumbing fixtures in structures:

- CCR Title 20 Section 1604(g) establishes efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters;

- CCR Title 20 Section 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations;
- CCR Title 24 Sections 25352(i) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required; and
- Health and Safety Code Section 17921.3 requires low-flush toilets and urinals in virtually all buildings.

CALIFORNIA GREEN BUILDING STANDARDS CODE

The 2022 California Green Building Standards (CALGreen) Code sets standards for new buildings and development projects with the purpose of improving public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in several categories, including but not limited to, water efficiency and conservation. The 2022 CALGreen Code includes several amendments to the 2019 CALGreen Code, including new voluntary prerequisites for builders to choose from, such as battery storage system controls and heat pump space, and water heating, to encourage building electrification. Local jurisdictions also retain the administrative authority to exceed the CALGreen standards. The 2022 CALGreen Code went into effect Statewide on January 1, 2023, and effective July 1, 2024, California is the first state in the country to include Embodied Carbon Emission Control as a mandatory part of the building code.

Local

EL DORADO COUNTY GENERAL PLAN

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

Public Services and Utilities Element

Goal 5.2 WATER SUPPLY – The development or acquisition of an adequate water supply consistent with the geographical distribution or location of future land uses and planned developments.

Objective 5.2.1: COUNTY-WIDE WATER RESOURCES PROGRAM – Establish a County-wide water resources development and management program to include the activities necessary to ensure adequate future water supplies consistent with the General Plan.

Policy 5.2.1.1: The El Dorado County Water Agency shall support a County-wide water resources development and management program which is coordinated with water purveyors and is consistent with the demands generated by the General Plan land use map.

Policy 5.2.1.2: An adequate quantity and quality of water for all uses, including fire protection, shall be provided for with discretionary development.

Policy 5.2.1.3: All medium-density residential, high-density residential, multifamily residential, commercial, industrial and research and development projects may be required

to connect to public water systems if reasonably available when located within Community Regions and to either a public water system or to an approved private water systems in Rural Centers.

Policy 5.2.1.4: Rezoning and subdivision approvals in Community Regions or other areas dependent on public water supply shall be subject to the availability of a permanent and reliable water supply.

Policy 5.2.1.5: Approval of development projects requiring annexations to water districts in Rural Regions may only occur if groundwater sources are not available to serve, or are unable to continue serving, the development, or if existing infrastructure abuts the property and sufficient water is available to serve the annexed area.

Policy 5.2.1.6: Priority shall be given to discretionary developments that are infill or where there is an efficient expansion of the water supply delivery system.

Policy 5.2.1.7: In times of declared water shortages, the Board of Supervisors shall give priority within the affected water district to approving affordable housing and non-residential development projects.

Policy 5.2.1.8: The preparation and approval of specific plans may occur without the availability of water guarantees. The timing for water guarantees shall be established within the policies of each specific plan consistent with Policy 5.2.1.4.

Policy 5.2.1.9: In an area served by a public water purveyor or an approved private water system, the applicant for a tentative map or for a building permit on a parcel that has not previously complied with this requirement must provide a Water Supply Assessment that contains the information that would be required if a water supply assessment were prepared pursuant to Water Code section 10910. In order to approve the tentative map or building permit for which the assessment was prepared the County must (a) find that by the time the first grading or building permit is issued in connection with the approval, the water supply from existing water supply facilities will be adequate to meet the highest projected demand associated with the approval on the lands in question; and (b) require that before the first grading permit or building permit is issued in connection with the approval, the applicant will have received a sufficient water meters or a comparable supply guarantee to provide adequate water supply to meet the projected demand associated with the entire approval. A water supply is adequate if the total entitled water supplies available during normal, single, dry, and multiple dry years within a 20-year projection will meet the highest projected demand associated with the approval, in addition to existing and 20-year projected future uses within the area served by the water supplier, including but not limited to, fire protection, agricultural, and industrial uses, 95% of the time, with cutbacks calculated not to exceed 20% in the remaining 5% of the time.

Policy 5.2.1.10: The County shall support water conservation and recycling programs and projects that can reduce future water demand consistent with the policies of this General Plan. The County will develop and implement a water use efficiency program for existing and new residential, commercial/industrial, and agricultural uses. The County will also work with each of the county's water purveyors to develop a list of the type of uses that must utilize reclaimed water if feasible. The feasibility of using reclaimed water will be defined

with specific criteria developed with public input and with the assistance of the El Dorado Irrigation District (EID), and will be coordinated with their ongoing reclaimed water (also referred to as recycled water) planning and implementation process. The County shall encourage all water purveyors to implement the water conservation-related Best Management Practices already implemented by EID and in compliance with the related criteria established by USBR.

Policy 5.2.1.11: The County shall direct new development to areas where public water service already exists. In Community Regions, all new development shall connect to a public water system. In Rural Centers, all new development shall connect either to a public water system or to an approved private water system.

Policy 5.2.1.12: The County shall work with the El Dorado Irrigation District (EID) to support the continued and expanded use of recycled water, including wet-season use and storage, in new subdivisions served by the Deer Creek and El Dorado Hills Wastewater Treatment Plants. To avoid the construction impacts of installing recycled water facilities, the County shall encourage the construction of distribution lines at the same time as other utilities are installed. Facilities to consider are recycled water lines for residential landscaping, parks, schools, and other irrigation needs, and if feasible, wet-irrigation-season storage facilities.

Policy 5.2.1.13: The County shall encourage water purveyors to design water supply and infrastructure projects in a manner that avoids or reduces significant environmental effects to the maximum extent feasible in light of the water supply objectives of a given project.

Policy 5.2.1.14: The County, in cooperation with the Water Agency and water purveyors, shall collect and make available information on water supply and demand.

Policy 5.2.1.15: The County shall support the efforts of the County Water Agency and public water providers to retain existing and acquire new surface water supplies for planned growth and existing and planned agricultural uses within El Dorado County. New surface water supplies may include wastewater that has been reclaimed consistent with state and federal law.

Goal 7.3 WATER QUALITY AND QUANTITY – Conserve, enhance, and manage water resources and protect their quality from degradation.

Objective 7.3.1: WATER RESOURCE PROTECTION - Preserve and protect the supply and quality of the County's water resources including the protection of critical watersheds, riparian zones, and aquifers.

Policy 7.3.1.1: Encourage the use of Best Management Practices, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.

Policy 7.3.1.2: Establish water conservation programs that include both drought tolerant landscaping and efficient building design requirements as well as incentives for the conservation and wise use of water.

Policy 7.3.1.3: The County shall develop the criteria and draft an ordinance to allow and encourage the use of domestic gray water for landscape irrigation purposes. (See Title 22 of the State Water Code and the Graywater Regulations of the Uniform Plumbing Code).

Objective 7.3.2: WATER QUALITY – Maintenance of and, where possible, improvement of the quality of underground and surface water.

Policy 7.3.2.1: Stream and lake embankments shall be protected from erosion, and streams and lakes shall be protected from excessive turbidity.

Policy 7.3.2.2: Projects requiring a grading permit shall have an erosion control program approved, where necessary.

Policy 7.3.2.3: Where practical and when warranted by the size of the project, parking lot storm drainage shall include facilities to separate oils and salts from storm water in accordance with the recommendations of the Storm Water Quality Task Force's California Storm Water Best Management Practices Handbooks (1993).

Policy 7.3.2.4: The County should evaluate feasible alternatives to the use of salt for ice control on County roads.

Policy 7.3.2.5: As a means to improve the water quality affecting the County's recreational waters, enhanced and increased detailed analytical water quality studies and monitoring should be implemented to identify and reduce point and non-point pollutants and contaminants. Where such studies or monitoring reports have identified sources of pollution, the County shall propose means to prevent, control, or treat identified pollutants and contaminants.

Objective 7.3.4: DRAINAGE – Protection and utilization of natural drainage patterns.

Policy 7.3.4.1: Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site without disturbance.

Policy 7.3.4.2: Modification of natural stream beds and flow shall be regulated to ensure that adequate mitigation measures are utilized.

WASTEWATER

Federal

FEDERAL CLEAN WATER ACT (CWA) (33 USC SECTIONS 1251, ET SEQ.)

CWA primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The USEPA has delegated the responsibility for administration of CWA portions to state and regional agencies. In California, the SWRCB administers the NPDES permitting program and is responsible for

developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

State

STATE WATER RESOURCES CONTROL BOARD/REGIONAL WATER QUALITY CONTROL BOARD

In California, all wastewater treatment and disposal systems fall under the overall regulatory authority of the SWRCB and the nine California RWQCBs, who are charged with the responsibility of protecting beneficial uses of State waters (ground and surface) from a variety of waste discharges, including wastewater from individual and municipal systems.

The RWQCB's regulatory role often involves the formation and implementation of basic water protection policies. These are reflected in the individual RWQCB's Basin Plan, generally in the form of guidelines, criteria and/or prohibitions related to the siting, design, construction, and maintenance of on-site sewage disposal systems. The SWRCB's role has historically been one of providing overall direction, organizational and technical assistance, and a communications link to the State legislature.

The RWQCBs may waive or delegate regulatory authority for on-site sewage disposal systems to counties, cities or special districts. Although not mandatory, it is commonly done and has proven to be administratively efficient. In some cases, this is accomplished through a Memorandum of Understanding (MOU), whereby the local agency commits to enforcing the Basin Plan requirements or other specified standards that may be more restrictive. The RWQCBs generally elect to retain permitting authority over large and/or commercial or industrial on-site sewage disposal systems, depending on the volume and character of the wastewater.

Local

EL DORADO COUNTY GENERAL PLAN

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

Public Services and Utilities Element

GOAL 5.3: WASTEWATER COLLECTION AND TREATMENT – An adequate and safe system of wastewater collection, treatment, and disposal to serve current and future County residents.

> **Objective 5.3.1:** WASTEWATER CAPACITY – Ensure the availability of wastewater collection and treatment facilities of adequate capacity to meet the needs of multifamily, high-, and medium-density residential areas, and commercial and industrial areas.
>
> > **Policy 5.3.1.1:** High-density and multifamily residential, commercial, and industrial projects may be required to connect to public wastewater collection facilities if reasonably available as a condition of approval. In the Rural Centers of Camino/Cedar Grove/Pollock Pines, the long term development of public sewer service shall be encouraged.

Policy 5.3.1.2: The creation of lots less than five acres in size in Medium-Density Residential areas relying on on-site septic systems shall only occur when a public water supply is available for domestic use. If public water is not available, such lots shall not be less than five acres.

Policy 5.3.1.3: In Rural Centers, the County may allow community wastewater systems and other alternative solutions as an acceptable option to traditional wastewater treatment for mobile home parks, commercial and industrial centers, and multifamily residential. The applicant must prove and the County must find that the proposed system will be adequately and safely operated and can accommodate the highest possible demand of the project.

Policy 5.3.1.4: Public community wastewater collection and on-site disposal systems in remote areas may be considered where the geology may not be conducive to constructing individual sewage disposal systems.

Policy 5.3.1.5: On-site septic systems for second dwellings and temporary units occupied for more than six months shall be upgraded to meet current standards and be expanded to accommodate the increased capacity as may be required by Environmental Management.

Policy 5.3.1.6: The County shall encourage the wastewater treatment operators to design and implement future wastewater treatment capacity expansions in a manner that avoids or minimizes associated environmental impacts to the extent feasible.

Policy 5.3.1.7: In Community Regions, all new development shall connect to public wastewater treatment facilities. In Community Regions where public wastewater collection facilities do not exist project applicants must demonstrate that the proposed wastewater disposal system can accommodate the highest possible demand of the project.

STORMWATER AND FLOOD CONTROL FACILITIES

Federal

CLEAN WATER ACT

The Clean Water Act (CWA), initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program. Section 402(p) requires that stormwater associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

The SWRCB is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through RWQCBs. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits).

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES)

NPDES permits are required for discharges to navigable waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, oceans, dry stream beds,

wetlands, and storm sewers that are tributary to any surface water body. NPDES permits are issued under the Federal Clean Water Act, Title IV, Permits and Licenses, Section 402 (33 USC 466 et seq.).

The RWQCB issues these permits in lieu of direct issuance by the USEPA, subject to review and approval by the USEPA Regional Administrator (EPA Region 9). The terms of these NPDES permits implement pertinent provisions of the CWA and the Act's implementing regulations, including pre-treatment, sludge management, effluent limitations for specific industries, and anti-degradation. In general, the discharge of pollutants is to be eliminated or reduced as much as practicable to achieve the CWA's goal of "fishable and swimmable" navigable (surface) waters. Technically, all NPDES permits issued by the RWQCB are also waste discharge requirements issued under the authority of the CWA.

NPDES permitting authority is administered by the SWRCB and its nine RWQCBs. The western portion of El Dorado County is in a watershed administered by the Central Valley RWQCB; the eastern portion of the county is administered by the Lahontan RWQCB.

Individual projects that disturb more than one acre would be required to obtain NPDES coverage under the California General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) describing Best Management Practices (BMPs) the discharger would use to prevent and retain storm water runoff. The SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a waterbody listed on the 303(d) list for sediment.

State

CALIFORNIA WATER CODE

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Division 7 of the California Water Code) (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and each of the RWQCBs power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage or oil or petroleum product.

Each RWQCB must formulate and adopt a Water Quality Control Plan (Basin Plan) for its region. The regional plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its State water policy. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

STATE WATER RESOURCE CONTROL BOARD (STATE WATER BOARD) STORM WATER STRATEGY

The Storm Water Strategy is founded on the results of the Storm Water Strategic Initiative, which served to direct the SWRCB's role in storm water resources management. The Storm Water Strategy developed guiding principles to serve as the foundation of the storm water program; identified issues that support or inhibit the program from aligning with the guiding principles; and proposed and prioritized projects that the SWRCB could implement to address those issues. The SWRCB staff created a strategy-based document called the Strategy to Optimize Management of Storm Water (STORMS). STORMS includes a program vision, missions, goals, objectives, projects, timelines, and consideration of the most effective integration of project outcomes into the SWRCB's Storm Water Program.

Local

EL DORADO COUNTY GENERAL PLAN

The El Dorado County General Plan contains the following goals, objectives, and policies related to stormwater and flood control facilities that are relevant to the project:

Public Services and Utilities Element

Goal 5.4 STORM DRAINAGE – Manage and control storm water runoff to prevent flooding, protect soils from erosion, prevent contamination of surface waters, and minimize impacts to existing drainage infrastructure.

Objective 5.4.1: DRAINAGE AND FLOOD MANAGEMENT PROGRAM – Initiate a County-wide drainage and flood management program to prevent flooding, protect soils from erosion, and minimize impacts on existing drainage facilities.

Policy 5.4.1.1: Require storm drainage systems for discretionary development that protect public health and safety, preserve natural resources, prevent erosion of adjacent and downstream lands, prevent the increase in potential for flood hazard or damage on either adjacent, upstream or downstream properties, minimize impacts to existing facilities, meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.

Policy 5.4.1.2: Discretionary development shall protect natural drainage patterns, minimize erosion, and ensure existing facilities are not adversely impacted while retaining the aesthetic qualities of the drainage way.

Policy 5.4.1.3: The County will evaluate the funding requirements for a maintenance, operation, and infrastructure replacement program for regionally effective storm water drainage management.

Policy 7.3.1.1 Encourage the use of Best Management Practices, as identified by the Soil Conservation Service, in watershed lands as a means to prevent erosion, siltation, and flooding.

Policy 7.3.2.1: Stream and lake embankments shall be protected from erosion, and streams and lakes shall be protected from excessive turbidity.

Policy 7.3.2.2: Projects requiring a grading permit shall have an erosion control program approved, where necessary.

Policy 7.3.2.3: Where practical and when warranted by the size of the project, parking lot storm drainage shall include facilities to separate oils and salts from storm water in accordance with the recommendations of the Storm Water Quality Task Force's California Storm Water Best Management Practices Handbooks (1993).

Objective 7.3.4: DRAINAGE – Protection and utilization of natural drainage patterns.

Policy 7.3.4.1: Natural watercourses shall be integrated into new development in such a way that they enhance the aesthetic and natural character of the site without disturbance.

Policy 7.3.4.2: Modification of natural stream beds and flow shall be regulated to ensure that adequate mitigation measures are utilized.

SOLID WASTE

Federal

RESOURCE CONSERVATION AND RECOVERY ACT OF 1976

The Resource Conservation and Recovery Act (RCRA) was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. After several amendments, the Act as it stands today governs the management of solid and hazardous waste and underground storage tanks (USTs). RCRA, enacted in 1976, is an amendment to the Solid Waste Disposal Act of 1965. RCRA has been amended several times, most significantly by the Hazardous and Solid Waste Amendments of 1984. RCRA is a combination of the first solid waste statutes and all subsequent amendments. RCRA authorizes USEPA to regulate waste management activities. RCRA authorizes states to develop and enforce their own waste management programs, in lieu of the federal program, if a state's waste management program is substantially equivalent to, consistent with, and no less stringent than the Federal program.

State

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT (AB 939 AND SB 1322)

The purpose of AB 939 and SB 1322 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The California Integrated Waste Management Act has established a waste management hierarchy, as follows: Source Reduction; Recycling; Composting; Transformation; and Disposal.

CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD MODEL ORDINANCE

After the California Integrated Waste Management Act, additional legislation was passed to assist local jurisdictions in accomplishing the goals of AB 939. The California Solid Waste Re-use and Recycling Access Act of 1991 (Public Resources Code Sections 42900-42911) directs the California Integrated Waste Management Board to draft a "model ordinance" relating to adequate areas for collecting and loading recyclable materials in development projects. The model ordinance requires that any new development project, for which an application is submitted on or after September 1, 1994, include "adequate, accessible, and convenient areas for collecting and loading recyclable materials." For subdivisions of single family detached homes, recycling areas are required to serve only the needs of the homes within that subdivision.

CALIFORNIA MANDATORY COMMERCIAL RECYCLING LAW (AB 341)

AB 341 directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. CalRecycle initiated formal rulemaking with a 45-day comment period beginning October 28, 2011. The final regulation was approved by the Office of Administrative Law on May 7, 2012. The purpose of AB 341 is to reduce greenhouse gas (GHG) emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California.

Beginning on July 1, 2012, businesses have been required to recycle, and each jurisdiction has implemented programs that include education, outreach, and monitoring. Jurisdictions were required to start reporting on their 2012 Electronic Annual Report (due August 1, 2013) on their initial education, outreach, and monitoring efforts, and, if applicable, on any enforcement activities or exemptions implemented by the jurisdiction.

In addition to Mandatory Commercial Recycling, AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020. This is not written as a 75 percent diversion mandate for each jurisdiction. The 50 percent disposal reduction mandate still stands for cities, counties, and State agencies (including community colleges) under AB 939. CalRecycle continues to evaluate program implementation as it has in the past through the Annual Report review process for entities subject to either AB 939.

ASSEMBLY BILL 1826 MANDATORY COMMERCIAL ORGANICS RECYCLING

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. AB 1826 also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units; however, multi-family dwellings are not required to have a food waste diversion program. Organic waste (also referred to as organics) means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In

particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply. In September 2020, CalRecycle's threshold for requiring organic waste recycling services applies to businesses which generate two cubic yards of solid waste per week, including trash, recycling and organics generated by regulated business.

SENATE BILL 1383 SHORT-LIVED CLIMATE POLLUTANTS: ORGANIC WASTE METHANE EMISSIONS REDUCTIONS

In September 2016, Governor Brown signed SB 1383, establishing methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants (SLCP) in various sectors of California's economy. SB 1383 codifies the California Air Resources Board's Short-Lived Climate Pollutant Reduction Strategy, established pursuant to SB 605, to achieve reductions in the statewide emissions of SLCP. Actions to reduce SLCP are essential to address the many impacts of climate change on human health, especially in California's most at-risk communities, and on the environment.

As it pertains to solid waste, SB 1383 establishes targets to achieve 75 percent reduction in the level of disposal of organic waste by 2025. SB 1383 grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Local

EL DORADO COUNTY GENERAL PLAN

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

Public Services and Utilities Element

Goal 5.5 SOLID WASTE – A safe, effective and efficient system for the collection and processing of recyclable and transformable materials and for the disposal of residual solid wastes which cannot otherwise be recycled or transformed.

> **Objective 5.5.1**: INTEGRATED WASTE MANAGEMENT PROGRAM – Comply with El Dorado County Integrated Waste Management program which complies with the intent and requirements of the California Public Resources Code, Division 30, Waste Management.
>
> **Objective 5.5.2:** RECYCLING, TRANSFORMATION, AND DISPOSAL FACILITIES – Ensure that there is adequate capacity for solid waste processing, recycling, transformation, and disposal to serve existing and future users in the County.
>
> > **Policy 5.5.2.1:** Concurrent with the approval of new development, evidence will be required that capacity exists within the solid waste system for the processing, recycling, transformation, and disposal of solid waste.

Policy 5.5.2.2: Facility sites shall be protected from the encroachment of sensitive and/or incompatible land uses.

Policy 5.5.2.3: The County shall adopt a Construction and Demolition Debris Diversion Ordinance requiring that a minimum of 50 percent of the debris from construction and demolition projects be reused or recycled. The County shall encourage a higher rate of diversion.

ELECTRICAL POWER, NATURAL GAS, AND TELECOMMUNICATIONS

Federal

FEDERAL ENERGY REGULATION COMMISSION

The Federal Energy Regulatory Commission duties include the regulation of the transmission and sale of electricity and natural gas in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

State

CALIFORNIA PUBLIC UTILITIES COMMISSION

Established in 1911, CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The commission is organized into several advisory units, an enforcement division, and a strategic planning group.

Local

EL DORADO COUNTY GENERAL PLAN

The El Dorado County General Plan contains the following goals, objectives, and policies related to gas, electric, and other utility services that are relevant to the project:

Public Services and Utilities Element

Goal 5.6 GAS, ELECTRIC, AND OTHER UTILITY SERVICES – Sufficient utility service availability consistent with the needs of a growing community.

Objective 5.6.1: PROVIDE UTILITY SERVICES - Community Regions shall be provided with adequate and reliable utility services such as gas, electricity, communication facilities, satellite and/or cable television, and water distribution facilities, while recognizing that levels of service will differ between Community Regions, Rural Centers, and Rural Regions.

Policy 5.5.2.1: Concurrent with the approval of new development, evidence will be required that capacity exists within the solid waste system for the processing, recycling, transformation, and disposal of solid waste.

Policy 5.6.1.1: Promote and coordinate efforts with utilities for the undergrounding of existing and new utility distribution lines in accordance with current rules and regulations

of the California Public Utility Commission and existing overhead power lines within scenic areas and existing Community Regions and Rural Centers.

Policy 5.6.1.2: Reserve adequate rights-of-way to facilitate expansion of services in a timely manner.

Policy 5.6.1.4: Special use permits shall be required for the installation of community telecommunication facilities (e.g., microwave towers) in residential areas to ensure that siting, aesthetics, environmental issues, surrounding land uses, and health and safety are considered.

Policy 5.6.1.5: The County shall encourage the coordination between utilities constructing powerlines and school districts to avoid placement of powerlines in close proximity to schools.

3.13.3 IMPACTS AND MITIGATION MEASURES

Consistent with Appendix G of the CEQA Guidelines, the proposed project will have a significant impact on the environment associated with utilities and service systems if it will:

- 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;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- 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;
- 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; or
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

IMPACTS AND MITIGATION MEASURES

Impact 3.13-1: 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 (less than significant with mitigation)

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 need to be evaluated on a project-by-project basis as part of the CEQA process once project details are known and 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 3.13-1 requires project specific review by the implementing agency prior to project approval. Implementation of Mitigation Measure 3.13-1 would reduce this potentially significant impact to a ***less than significant*** level.

Separately, transportation projects included in the El Dorado County 2025-2045 RTP are not anticipated to require significant additional wastewater service. The improvement of and increased usage of active (i.e., 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 3.13-2 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 3.13-2 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 currently but would require detailed engineering once known.

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 3.13-3, drainage impacts would be reduced to a ***less than significant*** level.

Lastly, transportation projects included in the El Dorado County 2025-2045 RTP may include new electric power, natural gas, or telecommunications facilities infrastructure. Implementation of Mitigation Measure 3.13-4 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 3.13-1: *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 3.13-2: *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 3.13-3: *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* 3.13-*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.*

Impact 3.13-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years (less than significant with mitigation)

Transportation projects included in the El Dorado County 2025-2045 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 Mitigation Measure 3.13-5, any potentially significant impacts related to water supply and availability would be reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.13-5: *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.*

Impact 3.13-3: 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 (less than significant with mitigation)

Transportation projects included in the El Dorado County 2025-2045 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 basis. 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 Mitigation Measure 3.13-6 would reduce this potential impact to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.13-6: *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.*

Impact 3.13-4: 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, or comply with federal, state, and local management and reduction statutes and regulations related to solid waste (less than significant with mitigation)

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 in 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 Mitigation Measure 3.13-7, potentially significant impacts related to solid waste would be reduced to a ***less than significant*** level.

MITIGATION MEASURES

Mitigation Measure 3.13-7: *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.*

This section provides a background discussion of hazards related to wildfire, the regulatory setting, and an impact analysis for the El Dorado County Regional Transportation Plan. This section is based in part on the following:

- El Dorado County Transportation Commission, Greater Placerville Wildfire Evacuation Preparedness Study (EDCTC, June 2024);
- El Dorado County Multi-Jurisdictional Hazard Mitigation Plan (El Dorado County, July 2024);
- El Dorado County Municipal Code;
- Placerville Municipal Code; and
- State of California Fire Hazard Severity Zones Maps (CAL FIRE, April 2025).

No comment letters for this topic were received during the public review period relating to wildfire.

3.14.1 ENVIRONMENTAL SETTING

WILDFIRE HAZARDS

Wildfire Trends

Wildfires are a major hazard in the State of California, including the EDCTC Planning Area. 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.

The EDCTC Planning Area has experienced devastating fire events such as the King, Sand, Caldor, and Mosquito Fires over the past decade (El Dorado County, July 2024). Based on recent trends, wildfires would continue to occur on a near annual basis. County residents and public officials are increasingly concerned about the threat of wildfire and the community's ability to evacuate safely.

The County is continuously advancing wildfire resilience through its Wildfire Strategy, which established the Office of Wildfire Preparedness and Resilience (OWPR) to lead mitigation efforts, coordinate multi-agency planning, and oversee defensible space. The County is currently updating its Community Wildfire Protection Plan (CWPP) to identify local fire risks, prioritize mitigation actions, and improve evacuation readiness and public safety. Additionally, El Dorado County Transportation Commission (EDCTC), in partnership with El Dorado County Fire and the El Dorado County Office of Wildfire Preparedness and Resilience, completed the Greater Placerville Wildfire Evacuation Preparedness Study in 2024.

The Greater Placerville Wildfire Evacuation Preparedness Study provides a comprehensive assessment of wildfire evacuation challenges in the Placerville area. The study was conducted by the EDCTC in collaboration with local agencies, which identified critical infrastructure vulnerabilities, evacuation bottlenecks, and proposed improvements to enhance community safety (EDCTC, July 2024). Some of the key recommendations include upgrading roadways, traffic signal optimization,

and implementing intelligent transportation systems to facilitate efficient evacuations. The study also emphasizes the importance of public education and inter-agency coordination to improve emergency preparedness and resilience against wildfire hazards.

Current Wildfire Risks

Wildland fire hazards exist in varying degrees within the region. The State has charged the California Department of Forestry and Fire Protection (CAL FIRE) with the identification of Fire Hazard Severity Zones (FHSZs) within State Responsibility Areas (SRA). FHSZs are classified on a three-tier scale, based on increasing fire hazard: moderate, high, and very high. In addition, CAL FIRE must recommend Very High Fire Hazard Severity Zones (VHFHSZ) identified within any Local Responsibility Areas (LRA). These zone classifications do not correspond to a specific risk or intensity of the fire; rather, they reflect a hazard score based on the factors that influence fire likelihood and fire behavior, such as fire history, fuel (e.g., flammable vegetation), terrain, and typical fire weather. The FHSZ maps are used by the State Fire Marshall as a basis for the adoption of applicable building code standards and are meant to help limit wildfire damage to structures through planning, prevention, and the application of risk reduction measures. Figure 3.14-1 shows majority of the western portion of the EDCTC Planning Area is in the VHFHSZ SRA. For LRAs, CAL FIRE has recommended VHFHSZ for the cities of Placerville and South Lake Tahoe.

3.14.2 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 state-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.

CAL FIRE Strategic Plan

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 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 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 the CAL FIRE Strategic Plan 2024.

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. 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 2022 California Fire Code (CCR Title 24, Part 9) establishes regulations to safeguard against the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety for and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Government Code

California Government Code Section 65302.5 requires the State Board of Forestry and Fire Protection to provide recommendations to a local jurisdiction's General Plan fire safety element at the time that the General Plan is amended. While not a direct and binding fire prevention requirement for individuals, General Plans that adopt the Board's recommendations will include goals and policies that provide for contemporary fire prevention standards for the jurisdiction.

California Government Code Section 51175 defines Very High Fire Hazard Severity Zones and designates lands considered by the State to be susceptible to a very high fire hazard. California Government Code Section 51182 specifically requires people who own, lease, control, operate, or maintain a building or structure on or adjoining land within a VHRHSZ, to do all of the following: (A) Maintain defensible space of 100 feet from each side and from the front and rear of the structure, (B) Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe, (C) Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood, (D) Maintain the roof of a structure free of leaves, needles, or other vegetative materials, and (E) Prior to constructing a new dwelling or structure that will be occupied or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, the owner shall obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable state and local building standards. California Government Code Section 51189 directs the Office of the State Fire Marshal to create building standards for wildland fire resistance. The code includes measures that increase the likelihood of a structure withstanding intrusion by fire (such as building design and construction requirements that use fire-resistant building materials) and provides protection of structure projections (such as porches, decks, balconies, and eaves), and structure openings (such as attics, eave vents, and windows).

California Public Resources Code

The State's Fire Safe Regulations are set forth in Public Resources Code Section 4290, which includes the establishment of SRAs. Public Resources Code Section 4291 sets forth defensible space requirements, which are applicable to anyone that owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, forest-covered lands, brush covered lands, grass-covered lands, or land that is covered with flammable material (Section 4291(a)).

Public Resources Code Sections 4292 to 4296 and 14 CCR 1256: Fire Prevention for Electrical Utilities address the vegetation clearance standards for electrical utilities. They include the standards for clearing around energy lines and conductors such as power-line hardware and power poles. These regulations are critical to wildland fire safety because of the substantial number of power lines in wildlands, the historic source of fire ignitions associated with power lines, and the extensive damage that results from power line-caused wildfires in severe wind conditions.

LOCAL

El Dorado County Multi-Jurisdictional Hazard Mitigation Plan (July 2024)

El Dorado County developed the Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) to reduce or eliminate long-term risk to people and property from hazards. The plan was prepared in pursuant to the requirements of the Disaster Mitigation Act of 2000, so that the County would be eligible for the Federal Emergency Management Agency's (FEMA) Hazard Mitigation Assistance (HMA) grant programs.

El Dorado County Wildfire Strategy (August 2023)

El Dorado County's Wildfire Strategy was adopted in August 2023 and outlines a comprehensive approach to fostering fire-adapted and resilient communities through collaboration and coordination. The policy document includes establishing the Office of Wildfire Preparedness and Resilience (OWPR) to lead countywide efforts, forming a multi-agency coordination group to align planning and funding, and implementing strategic elements such as public outreach, policy development, data management, and coordinated project planning. The policy document emphasizes integrating existing plans and resources to effectively reduce wildfire risks and enhance community preparedness.

El Dorado County Office of Wildfire Preparedness and Resilience

The El Dorado County Office of Wildfire Preparedness and Resilience (OWPR) was established in 2022 to lead and coordinate the wildfire mitigation and resilience efforts across the county. The OWPR mission is to create fire-adapted communities through strategic planning, stakeholder collaboration, and alignment with state and federal initiatives. Their key responsibilities include updating the Community Wildfire Protection Plan (CWPP), managing defensible space and home hardening programs, and implementing the county's Wildfire Strategy to enhance preparedness and reduce wildfire risks.

El Dorado County Community Wildfire Protection Plan (CWPP)

El Dorado County is currently updating their existing Community Wildfire Protection Plan (CWPP) to enhance wildfire preparedness and resilience. This collaborative, community-driven policy document aims to identify specific wildfire risks, prioritize mitigation actions, and improve safety and preparedness for both responders and the public. The updated CWPP would focus on reducing wildfire threats to values and assets at risk, fostering healthy and fire-adapted communities, and enhancing the county's resilience to future climate change impacts.

El Dorado County General Plan

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

PUBLIC SERVICES AND UTILITIES ELEMENT

Goal 6.2 FIRE HAZARDS – Minimize fire hazards and risks in both wildland and developed areas.

Objective 6.2.1: Defensible Space - All new development and structures shall meet "defensible space" requirements and adhere to fire code building requirements to minimize wildland fire hazards.

Policy 6.2.1.1: Implement Fire Safe ordinance to attain and maintain defensible space through conditioning of tentative maps and in new development at the final map and/or building permit stage.

Policy 6.2.1.2: Coordinate with the local Fire Safe Councils, California Department of Forestry and Fire Protection, and federal and state agencies having land use jurisdiction in El Dorado County in the development of a countywide fuels management strategy.

Objective 6.2.1: Limitations to Development - Regulate development in areas of high and very high fire hazard as designated by the California Department of Forestry and Fire Prevention Fire Hazard Severity Zone Maps.

Policy 6.2.2.1: Fire Hazard Severity Zone Maps shall be consulted in the review of all projects so that standards and mitigation measures appropriate to each hazard classification can be applied. Land use densities and intensities shall be determined by mitigation measures in areas designated as high or very high fire hazard.

Policy 6.2.2.2: The County shall preclude development in areas of high and very high wildland fire hazard or in areas identified as wildland-urban interface (WUI) communities within the vicinity of Federal lands that are a high risk for wildfire, as listed in the Federal Register Executive Order 13728 of May 18, 2016, unless such development can be adequately protected from wildland fire hazard, as demonstrated in a WUI Fire Safe Plan prepared by a qualified professional as approved by the El Dorado County Fire Prevention Officers Association. The WUI Fire Safe Plan shall be approved by the local Fire Protection District having jurisdiction and/or California Department of Forestry and Fire Protection.

Objective 6.2.3: Adequate Fire Protection – Application of uniform fire protection standards to development projects by fire districts.

Policy 6.2.3.1 As a requirement for approving new development, the County must find, based on information provided by the applicant and the responsible fire protection district that, concurrent with development, adequate emergency water flow, fire access, and fire fighting personnel and equipment will be available in accordance with applicable State and local fire district standards.

Objective 6.2.4: Area-Wide Fuel Management Program - Reduce fire hazard through cooperative fuel management activities.

Policy 6.2.4.1: Discretionary development within high and very high fire hazard areas shall be conditioned to designate fuel break zones that comply with fire safe requirements to benefit the new and, where possible, existing development.

Policy 6.2.4.2: The County shall cooperate with the California Department of Forestry and Fire Protection and local fire protection districts to identify opportunities for fuel breaks in zones of high and very high fire hazard either prior to or as a component of project review.

El Dorado County Code

The El Dorado County 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.

City of Placerville General Plan

Listed below are the relevant policies set forth in the Placerville General Plan, Section VI: Health and Safety that relate to wildfire:

HEALTH AND SAFETY ELEMENT

Goal D: To prevent loss of lives, injuries, and property damage due to wildland and urban fires.

Policy 1: Areas of high and extreme fire hazards shall be the subject of special review, and building and higher intensity uses shall be limited unless the hazards are mitigated to a point acceptable by the Fire Department.

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 to 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.

3.14.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

According to the California Environmental Quality Act (CEQA) Guidelines Appendix G, the proposed Project will have a significant impact related to wildfire if it would:

- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires (Impact 3.14-1);
- If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:
    - Substantially impair an adopted emergency response plan or emergency evacuation plan (Impact 3.14-2);
    - 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 (Impact 3.14-3);
    - 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 (Impact 3.14-4); or
    - 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 (Impact 3.14-5).

IMPACTS AND MITIGATION MEASURES

Impact 3.14-1: 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 EDCTC RTP Planning Area is in an area that is predominantly non-urbanized, forested areas, much of which are at risk of wildfire. As shown in Figure 3.14-1, most of the western portion of the EDCTC RTP Planning Area is in the VHFHSZ SRA. For LRAs, CAL FIRE has recommended VHFHSZ for the Cities of Placerville and South Lake Tahoe.

The EDCTC Planning Area has experienced devasting fire events such as the King, Sand, Caldor, and Mosquito Fires over the past decade (El Dorado County, July 2024). El Dorado County continues to demonstrate a high level of concern and has taken proactive steps toward reducing wildfire-related risks to life and property. The County adopted a Wildfire Strategy in 2023 and established the Office of Wildfire Preparedness and Resilience (OWPR) to implement defensible space programs, coordinate mitigation activities, and lead interagency wildfire planning efforts. The OWPR's is currently updating the Western El Dorado County Community Wildfire Protection Plan (CWPP), which prioritizes risk identification and mitigation near vulnerable communities. These initiatives illustrate the County's commitment to creating fire-adapted communities and enhancing public safety in VHFHSZ areas.

The proposed RTP complements these efforts by improving transportation access for emergency personnel and aiding in wildfire response and evacuation readiness, which would assist in reducing wildfire risk to people and structures. The RTP does not propose new structures or housing occupied by people in areas of high wildlife risk. Instead, the RTP includes proposed improves to the transportation system, and both individually and collectively, are expected to be beneficial to citizens and emergency responders during a wildfire event. Thereby, in accordance with Appendix G of the CEQA Guidelines, the proposed project would have a ***less than significant*** impact regarding the potential for a wildfire impact.

Impact 3.14-2: Development facilitated by the proposed Project in or near State responsibility areas or lands classified as very high fire hazard severity zones would not substantially impair an adopted emergency response plan or emergency evacuation plan. (less than significant)

The proposed RTP provides a planning framework that supports El Dorado County's wildfire preparedness efforts and is intended to be consistent with adopted evacuation and emergency response plans. In fact, the Greater Placerville Wildfire Evacuation Preparedness Study (2024), developed by EDCTC and local partners, specifically identifies improvements to evacuation infrastructure that are anticipated to be addressed through proposed RTP implementation. The Greater Placerville Wildfire Evacuation Preparedness Study recommends traffic signal optimization, strategic roadway enhancements, and public communication tools to ensure timely and coordinated evacuations in VHFHSZ areas. These recommendations are being actively incorporated into county-level transportation strategies, supporting a unified approach to wildfire risk reduction. As such, the proposed RTP does not impair existing emergency response frameworks.

The individual RTP projects that are intended to improve evaluation routes are largely conceptual ideas that have not been designed or approved for construction. Any future RTP projects would be subject to all applicable county and local regulations, reviews, and requirements pertaining to emergency response, emergency access, and maintaining emergency evacuation routes, as well as further CEQA analysis of project-specific impacts.

There is the potential that during construction activities associated with RTP projects, traffic lanes near the project site may be temporarily closed or controlled by construction personnel. However, this would be temporary and emergency access to the project site and surrounding area would be

required to be maintained at all times. Further, future RTP projects would be reviewed for adequate infrastructure and access as well as consistency with adopted emergency and evacuation plans among many other environmental issues to ensure the safety of the County residents and the physical environment. Therefore, impacts associated with adopted emergency response or evacuation plans would be ***less than significant***.

Impact 3.14-3 Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not 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 wildfire, due to slope, prevailing winds, and other factors. (less than significant)

Due to the unique combinations of vegetation, topography, and weather, much of western El Dorado County is at high risk of wildfire. In response to such wildfire risk, El Dorado County has taken substantial steps to limit the potential for transportation-related development to exacerbate wildfire conditions. While individual RTP projects are largely conceptual ideas that have not been designed or approved, each would be required to comply with federal, State, and local requirements related to wildland fire hazards. Examples include El Dorado County Code Chapter 8.08, Fire Prevention, which contains the County Fire Hazard Ordinance; and Chapter 8.09, Vegetation Management and Defensible Space, which provides instructions for the removal of hazardous vegetation and combustible materials situated in the unincorporated areas of the County to reduce the potential for fire and to promote the safety and welfare of the community. These County codes are examples of requirements that would apply to all future RTP projects to minimize ignition potential to minimize risk to existing structures. The proposed RTP is not a land use plan, and is consistent with County goals to concentrate urban development in the least hazardous areas.

By maintaining fuel breaks, preserving defensible space, and avoiding steep slope corridors where feasible, future RTP projects are expected to be beneficial as it relates to wildfire exposure and risk of spread. Furthermore, by their nature, improvements to roadways would not exacerbate wildfire risks, and there are no project occupants that would be placed at increased risk from exposure to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, due to slope, prevailing winds, and other factors. Therefore, implementation of the proposed RTP would be consistent with the County's broader wildfire resilience strategy and would not exacerbate wildfire risks. Thus, impacts would be ***less than significant*** in this regard.

Impact 3.14-4 Development facilitated by the proposed Project in areas located in or near State responsibility areas or lands classified as very high fire hazard severity zones would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) and would not

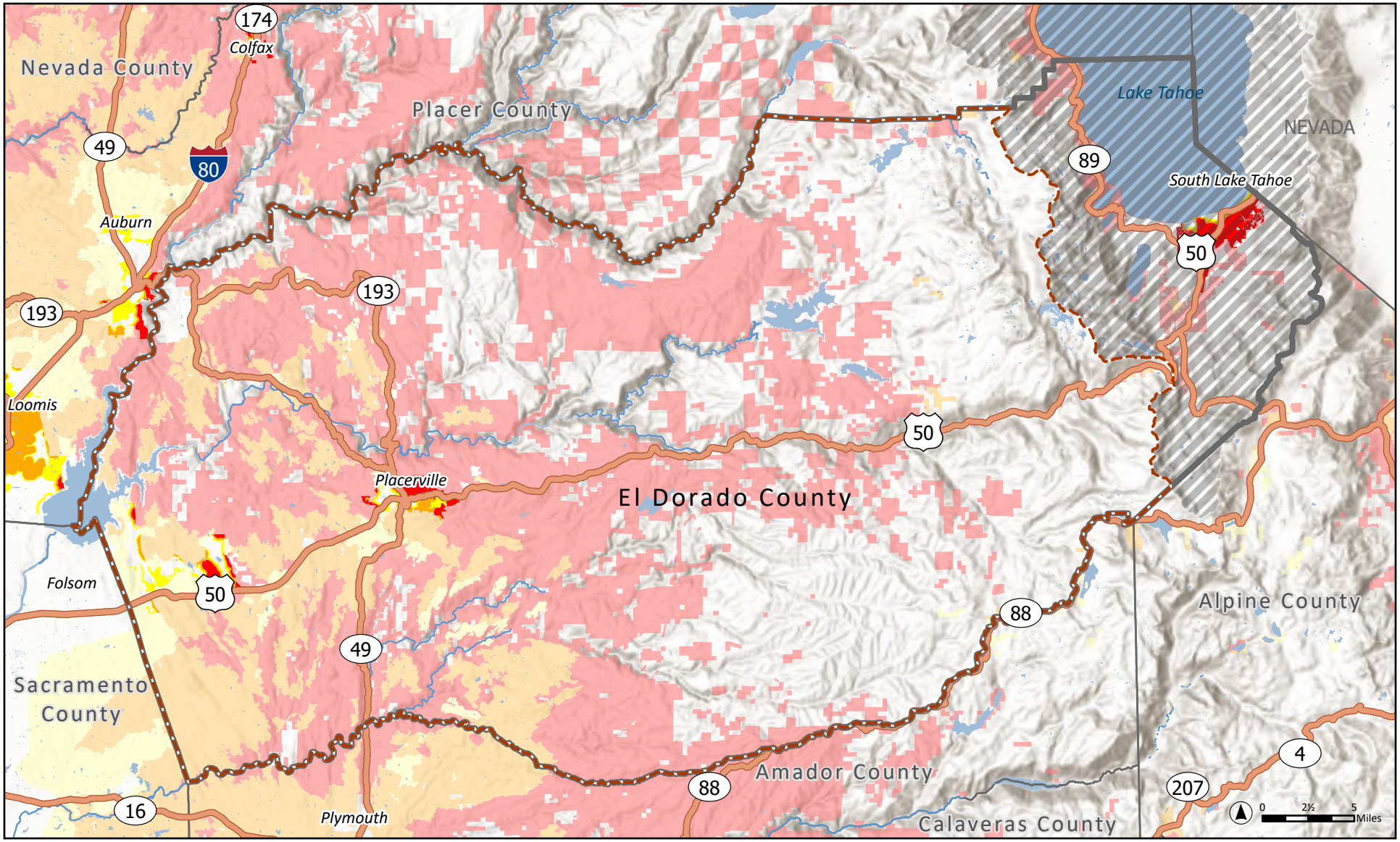
substantially exacerbate fire risk or result in significant temporary or ongoing impacts to the environment. (less than significant)

Maintenance of existing infrastructure and the potential installation of new infrastructure for future RTP improvement projects in the EDCTC RTP Planning Area is anticipated as individual projects are developed. Recognizing the County's vulnerability to wildfire, specifically in VHFHSZ areas, El Dorado County's 2024 Multi-Jurisdictional Hazard Mitigation Plan outlines mitigation priorities for maintenance of infrastructure, which includes maintaining fuel breaks, and preserving defensible space. Furthermore, by their nature, improvements to roadways would not exacerbate wildfire risks. Implementation of the proposed RTP would be consistent with the County's broader wildfire resilience strategy and would not exacerbate wildfire risks. Thus, impacts would be ***less than significant*** in this regard.

Impact 3.14-5: 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.

Wildfire can alter the hydrologic response of a watershed to the extent that even modest rainstorms can produce dangerous flash floods and debris flows. Several factors affect the likelihood of downstream flooding or landslide after a fire, including basin morphometry, burn severity, soil properties, and rainfall characteristics. Development projects in or near FHSZs could require additional construction and installation of infrastructure, including roads, fuel breaks, water connections, and power lines, which may increase wildfire risks in the affected areas.

Recognizing the County's vulnerability to post-fire flooding and landslides, specifically in VHFHSZ areas, El Dorado County's 2024 Multi-Jurisdictional Hazard Mitigation Plan outlines mitigation priorities for these secondary hazards. This plan supports the integration of slope stability assessments and runoff management strategies into infrastructure planning, which would apply to future RTP projects during design and CEQA review phase of the individual project. The proposed RTP implementation is not expected to introduce new development in landslide-prone areas without appropriate engineering controls and drainage improvements. Furthermore, future site-specific analysis would ensure compliance with applicable grading codes and erosion control measures to prevent adverse outcomes following wildfire events. Therefore, the RTP would not contribute to post-fire slope instability or related risks. Through compliance with local, State, and federal regulations, exacerbated wildfire impacts related to flooding and landslides would be ***less than significant***.



El Dorado County Regional Transportation Plan Planning Area

Tahoe Basin - Tahoe Regional Planning Agency Jurisdiction

El Dorado County Boundary

Other County Boundaries

Fire Hazard Severity Zones in State Responsibility Areas

- Very High
- High
- Moderate

Fire Hazard Severity Zones in Local Responsibility Areas

- Very High
- High
- Moderate

Sources: CAL FIRE Office of the State Fire Marshall: Fire Hazard Severity Zones in State Responsibility Areas effective April 1, 2024; Fire Hazard Severity Zones in Local Responsibility Areas, Phase 1, effective 2/10/2025; USGS Transportation Network; TRPA.
Prepared by De Novo Planning Group for the El Dorado County Transportation Commission, May 7, 2025.

EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN

Figure 3.14-1. Fire Hazard Severity Zones

el dorado county edctc TRANSPORTATION COMMISSION

DE NOVO PLANNING GROUP
A LAND USE PLANNING, DESIGN, AND ENVIRONMENTAL FIRM

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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 2025-2045 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 2025-2045 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 approximately 147,202 persons in 2016 to 163,098 persons in 2040 (SACOG, 2025). Separately, EDCTC projects employment in El Dorado County would increase from 48,690 jobs in 2016 to 67,050 jobs by 2040 (SACOG, 2025), representing an increase of 18,360 jobs or an approximately 27.4 percent increase in jobs between 2016 and 2040. This will accompany an increase in population in the County of 25,896 persons between 2016 and 2040, which represents an increase in population of approximately 15.9 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 2023 Five-Year American Community Survey (U.S. Census 2023). Another 7.8 percent carpooled to work. The average daily commute time in El Dorado County is approximately 28.4 minutes, and more than half of the commuters left their home between 6:00 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 Hills 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 reasonably 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 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 2025-2045 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 2025-2045 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, most of the growth is anticipated to occur in and around the community regions.

Regional growth has and will continue to result in a cumulative aesthetic impact 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 2045 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 3.1-1, 3.1-2 and 3.1-3 to reduce project-level impacts on visual resources. Implementation of the 2045 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 2025-2045 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 potential loss of 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 2045 from the transportation sector. The results of the emission model reflect 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 (ROGs and NO_X) as well as PM_{10}; however, because of the temporary nature of these emissions, they are not considered cumulatively considerable.

Implementation of the 2025-2045 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 2025-2045 RTP; rather SACOG will perform a conformity analysis with the update of the SACOG MTP/SCS (i.e. the 2050 MTP/SCS) which covers El Dorado County. Implementation of the 2025-2045 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 3.5-1, 3.5-2, and 3.5.-3 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 3.5 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 3.6 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. Mitigation measures 3.6-1, 3.6-2, 3.6-3, 3.6-4, and 3.6-5 include requirements for inter-agency coordination and planning, consideration of technologies, and implementation of best practices related to the reduction of GHG emissions.

Implementation of these mitigation measures as a part of the proposed 2025-2045 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 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 3.10.

However, the programmatic nature of the 2025-2045 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 2045 RTP considers the adopted and planned land uses in El Dorado County and its incorporated communities. Projects included in the 2025-2045 RTP are intended to primarily address safety and operational deficiencies and will also assist in improving linkages between existing communities. Growth under the 2025-2045 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 2025-2045 RTP would result in development that is generally compatible and

consistent with existing land uses and policies. Therefore, the 2025-2045 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, the RTP contains eight specific goals, each with supporting objectives and strategies including: integrated regional transportation planning; sustainable, adaptable, resilient; surface transportation system; public transit; aviation; active transportation; transportation systems management; and regional equity and collaboration. The goals reflect the region's transportation needs and priorities while the objectives represent a specific need or priority

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 SACOG MTP/SCS, would effectively work together to improve system efficiency of and minimize increases in VMT. A summary of the main reasons for this includes the following:

- Regionally, the SACOG MTP/SCS reflects a more compact development form. Compact land uses across the region in the SACOG 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 SACOG 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 However, the trendline of VMT reductions in the SACOG region would not support achievement of the 14.3 percent identified by CARB statewide. 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 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 Scoping Plan (as part of the regional strategy) is considered potentially significant for this impact. Therefore, the proposed project would implement Mitigation Measure 3.12-1, as provided in Chapter 3.12.

With implementation of Mitigation Measure 3.12-1, 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 2025-2045 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 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 in a "Very High" Fire Hazard Severity Zone within the State Responsibility Area (SRA) (CAL FIRE, 2022). Pockets of the western portion of El Dorado County are identified as being within a Moderate or High Fire Hazard Severity Zone within the State Responsibility Area (SRA). Additionally, Placerville is in the Very High Fire Hazard Severity Zone (VHFHSZ) in the Local Responsibility Area (LRA) (CAL FIRE, 2023).

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. 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 2025-2045 RTP is intended to provide efficient an 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 147,202 persons in 2016 to 163,098 persons in 2040 (SACOG, 2025). The RTP will accommodate growth planned by El Dorado County and the incorporated communities.

The 2025-2045 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.

Ultimately, the County and incorporated communities are the agencies responsible for approving land development projects; the 2025-2045 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 2025-2045 RTP does not increase the amount of growth that could occur under the adopted and draft general glans 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 2025-2045 RTP. The 2025-2045 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 2025-2045 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 2025-2045 RTP does not include any provisions requiring the oversizing of infrastructure facilities to serve growth not currently planned.

The 2025-2045 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 2025-2045 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 2025-2045 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, paleontological 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 2025-2045 RTP as development and other growth projects could continue to be approved and implemented by the County and incorporated communities. The 2025-2045 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 2025-2045 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 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 2025-2045 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 3.12-2: 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.
- Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change.
- Impact 4.7: Cumulative Impact on the Transportation Network

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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 2045 RTP project.

The purpose of the 2045 RTP is to provide a clear vision of the regional transportation goals, objectives, and strategies in El Dorado County. The 2045 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 2045 RTP:

1. Integrate land use, air quality, and public engagement into regional transportation planning and project delivery to better serve the users, enhance the economy, and preserve the environment, quality of life and community character.
2. Implement regional transportation investments which provide context sensitive options, embrace emerging technologies, and greatly improve accessibility, adaptability, mobility and climate change preparedness.
3. Optimize the existing highways, streets, and roads to enhance maintenance and operations, provide necessary capacity, and improve safety for all users.
4. Promote a safe, welcoming, innovative, sustainable, and reliable public transit system which is accessible to and provides effective transport across the diverse geography of the region.
5. Promote and preserve aviation facilities and services that complement the regional transportation system and support critical emergency response.
6. Complete and maintain a safe, convenient, and connected active transportation system for all users.
7. Develop and support an integrated transportation system that incorporates multi-modal corridor management solutions and public awareness of mobility options to limit vehicle miles traveled and maximize throughput.
8. Engage in inclusive regional transportation planning advancing equity through meaningful transportation investments to empower the historically underserved.

ALTERNATIVES NOT SELECTED FOR FURTHER ANALYSIS

On November 13, 2025, a Notice of Preparation (NOP) 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 2025-2045 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 2025-2045 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 State and Federal Transportation 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 2045 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 currently adopted 2040 RTP into the future. It should be noted, however, that some of the funding programmed for projects under the adopted RTP will not be available until such time that there is an update to the RTP. Therefore, under the No Project Alternative, the EDCTC would not be able to carry out all the transportation projects in the current 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 Alternative (Tier 1 RTP 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 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 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. 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 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 to 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, thereby reducing the amount of resulting construction-related emissions. This alternative would have less of an adverse effect on short-term air quality impacts but would result in 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 as compared with the other alternatives, which would make the delays greater as compared to 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 reduce 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, as it would result in increased air quality impacts.

Cultural and Tribal Resources

The No Project Alternative would implement fewer transportation improvement projects than the other alternatives, which would result in a reduced potential for disturbance or destruction of cultural, historic, and archaeological resources, as well as paleontological resources. This alternative would result in lesser impacts to 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, thereby reducing 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 utilize the roadway system efficiently under the No Project Alternative, as compared with the other alternatives, which would make the delays greater than under the other alternatives, thereby increasing motor vehicle energy consumption and GHG emissions. 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 2045 planning horizon because many of the improvement projects that would be carried out under the Financially Constrained (proposed project), 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 as compared to the No Project Alternative. While traffic conditions would worsen as compared with existing conditions, this would largely be 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 project, 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 project. 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 2045 planning horizon, because many of the improvement projects that would be carried out under the Financially Constrained (proposed project), 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 because 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 under the Financially Constrained Alternative (proposed project), thereby resulting in the greatest potential for adverse impacts related to aesthetics, as 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 greater negative impact as 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 result a greater negative impact 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 it would result in a reduced effect on long-term operational air quality impacts due to reductions in traffic congestion. Delays would be reduced under this alternative, as 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 reduce 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 lesser impacts as compared to the Financially Unconstrained Alternative. Therefore, this alternative is inferior to the No Project, 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 result in 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. Traffic delays would be reduced under this alternative as 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 reduce VMT, energy consumption, and GHG emissions.

Therefore, overall energy consumption and GHG emissions generated under the Road Emphasis Alternative would be greater as 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 as 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 regards 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 2045 planning horizon. The improvements under this alternative would be expected to either maintain or improve roadway congestion conditions as compared to 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 increased fire hazards. Compared to all other alternatives, excluding the Financially Unconstrained Alternative, the Road Emphasis Alternative would result in increased infrastructure expansion and development; therefore, the Road Emphasis Alternative 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 wildfires. However, this alternative is inferior to only the Financially Constrained Alternative, because the Financially Constrained Alternative would result in less transportation expansion into open space and rural areas and provides a balanced transportation system that decreases traffic congestion. This would result in a decreased risk in exposing people or structures to wildlife while also providing better emergency evacuation access should a wildfire occur.

Therefore, the Road Emphasis Alternative is superior to the No Project, Transit Enhancement, and Financially Unconstrained Alternative, but it is 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 as compared to the Financially Unconstrained and Road Emphasis alternatives, because many capacity increasing traffic projects would not occur. This alternative would, however, result in significantly more physical development as compared to the No Project Alternative. This alternative would result in less impacts than the No Project Alternative, roughly equal impacts to the Financially Constrained Alternative, and superior to the Financially Unconstrained and Road Emphasis Alternatives.

Agricultural and Forest Resources

The Transit Enhancement Alternative would result in the construction of new improvement projects, resulting in potentially increased impacts to agricultural and forest lands. This alternative would result in less physical development as compared to the Financially Unconstrained and Road Emphasis Alternatives, while it would have significantly more physical development as compared to the No Project Alternative. This alternative would result in less impacts than the No Project Alternative, similar impacts to the Financially Constrained alternative, and would be superior to the Financially Unconstrained and Road Emphasis Alternatives.

Air Quality

The Transit Enhancement Alternative would implement more transit improvement projects 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 this alternative, have the potential to reduce lower VMT and air quality emissions. However, this alternative would not generate reductions to 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 than those of the other alternatives, except for the Financially Constrained Alternative where emissions would be similar. Therefore, this alternative is considered superior to all other alternatives, except for the Financially Constrained Alternative, which would have similar impacts.

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 ground disturbing activities associated with transit infrastructure projects. This alternative would result in greater impacts as compared to the No Project alternative, but it would result in a decreased impacts to cultural and tribal resources as

compared to the other alternatives. Therefore, this alternative is superior to all 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 this alternative, have the potential to reduce 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 than those of the other alternatives, except for the Financially Constrained Alternative where emissions would be similar. Therefore, this alternative is considered superior to all other alternatives, except for the Financially Constrained Alternative, which would have similar impacts.

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 bicycle and pedestrian facilities 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 like the Road Emphasis Alternative, this alternative would result in greater impacts than the Financially Unconstrained and Financially Constrained Alternatives, with regards 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 would result in greater impacts than the Financially Constrained, Financially Unconstrained, and Road Emphasis Alternatives and would result in less impacts than the No Project regarding 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 bicycle and pedestrian facilities in addition to the projects under the Financially Constrained Alternative. This alternative would result in less physical development as 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. Therefore, the Transit Enhancement Alternative would result in increased impacts to emergency access and evacuation due to a wildfire as 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 because 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. As this alternative would result in the greatest amount of development, 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 similar to the Road Emphasis, Alternative.

Agricultural and Forest Resources

The Financially Unconstrained Alternative would result in the construction of new improvement projects resulting in increased impacts to agricultural and forest lands. This alternative would result in more physical development as compared to the other alternatives, and as such, with respect to impacts to agricultural and forestry resources, the Financially Unconstrained Alternative would be inferior to all the other alternatives.

Air Quality

The Financially Unconstrained Alternative would result in more construction-related emissions than the other alternatives, as it would result in more physical development. This alternative would result in less congestion and a more robust roadway system as compared to the other alternatives. VMT impacts would be expected to be greater than under the other alternatives, while traffic congestion may be less than under 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 Alternatives, with 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 ground disturbing activities associated with roadway and transportation infrastructure projects associated with this alternative. The Financially Unconstrained Alternative would have a worse effect, as compared to the other alternatives. Therefore, the Financially Unconstrained 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 the other alternatives, as it would result in more physical development. This alternative would result in less congestion and a more robust roadway system as compared to the other alternatives. VMT impacts would be expected to be greater than under the other alternatives, while traffic congestion may be less than under the other alternatives. With regards to energy consumption and GHG emissions, the Financially Unconstrained 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 as compared to all other alternatives, excluding the Road Emphasis Alternative. These improvements are designed to facilitate growth which is 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 improvement projects that would facilitate implementation of the general plans. The Financially Unconstrained Alternative is superior to the other alternatives regarding land use and planning.

Transportation and Circulation

The Financially Unconstrained Alternative would reduce impacts to roadway congestion as compared to the other alternatives. This alternative would also result in increased traffic safety as compared to the other alternatives. Due to the combination of enhanced roadway capacity projects and transit improvements, traffic congestion under this alternative would be expected to decrease as compared to the other alternatives. The Financially Unconstrained 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 as compared to all other the alternatives, excluding the Road Emphasis Alternative. 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 of the need to evacuate due to a wildfire. However, the Financially Unconstrained Alternative would result in greater infrastructure expansion and development than any of the other alternatives. Therefore, the Financially Unconstrained Alternative has the highest potential to expand the transportation system into new areas or areas closer to open spaces with higher fire hazards, resulting in an increased risk of exposing land uses on the urban edge to risks associated with wildland fires. Overall, the Financially Unconstrained Alternative is superior to the No Project Alternative and Transit Enhanced Alternative, but inferior to the Financially Constrained and Road Emphasis Alternatives.

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 alternative, 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

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 overall 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 as 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 be significantly decreased under this alternative, the potential for development				

Environmental Issue	*Financially Unconstrained*	*No Project*	*Financially Constrained (proposed Project)*	*Road Emphasis*	*Transit Enhancement*
	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 as 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 to air quality. As roadway infrastructure improvement projects would increase to alleviate traffic congestion and transit service, and bicycle/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 to 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 as 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 to GHG emissions, climate change, and energy. As transportation infrastructure improvement projects would increase to alleviate traffic congestion deficiencies, and transit service and bicycle/pedestrian use would also increase under this alternative, the total VMT per capita would decrease, resulting in a corresponding decrease of vehicle-related energy usage and GHG 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 their land use and circulation elements. This alternative would be the most consistent with land use planning activities in the County and with its jurisdiction, 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 impacts 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 transportation service levels.				

ENVIRONMENTAL ISSUE	*FINANCIALLY UNCONSTRAINED*	*NO PROJECT*	*FINANCIALLY CONSTRAINED (PROPOSED PROJECT)*	*ROAD EMPHASIS*	*TRANSIT ENHANCEMENT*
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 for emergency evacuation. This alternative would also refrain from developing transportation improvements and expansions above and beyond 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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6.1 INTRODUCTION

An analysis of the proposed Project's effect on specific environmental topic areas, included as part of the Environmental Checklist form presented in the California Environmental Quality Act ("CEQA") Guidelines Appendix G, was conducted as part of the preparation of this EIR. During this evaluation, certain Project impacts were found to have no impact or have a less than significant impact due to the inability of a project of this scope to create such impacts or the absence of Project characteristics producing effects of this type. The effects determined not to be significant are not required to be included in primary analysis sections of the Draft EIR. In accordance with CEQA Guidelines Section 15128, the following section provides a brief description of potential impacts found to have no impact, a less than significant impact or a less than significant impact with mitigation.

6.2 LESS THAN SIGNIFICANT IMPACTS

MINERAL RESOURCES

The State Mining and Geology Board (SMGB) prioritizes areas classified as containing significant mineral resources and areas designated as containing mineral deposits of regional or statewide significance. Mineral Resource Zone (MRZ) categories are 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. Most 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.

Response to CEQA Guidelines Appendix G Checklist Questions

Would the Project:

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?**
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?**

An extensive range of mineral resources are found in El Dorado County, and some mining operations in the county include limestone and gold. Some individual RTP improvements may be 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.

PUBLIC SERVICES

Response to CEQA Guidelines Appendix G Checklist Questions

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, to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

- **a. Fire protection?**
- **b. Police protection?**
- **c. Schools?**
- **d. Parks?**
- **e. Other public facilities?**

The proposed project would not directly result in an increased need for any public services or facilities. 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.

RECREATION

Response to CEQA Guidelines Appendix G Checklist Questions

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?

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?

The proposed project itself would not directly result in an increased need for any recreational facilities . 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.

EL DORADO COUNTY TRANSPORTATION COMMISSION

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