

# CHAPTER TWO

## PROJECT DESCRIPTION

### 2.1 *Project Location*

El Dorado County is located in the foothills and mountains of the Sierra Nevada, extending eastward from the eastern portion of California's Central Valley. The western portion of El Dorado County is characterized by rolling foothills, increasing in elevation to the east. The 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.

Figure 1 (see Chapter Six) provides a regional perspective of El Dorado County relative to the state. In total, El Dorado County contains 1,805 square miles ranging in elevation from 200 feet above sea level to 10,881 feet above sea level at the highest mountain peak.

There are two incorporated cities in El Dorado County: Placerville, and South Lake Tahoe, which is within the jurisdiction of the Tahoe Regional Planning Agency (TRPA). There are also numerous unincorporated communities located throughout El Dorado County. These include El Dorado Hills, Cameron Park, Shingle Springs, El Dorado, Diamond Springs, Latrobe, Fairplay, Somerset, Grizzly Flat, Camino, Pollock Pines, Coloma/Lotus, Garden Valley, Georgetown, Rescue, Mt. Aukum, Pleasant Valley, Kyburz, Strawberry, and Cool.

The planning area for the RTP includes only the portion of El Dorado County that is located on the west slope of the Sierra. This excludes the City of South Lake Tahoe and all land under the jurisdiction of TRPA. Figure 2 (see Chapter Six) is a vicinity map of El Dorado County and the City of Placerville.

### 2.2 *Proposed Action*

The proposed action is approval of the RTP (the "proposed project") for the western slope of El Dorado County (hereinafter, "El Dorado County" or "County"). The full RTP is available for review at the EDCTC website ([www.edctc.org](http://www.edctc.org)).

### 2.3 *Project Goals and Objectives*

The purpose of the RTP is to provide a clear vision of the regional transportation goals, objectives, and policies in El Dorado County and the City of Placerville. The RTP provides short-term and long-term strategies for implementation, which includes realistic and fiscally constrained alternatives. In addition to providing a vision, the RTP serves the following specific functions:

- Provides an assessment of the current modes of transportation and the potential for new travel options within the region.

- Predicts the future needs for travel and goods movement.
- Identifies and documents specific actions necessary to address the region's mobility and accessibility needs.
- Identifies needed transportation improvements, in sufficient detail, to serve as a foundation for the:
  - Development of the Federal Transportation Improvement Program, the Regional Transportation Improvement Program and the Interregional Transportation Improvement Program.
  - Facilitation of the National Environmental Protection Act/404 integration process decisions.
  - Identification of project purpose and need.
  - Development of an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan.
- Promotes consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, special districts, private organizations, tribal governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs.
- Provides a forum for:
  - Participation and cooperation.
  - Facilitation of partnerships that reconcile transportation issues which transcend regional boundaries.
- Involves the public, federal, state and local agencies and Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions regarding the social, economic, air quality and environmental issues related to transportation.

The 2025 RTP, pending review by the Sacramento Area Council of Governments (SACOG), will become the El Dorado County portion of the SACOG Metropolitan Transportation Plan (MTP).

## **2.4 Project Description**

The proposed project is the adoption and implementation of the El Dorado County RTP. 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 (revised December 2003). More specifically, the RTP is a blueprint for the systematic development of a balanced, comprehensive, multi-modal transportation system, including but not limited to: roadways, transit, aviation, goods movement, bikeways, pedestrian facilities, transportation systems management and intelligent transportation systems. The RTP is action-oriented and pragmatic, considering both the short-term (five to ten year) and long-term (ten to twenty year) periods. The RTP focuses on those improvement projects that currently have funding in place or that are projected to have funding in the future, while it also identifies other improvement projects that are needed but do not have funding.

### **THE REGIONAL TRANSPORTATION PLAN**

The RTP embodies three elements: Policy Element, Action Element, and Financial Element. These elements are described in the following paragraphs. It should be noted that the RTP is a program-level regional planning document. As such, the environmental review for the RTP is at a programmatic-level. There are no project specific-level improvement designs or approvals that are contained in the RTP, and approval of the RTP does not preclude future environmental review of project specific improvements. More specifically, most transportation improvements that are identified in the RTP will require project-level environmental review if, or when, they are funded, designed, and up for approval by a decision making body, although it may be determined that some future improvements may be exempt from environmental review.

### **THE POLICY ELEMENT**

The EDCTC has prepared a Policy Element of the RTP that establish goals, objectives, and policies to reflect the region's transportation needs and priorities, and to guide the development and management of the region's transportation systems. The goals, objectives and policies established in the RTP were prepared to address the regional transportation issues and are consistent with the California Transportation Commission Guidelines.

### **THE ACTION ELEMENT**

The Action Element identifies programs and actions to implement the RTP in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element comprises seven separate action plans: the Regional Road Network Action Plan, Transit Action Plan, Aviation Action Plan, Goods Movement Action Plan, Non-Motorized Action Plan, Transportation Systems Management Action Plan, and the Intelligent Transportation Systems Action Plan. Through the Action Plans, the Action Element addresses institutional and legal actions needed to implement the RTP and priorities for regional transportation programs associated with each plan. The Action Element must be consistent with the financial constraints identified in the Financial Element, and must conform to the State Implementation Plan (SIP).

## **Regional Road Network Action Plan**

The Regional Road Network Action Plan of the Action Element consists of short-term and long-term projects and activities that address regionally significant roads and/or funding sources controlled by the EDCTC. The federal conformity regulations (Title 40 CFR 93.106, Content of Transportation Plans) identify the short term horizon as a period up to ten years in the future and the long term horizon as projects or activities 20 years and beyond. Below is a summary of the programs that fund some of the transportation improvements identified in the RTP. A full description of these programs and the improvements is presented in the RTP.

### **STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

As the Regional Transportation Planning Agency for El Dorado County, EDCTC is responsible for prioritizing and distributing 75 percent of STIP funds to the region. This portion is referred to as the Regional Improvement Program. The remaining 25 percent is the Interregional Improvement Program is under the jurisdiction of Caltrans to fund projects with interregional benefits. The El Dorado County STIP projects include the following: US 50 High Occupancy Vehicle Lane Extension; US 50 / Missouri Flat Interchange; US 50/ Western Placerville Interchanges; US 50 / Placerville Operational Improvements; US 50/ Camino Freeway Conversion. These improvements are summarized in [Tables 2-1 and 2-2](#), Regional Road Network Short Term and Long Term Action Plans.

### **STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)**

Caltrans is responsible for administering the SHOPP, a set of projects funded by state gasoline and diesel taxes to construct maintenance, safety and operational improvements on the State Highway System. Excluding the Tahoe Basin, there are currently three roadway-related SHOPP projects in El Dorado County. These include improvements to: SR 49 (improve safety and operations from north end of the South Fork American River Bridge to Marshall Road in Coloma/Lotus); SR 193 (add a left turn pocket at Slinger Mine Road in Cool); and SR 49 (widen the existing lanes and add shoulders south of Ore Court near China Hill Road.

### **FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)**

The FTIP contains projects funded by Federal Aid Highway Program Fund Sources. Traditionally, three programs utilize these federal funds. They include: Congestion Mitigation and Air Quality (CMAQ) Funds; Regional Surface Transportation Program (RSTP) Funds, and Transportation Enhancement Activities (TEA) Funds. Regionally significant projects utilizing these funds are listed in [Table 2-1](#). For a complete list of countywide projects, refer to SACOG's Interim Metropolitan Transportation Improvement Program (MTIP) on their website at [www.sacog.org](http://www.sacog.org).

### **LOCAL JURISDICTION IMPACT FEE PROGRAMS**

[Table 2-3](#) includes capacity improvement roadway projects on regionally significant routes that are included in the Impact Fee Programs of El Dorado County and the City of Placerville. The County improvement projects listed in [Table 2-3](#) will feed a new Capital Improvement Plan (CIP). Currently the County is working on updating the interim 5-year CIP. For a complete list of these projects, please contact the appropriate jurisdiction.

**Table 2-1  
Regional Road Network Short-term Action Plan (Up to 10 Years)**

Project	Segment/Description	Responsible/Support Agencies	Program
High Occupancy Vehicle Lane Extension.	US 50, from El Dorado Hills Boulevard Undercrossing to South Shingle Road / Ponderosa Road Overcrossing.	Caltrans, El Dorado County Department of Transportation (DOT), and EDCTC.	STIP, LOCAL FUNDS
US 50 / Missouri Flat Interchange Improvements.	Modify interchange and widen Weber Creek Bridge on US 50.	Caltrans, El Dorado County DOT, and EDCTC.	STIP, LOCAL FUNDS
Western Placerville Interchanges.	US 50, from Placerville/Forni Road interchange to Ray Lawyer Drive overcrossing.	Caltrans, City of Placerville, and EDCTC.	STIP, LOCAL FUNDS, FED EARMARK
Placerville Operational Improvements.	US 50 from West Placerville Dr. to Bedford.	Caltrans, City of Placerville, and EDCTC.	STIP
Construction of a 2-way left-turn lane, install stop sign and associated bicycle and pedestrian facilities.	SR 49 in Coloma, from the South Fork American River Bridge #25-21 to Marshall Road.	Caltrans, El Dorado County DOT, and EDCTC.	SHOPP
Construction of a left-turn pocket.	SR 193 about 10 kilometers east of Cool, at Sliger Mine Road.	Caltrans and El Dorado County DOT.	SHOPP
Widen and add shoulders.	SR 49, from .2 kilometers south of Ore Court to .2 kilometers south of China Hill Road.	Caltrans and El Dorado County DOT.	SHOPP
Placerville Drive improvements.	Placerville Drive.	City of Placerville and EDCTC.	RSTP
Realign to 4-way intersection.	Clay St. at Cedar Ravine, re-construct bridge and Ivy House parking lot.	City of Placerville and EDCTC.	RSTP, LOCAL FUNDS
Westbound US 50 on / off ramps and signalization.	Cambridge Road, Merrychase Drive, US 50.	El Dorado County DOT, Caltrans, and EDCTC.	RSTP

**Table 2-1  
Regional Road Network Short-term Action Plan (Up to 10 Years), Continued.**

<b>Project</b>	<b>Segment/Description</b>	<b>Responsible/Support Agencies</b>	<b>Program</b>
Operations, safety analysis and improvements.	Cameron Park Drive / Palmer Drive/Green Valley Road.	El Dorado County DOT and EDCTC.	RSTP
Construction of left-turn lanes at intersection.	Cameron Park Drive / Mira Loma Drive.	El Dorado County DOT and EDCTC.	RSTP
Construction of left-turn lanes and signalize intersection.	Missouri Flat Road / El Dorado Road.	El Dorado County DOT and EDCTC.	RSTP
Two-way left-turn widening.	Mother Lode Drive, South Shingle to French Road intersection.	El Dorado County DOT and EDCTC.	RSTP
Road Rehabilitation.	City of Placerville	City of Placerville and EDCTC.	RSTP
Road Rehabilitation.	El Dorado County	El Dorado County and EDCTC.	RSTP
US 50 Placerville Aesthetic Elements.	Enhance aesthetic architectural elements, to include decorative bridge railing, historic lighting, fencing and additional signage.	Caltrans and City of Placerville.	STATE TEA
US 50 Hangtown Creek Beautification.	Remove abandoned eastbound off-ramp at Main St. and re-establish riparian vegetation.	Caltrans and City of Placerville.	STATE TEA
Harvard Way Project.	Component of El Dorado Hills CSD Master Facilities Plan.	El Dorado Hills CSD and EDCTC.	REGIONAL TEA
10 year Capital Improvement Program*		El Dorado County.	Traffic Impact Fees
10 year Capital Improvement Program		City of Placerville.	Traffic Impact Fees

\*Pending adoption by the County Board of Supervisors estimated July 2005

**Table 2-2  
Regional Road Network Long-term Action Plan (20 Years and Beyond)**

<b>Project Description</b>	<b>Responsible/Support Agencies</b>
Improve parallel roadways North & South of US 50, to increase parallel capacity and improve conditions along US 50.	El Dorado County DOT, City of Placerville, EDCTC, and Caltrans.
Camino Freeway Conversion on US 50 between Smith Flat Road and the Cedar Grove interchange.	Caltrans, El Dorado County DOT, and EDCTC.
General County-wide road rehabilitation.	El Dorado County DOT, City of Placerville, and EDCTC.
High Occupancy Vehicle lanes along US 50.*	Caltrans, EDCTC and El Dorado County DOT.
Increased capacity for goods movement/ truck climbing lane along US 50.	Caltrans, El Dorado County DOT, and EDCTC.
Realignment of SR 49 in the vicinity of Placerville.	Caltrans, El Dorado County DOT, and EDCTC.
Elk Grove-Rancho Cordova-El Dorado Connector.	SACOG, EDCTC and El Dorado County DOT.

\* HOV lanes from West County line to Ponderosa Road included in short term action plan

\*\* Connector components included in the SACOG 2025 MTP, in addition to County projects.

**Table 2-3  
Local Jurisdiction Short Term Impact Fee Programs  
El Dorado County & Placerville**

<b>Route/Segment</b>	<b>Project Limits</b>	<b>Project Description</b>
<b>El Dorado County</b>		
Cameron Park Drive	Durock Rd to Coach Ln.	Widen 3-lane divided roadway to a modified 4 lane divided roadway.
Cameron Park Drive	Palmer Dr to Oxford Rd.	Widen 2-lane roadway to a 4 lane undivided roadway.
El Dorado Hills Boulevard	Park Dr to Serrano Pkwy/Lassen Ln.	Add 3rd SB lane.
Headington Road	Missouri Flat Rd to El Dorado Rd.	New 2-lane arterial with median.

**Table 2-3**  
**Local Jurisdiction Short Term Impact Fee Programs**  
**El Dorado County & Placerville, Continued.**

<b>Route/Segment</b>	<b>Project Limits</b>	<b>Project Description</b>
Latrobe Road	Investment Blvd to Golden Foothill Pkwy(s)	Widen to 4-lane divided roadway. Add curb, gutter and sidewalk.
Missouri Flat-Pleasant Valley connector road	Missouri Flat Rd to SR 49.	New 2-lane road.
Saratoga Way	End of Saratoga Road to County line.	New 2-lane arterial.
Serrano Parkway	Collingtree Pkwy to Bass Lake Rd.	New 2-lane arterial. Add curb, gutter and sidewalk.
Silva Valley Parkway	US 50 to Serrano Pkwy.	Widen 2-lane to 4 lane divided roadway. Add curb, gutter and sidewalk.
White Rock Road	Latrobe Rd to Silva Valley Pkwy I/C at US 50.	Widen 2-lane to 4 lane divided roadway.
US 50 / El Dorado Hills Blvd.	Interchange	Phase 1.2B - Enhancements to existing ramps. Lengthen bridge.
US 50 / El Dorado Hills Blvd.	Interchange	Phase 1.3 and Phase 2 Ultimate. Westbound 50 Ramps. "Complete improvements" including aux lanes 1/2 way to east Silva Valley I/C and aux lane west bound to County line.
US 50 / Silva Valley Parkway	Interchange	Construct new interchange with overcrossing and ramps. Add aux lanes 1/2 way to next I/C west bound to EDH and aux lane east bound connecting to existing truck climbing lane.
US 50	El Dorado Hills Boulevard to Ponderosa Road.	Add 1 WB HOV and 1 EB HOV lane.

**Table 2-3**  
**Local Jurisdiction Short Term Impact Fee Programs**  
**El Dorado County & Placerville, Continued.**

Route/Segment	Project Limits	Project Description
US 50 / Bass Lake Road	Interchange	Modify existing interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, install traffic signals add aux lanes 1/2 way to next I/C east bound. Lengthen bridges.
US 50 / Cambridge Road	Interchange	Modify existing interchange by installing traffic signals, construct w/b slip on-ramp, widen off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lane, add aux lanes 1/2 way to next I/C east and west bound. Widen bridge.
US 50 / Cameron Park Drive	Interchange	Modify existing interchange by widening off-ramps for turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, add aux lanes 1/2 way to next I/C east and west bound. Lengthen bridges.
US 50 / Ponderosa Road	Interchange	Modify existing interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, relocate N. Shingle Road and Durock Road, and add aux lanes 1/2 way west bound to next I/C and widen bridge.
US 50/El Dorado Road	Interchange	Modify existing interchange to ultimate improvements: add traffic signals to the ramps, widen ramps for turn lanes, widen bridge.
US 50/Missouri Flat Road	Interchange	Phase I - modify existing interchange to tight diamond configuration.
US 50	Through Camino - may include an Interchange.	Preliminary planning, engineering and environmental analysis for conversion of expressway to freeway and future construction of a new interchange.

**Table 2-3**  
**Local Jurisdiction Short Term Impact Fee Programs**  
**El Dorado County & Placerville, Continued.**

Route/Segment	Project Limits	Project Description
Ray Lawyer Drive Extension	Forni Road to SR 49.	Preliminary planning, engineering and environmental analysis for future construction of a new 2-lane road.
Forni Road	City limits to City limits.	Preliminary planning, engineering and environmental analysis for future widening to a standard 2-lane road.
<b>City of Placerville</b>		
Main Street	Washington Street to Broadway at U.S. 50 WB off ramp.	Realign Main St. to provide two one-way roadways.
Washington Street	Cedar Ravine Road to Main Street.	Widen and realign Washington Street to Turner Street.
Ray Lawyer Drive Extension	US 50 to SR 49.	Construct new 2-lane roadway with sidewalk.
Placerville Drive	Fair Lane to Ray Lawyer Drive.	Widen to four travel lanes, two way center turn lane, bicycle lanes and sidewalks.
Placerville Drive	Cold Springs Road East to US 50.	Widen to four travel lanes, two way center turn lane, bicycle lanes and sidewalks.

**Transit Action Plan**

This Action Plan implements the EDCTC’s goal of promoting effective, convenient and desirable public transit for residents of and visitors to El Dorado County. The Western El Dorado County Short Range and Long Range Transit Plan, completed in 2003, highlights service, capital, and institutional/management improvement recommendations to the year 2025 in order to meet future demand. A summary of the recommended service and capital improvements, for both the short-range and long-range plans, is provided below in [Tables 2-4 and 2-5](#).

**Table 2-4  
Transit Short-term Action Plan (Up to 10 Years)**

Goal	Description
Provide Transit Service to Planned Light Rail in Folsom in 2005.	Upon the opening of the Sacramento Regional Transit’s light rail service to Folsom, EDCTA will operate one bus on a 90-minute schedule from the Missouri Flat area. The schedule will be timed to allow direct transfers from other EDCTA routes serving Placerville, El Dorado, and Pollock Pines.
Expand Service on Pollock Pines, El Dorado/Diamond Springs, Cosumnes River College and Cameron Park Routes.	Add a third bus to the operating plan, allowing hourly service on the El Dorado/Diamond Springs and Pollock Pines routes, while service on the Cameron Park and Cosumnes River College routes will be provided every 90 minutes. This will also improve on-time performance and provide service along Mother Lode Drive. The Pollock Pines Route will be redesigned to serve as an “express bus” across Placerville.
Expand Commuter Service to Meet Increasing Demand.	A new route will be added to meet existing and near-term future capacity issues. The existing bus used for Route 9 service to Rancho Cordova will be replaced by a van and used to provide additional service between El Dorado Hills and Sacramento.
Other Potential Future Service Improvements.	Several additional service improvements have been found to be operationally feasible, but financially unconstrained. These consist of skier service to Sierra-At-Tahoe Ski Area, and service to a potential casino in Shingle Springs. Implementation of these additional improvements will be dependent upon obtaining additional financial resources.
Convert Placerville/Hangtown Shuttle to Fixed Route & Provide Complementary ADA Service.	This will improve on-time performance, meet the requirements of the Americans with Disabilities Act, and increase the usefulness of this service to the community.
Expand Dial-A-Ride Service.	An additional 8 vehicle service-hours of Dial-A-Ride service will be provided per weekday to meet existing and potential future demand. The daily vehicle service hours will be allocated by operations staff depending upon anticipated needs and observed operating patterns. One additional vehicle will be required.

**Table 2-4****Transit Short-term Action Plan (Up to 10 Years), Continued.**

Goal	Description
Contract for Provision of Weekly Georgetown / Cool / Pilot Hill Service to Auburn.	To serve the public transit needs of the northwestern portion of the County, including the communities of Georgetown, Cool and Pilot Hill, EDCTA will fund services to and from Auburn, so long as financial and institutional issues can be addressed. This service will be operated one day a week initially, with a single morning run and a single afternoon run.
Revise the Commuter Schedule.	EDCTA will revise the commuter schedules to show the earliest potential eastbound arrival times in El Dorado Hills (with no traffic delays) to ensure that passengers waiting to board the commuter buses for an eastbound trip from El Dorado Hills will not be inconvenienced by buses leaving early.

**Table 2-5****Transit Long-term Action Plan (20 Years and Beyond)**

Goal	Description
Expansion of Placerville – Folsom Light Rail Transit (LRT) and reconfiguration of the Cameron Park Route.	Service to a minimum of hourly services between the Silverbrook LRT station and Placerville Station to coordinate with Folsom LRT service along the US 50 corridor. The span of service (days and hours of service) will expand as warranted to meet ridership demand.
Continuation of direct Sacramento Commuter bus service.	Subsequent to expansion of LRT service, in order to continue providing a high level of service to El Dorado County residents.
Establishment of an El Dorado Hills local route.	When demand within El Dorado Hills warrants, including a park and ride stop along route.
Continuation of Dial-A-Ride services.	As augmented to address increases in population and changing mobility needs of the region.
Expansion of local Hangtown Shuttle, Pollock Pines, and CRC Routes.	As warranted by ridership demand, including half-hourly service on busier routes.
Pursue transit extension to El Dorado County.	Variations include light rail, enhanced bus or bus-rapid transit.
Increased bicycle rack capacity on transit buses.	
Downtown Placerville Plaza Transit Stop.	To include bus turnout near downtown parking garage.
Monitoring of ridership on the planned Folsom Light Rail extension.	
Coordination with schools and transit service.	Including design review, to provide children with transportation alternatives.

## Aviation Action Element

This Action Plan implements the EDCTC's goal of promoting and preserving aviation facilities and services that compliment the regional transportation system. The programs identified in the Aviation Action Plan includes: environmental assessment studies, engineering design, crack seal and slurry seal of pavement and hangars, ramp security lighting, installation of new hangars, security gates, runway and taxi way improvements, and some new development. [Tables 2-6 through 2-8](#) provide a list of short-term actions at the Cameron Park Airport, Georgetown Airport, and Placerville Airport. Table 2-9 provides a list of long-term actions at El Dorado County Airports.

**Table 2-6**  
**Cameron Park Airport Short-term Action Plan (Up to 10 Years)**

Project/Description	Responsible Agency	Support Agencies	Construction Year
Extend Culvert.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2005
Construct North Parallel TW.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2005
Acquire Parcels A and B.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2006
Construct Apron on Parcels A and B.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2006
Construct South Parallel TW.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2007
Drainage Improvements, East, North and South.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2007
Acquire Parcel D.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2008
Widen RW to 60 feet.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2008
Construct Stopway (60' x 500').	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2008
Acquire Parcel E.	Cameron Park Airport District	FAA, Caltrans, and El Dorado County	2009

**Table 2-7****Georgetown Airport Short-term Action Plan (Up to 10 Years)**

<b>Project/Description</b>	<b>Responsible Agency</b>	<b>Support Agencies</b>	<b>Construction Year</b>
Environmental Assessment Study.	El Dorado County	FAA, Caltrans, and El Dorado County	2006
Engineering Design – West Side Development.	El Dorado County	FAA, Caltrans, and El Dorado County	2006
Crack Seal and Slurry Seal Ramp and Hangars.	El Dorado County	FAA, Caltrans, and El Dorado County	2006
Ramp Security Lighting.	El Dorado County	FAA, Caltrans, and El Dorado County	2007
West Side Development Construction.	El Dorado County	FAA, Caltrans, and El Dorado County	2008-09
Nested Hangars – 10 Units.	El Dorado County	FAA, Caltrans, and El Dorado County	2010

**Table 2-8****Placerville Airport Short-term Action Plan (Up to 10 Years)**

<b>Project/Description</b>	<b>Responsible Agency</b>	<b>Support Agencies</b>	<b>Construction Year</b>
Environmental Assessment Study.	El Dorado County	FAA, Caltrans, and El Dorado County	2006
Engineering Design – East End Apron.	El Dorado County	FAA, Caltrans, and El Dorado County	2006
East End Development Construction, Service Road to East End Development.	El Dorado County	FAA, Caltrans, and El Dorado County	2007-08
Crack Repair and Slurry Seal Runway 5-23, Taxiways and Ramp.	El Dorado County	FAA, Caltrans, and El Dorado County	2008
Replace MIRL Runway 5-23, Relocate Threshold Runway 23, Remark Runway 5-23, Install PAPI Runway 23.	El Dorado County	FAA, Caltrans, and El Dorado County	2009
Runway Exit Taxiway East End.	El Dorado County	FAA, Caltrans, and El Dorado County	2009
Security Fence and Gates.	El Dorado County	FAA, Caltrans, and El Dorado County	2009
12 Nested Tee Hangar Unit.	El Dorado County	FAA, Caltrans, and El Dorado County	2010

**Table 2-9**

**El Dorado County Airports Long-term Action Plan (20 Years and Beyond)**

<b>Project Description</b>	<b>Responsible/Support Agencies</b>
Continue efforts to avoid conflicts over noise issues.	El Dorado County, FALUC, EDCTC, and Airport Managers
Continue to protect airspace and runway approaches.	El Dorado County, FALUC, EDCTC, and Airport Managers
Continue to maintain and improve existing airport facilities in accordance with the Airport Master Plans and Airport Layout Plans.	El Dorado County, FALUC, EDCTC, and Airport Managers
Assist operators of public use airports in pursuing funding sources.	El Dorado County, EDCTC, and Airport Managers

**Goods Movement Action Plan**

This Action Plan and the projects listed in [Table 2-10](#) implement the EDCTC’s goal of providing for the safe and efficient movement of goods through and within El Dorado County.

**Table 2-10**

**Goods Movement Short and Long-term Action Plan (Up to 10 Years and 20 Years and Beyond)**

<b>Project Description</b>	<b>Responsible/Support Agencies</b>
Support projects that facilitate interregional, multi-modal goods transport to commercial and industrial areas wherever feasible.	Local jurisdictions, EDCTC, SACOG, Caltrans, and Industry
Support projects that facilitate interregional goods movement utilizing the regional system of airports.	Local jurisdictions, EDCTC, SACOG, Caltrans, and Industry
Support projects that address the timely movement of goods and service throughout the region.	Local jurisdictions, EDCTC, SACOG, Caltrans, and Industry
Improve US 50 in order to facilitate goods movement and access to jobs.	Caltrans, SACOG, EDCTC, and Local jurisdictions

**Non-Motorized Transportation Action Plan**

The Non-Motorized Transportation Action Plan includes projects derived from the El Dorado County Bicycle Transportation Plan and from the City of Placerville Non-Motorized Transportation Plan. The Bicycle and Non-Motorized Advisory Committees for the County and City prepared planning documents that identified the projects as priorities based on regional connectivity, ability to close gaps between separate regions, and ability to fulfill the goals and objectives of the Bicycle and Non-Motorized Plans. [Table 2-11](#) identifies the short-term action plan for non-motorized transportation, which reflects the priorities of the RTP Advisory Committee.

The short-term action plan takes into account the historical and projected funding levels in El Dorado County for non-motorized projects. The long-term action plan includes projects from Tiers 2 and 3 from the El Dorado County Bicycle Transportation Plan and additional long-term projects from the City of Placerville Non-Motorized Transportation Plan to be completed beyond the 20 year horizon.

**Table 2-11  
Non-Motorized Transportation Short-term Action Plan (Up to 10 Years)**

Project	Segment/Description	Responsible/Support Agency
US 50 Grade Separated Crossing in El Dorado Hills.	Over or undercrossing from Raley's Center to El Dorado Hills Town Center.	El Dorado County DOT, El Dorado County Parks and Recreation, and El Dorado Hills CSD
SPTC – El Dorado Trail – Ray Lawyer to Missouri Flat.	Class I Bike Path from Ray Lawyer Drive (in the City of Placerville) to Missouri Flat Road.	El Dorado County DOT, El Dorado County Parks and Recreation, and City of Placerville
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, use existing roadway as Class I Bike Path between gates from Tong to Old Bass Lake Road.	El Dorado County DOT, and El Dorado Hills CSD
Green Valley Road Bike Lanes.	Class II Bike Lanes from the County line to Cameron Park Drive.	El Dorado County DOT, and El Dorado Hills CSD
Silva Valley Road Bike Lanes.	From the new connection with White Rock Road to Green Valley Road.	El Dorado County DOT, and El Dorado Hills CSD
El Dorado Hills Boulevard Bike Path – (phase 1).	Sign and stripe existing Class I Paths in two locations: 1) From Harvard Way to St. Andrews 2) From Governors Drive to Brittney Way	El Dorado County DOT, and El Dorado Hills CSD
Bass Lake Road Bike Lanes.	Class II Bike Lanes from Green Valley Road to US 50.	El Dorado County DOT, and El Dorado Hills CSD
White Rock Road Bike lanes.	Entire Length, to County line.	El Dorado County DOT, and El Dorado Hills CSD
Northside School Bike Path and Class II Bike Lanes.	Class I Bike Path from Northside School in Cool to SR 49/193 intersection. Class II Bike Lanes on SR 193 from SR 49 to the Community of Auburn Lake Trails.	El Dorado County DOT, and Georgetown Divide Parks and Recreation District
Cameron Park Drive Bike Lanes.	Entire Length.	El Dorado County DOT
El Dorado Trail in Placerville – Main Street to Ray Lawyer Drive.	Main Street/Placerville Drive (future connection) to Ray Lawyer Drive.	City of Placerville and Caltrans

**Table 2-11  
Non-Motorized Transportation Short-term Action Plan (Up to 10 Years), Continued.**

Project	Segment/Description	Responsible/Support Agency
Placerville Drive Mallard Lane, Green Valley Road Bike Lanes.	Mallard Lane from City limit to Green Valley Road, Green Valley Road from Mallard Lane to Placerville Drive, and Placerville Drive from Ray Lawyer Drive to US 50, and on the bridge over Hangtown Creek.	City of Placerville
El Dorado Hills Blvd Bike Lanes.	Phase 1: Saratoga Way to Governor Dr./St. Andrews.	El Dorado County DOT and El Dorado Hills CSD
El Dorado Hills Blvd 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.	El Dorado County DOT and El Dorado Hills CSD
Harvard Way Bike Path.	From Clermont Road to El Dorado Hills Boulevard.	El Dorado County DOT and 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 Town Center.	El Dorado County DOT and El Dorado Hills CSD
Country Club Drive Bike Lanes.	Phase 1: Bass Lake Road to Cambridge Road.	El Dorado County DOT
Meder Road Bike Lanes.	Phase 1: Cameron Park Drive to Paloran Court.	El Dorado County DOT
Palmer Drive Bike Lanes.	Entire Length.	El Dorado County DOT
Coach Lane Bike Lanes.	Entire Length.	El Dorado County DOT
Palmer Drive Bike Path Connection.	From Wild Chaparral Drive to Palmer Drive.	El Dorado County DOT
Durock Road Bike Lanes.	Entire Length.	El Dorado County DOT
Ponderosa Road Bike Lanes.	US 50 to Meder Road.	El Dorado County DOT
Latrobe Road Bike Lanes.	Investment Boulevard to Deer Creek/SPTC.	El Dorado County DOT
SPTC/El Dorado Trail.	Phase 3: Latrobe Road to County line.	El Dorado County DOT, El Dorado Hills CSD, and Potential Developer Funds

**Table 2-11  
Non-Motorized Transportation Short-term Action Plan (Up to 10 Years), Continued.**

<b>Project</b>	<b>Segment/Description</b>	<b>Responsible/Support Agency</b>
Missouri Flat Road Bike Lanes.	Phase 1: Campus Drive to existing Class II on the south side of US 50.	El Dorado County DOT
Missouri Flat Road Bike Lanes.	Phase 2: SPTC near Wal-Mart to Pleasant Valley Road.	El Dorado County DOT
Jaquier Road Bike Lanes.	Placerville City limit to Carson Road.	El Dorado County DOT
Pleasant Valley Road Bike Lanes.	Phase 1: Big Cut Road to Missouri Flat Road.	El Dorado County DOT
Pleasant Valley Road Bike Lanes.	Phase 2: Missouri Flat Road to Mother Lode Drive.	El Dorado County DOT
Mother Lode Drive Bike Lanes.	Phase 1: Missouri Flat Road to Lindberg Ave.	El Dorado County DOT
Enterprise Drive Bike Route.	Entire Length.	El Dorado County DOT
Gold Hill Road Bike Route.	SR 49 to Lotus Road.	El Dorado County DOT
Commerce Way Bike Route.	Entire Length.	El Dorado County DOT
Pleasant Valley Road Bike Lanes.	Bluff Road to Blackhawk Lane.	El Dorado County DOT
Carson Road Bike Lanes.	Jaquier Rd to Larsen Drive (on climbing shoulder).	El Dorado County DOT
Lotus Road Bike Lanes.	Phase 1: Gold Hill Road to SR 49.	El Dorado County DOT
Gold Hill Road Bike Route.	SR 49 to Lotus Road.	El Dorado County DOT

## **Transportation Systems Management/Transportation Demand Management Action Plan**

This Action Plan implements the EDCTC’s goal of advancing the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner. [Table 2-12](#) provides a list of the short and long-term action plans for transportation systems management and transportation demand management.

**Table 2-12**  
**Transportation Systems Management/Transportation Demand Management Short and Long-term Action Plan (Up to 10 Years and 20 Years and Beyond)**

<b>Project Description</b>	<b>Responsible/Support Agencies</b>
Work cooperatively with neighboring jurisdictions to implement intelligent transportation systems improvements in the region.	EDCTC, SACOG, TRPA, NCTC, PCTPA, Sierra County, and Caltrans
Continue to work cooperatively with Caltrans, SACOG, Sacramento Air Quality Management District, and 50Corridor.com on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation.	Caltrans, SACOG, SMAQMD, EDCTC, 50Corridor.com, local employers, and schools
Implement traffic flow improvements on regionally significant roadways	EDCTC, jurisdictions, and Caltrans
Improve and expand public transportation systems as feasible.	EDCTC and EDCTA
Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities and park-and-ride lots (Green valley Road).	EDCTC, EDCTA, jurisdictions, and Caltrans
School congestion mitigation – school pool, walking school buses.	El Dorado County, City of Placerville, School Districts, and EDCTC
Expand the use of alternative fuels to reduce impacts on air quality.	EDCTC, SACOG, EDC AQMD, SMAQMD, EDCTA, and jurisdictions

### **Intelligent Transportation Systems Action Plan**

This Action Plan and the projects listed in [Table 2-13](#) implement the EDCTC’s goal of incorporating Intelligent Transportation Systems (ITS) strategies where feasible.

**Table 2-13****Intelligent Transportation Systems Short and Long-term Action Plan (Up to 10 Years and 20 Years and Beyond)**

Regional/Local	Project Description	Priority	Cost
<b>SHORT TERM HORIZON</b>			
Regional	Traveler Information Management	High	\$200,000
Regional	Traveler Information Dissemination Devices at Key Locations	High	300,000
Regional	Web Page Development	High	100,000
Regional	Communications Study	High	100,000
Regional	Upgrade Caltrans District 3 TMC to manage US 50, I-80 and other ITS deployments	High	1.5M
Local	Placerville Signal System Technology Advances	High	800,000
Local	Lower U.S. 50 Freeway Management	High	500,000
Local	U.S. 50 Winter Traffic Management	High	250,000
Local	U.S. 50 Traveler Information	High	1.5M
Local	U.S. 50 Surveillance	High	1.1M
Local	Implement/Expand AVI/AVL/CAD Technologies for Public Transit	High	600,000
<b>LONG TERM HORIZON</b>			
Regional	Regional Incident/Emergency Management Plan	Medium	\$200,000
Regional	Portable Traffic Management Devices	Medium	350,000
Regional	Medium Term Regional ITS Plan Update	Medium	200,000
Regional	Long Term Regional ITS Plan Update	Low	200,000
Local	Install Ice Detection and Warning Systems	Medium	200,000
Local	Install Downhill Speed Warning System on U.S. 50 Near Camino	Low	100,000
Local	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and U.S. 50	Low	150,000
Local	AVI/AVL For Emergency Vehicles	Low	400,000
Local	Install Rock/Mudslide and Avalanche Detection and Warning System	Low	200,000

## THE FINANCIAL ELEMENT

The purpose of the Financial Element is to discuss the financial issues involved with implementing the transportation projects and programs contained in the RTP. The Financial Element provides estimates of the costs and revenues necessary to implement the projects identified in the Action Element. It also identifies the funding constrained list of short-term and long-term candidate projects, and potential funding shortfalls. Lastly, it identifies the candidate projects if additional funding becomes available. A brief summary of the fiscally constrained and unconstrained projects is provided below. The full description of these projects and the funding programs is contained in the RTP.

### FINANCIALLY CONSTRAINED PROJECTS

Table 2-14 provides a breakdown of the estimated revenues and expenditures for federal, state, and local funds for the financially constrained projects.

**Table 2-14**  
**Financially Constrained Projects**

Program	Applicable Uses	Short Term 2005-2015	Long Term 2016-2025	Total	Annual Average
<b>FEDERAL FUNDS:</b>					
CMAQ - Urban	Roads, Transit, Non-Motorized, TDM, TCM	19.8	18.9	38.7	1.8
Regional STP - Urban	Highways, Roads, Transit, Non-Motorized, TDM, TCM	1.1	1.0	2.1	0.1
Regional STP - Rural	Highways, Roads, Transit, Non-Motorized, TDM, TCM	9.2	5.6	14.8	0.7
FTA 5307	Transit	4.4	5.0	9.4	0.4
FTA 5309	Transit	2.2	2.5	4.7	0.2
FTA 5310	Transit	0.5	0.6	1.1	0.1
FTA 5311b	Transit	2.0	2.4	4.4	0.2
Federal Discretionary Programs	Highways, Roads, Transit	12.0	13.0	25.0	1.2
<b>SUBTOTAL</b>		<b>\$ 51.2</b>	<b>\$ 49.0</b>	<b>\$ 100.2</b>	<b>\$ 4.8</b>
<b>STATE FUNDS:</b>					
STIP – RTIP and ITIP share	Highways, Roads, Non-Motorized	\$ 116.2	\$ 110.2	\$ 226.4	\$ 3.9
SHOPP	Highways, Bridges	70.8	64.4	135.2	6.4
Highway Maintenance	Highways, Roads	67.6	77.2	144.8	6.9
California Aid to Airports Program	Airports	0.2	0.2	0.4	0.02
Bicycle Transportation Acct Program	Bicycle	3.3	3.0	6.3	0.3
<b>SUBTOTAL</b>		<b>\$ 258.1</b>	<b>\$ 255.0</b>	<b>\$ 513.1</b>	<b>\$ 24.4</b>

**Table 2-14**  
**Financially Constrained Projects, Continued.**

Program	Applicable Uses	Short Term 2005-2015	Long Term 2016-2025	Total	Annual Average
<b>LOCAL FUNDS:</b>					
STP Guarantee (for FAS)	Highways, Roads, Transit, Non-Motorized, TDM, TCM	\$ 2.3	\$ 2.1	\$ 4.4	\$ 0.2
Transportation Development Act (TDA)	Transit, Highways, Roads, Non-Motorized	45.0	50.1	95.1	4.5
State Transit Assistance (STA)	Transit	3.6	4.2	7.8	0.4
Gas Tax Subventions	Roads	107.3	103.3	210.6	10.0
Transit Fares	Transit	7.1	5.8	12.9	0.6
Traffic Impact Mitigation (TIM) Fees	Roads, Transit, Non- Motorized, Highways	435.3	0.0	435.3	39.6
Special District Funds - Local	As directed	2.4	2.2	4.6	0.2
General Funds - Roads	As directed	19.0	17.3	36.3	1.7
Caltrans Discretionary	Highways, Roads	15.2	16.0	31.2	1.5
<b>SUBTOTAL</b>		<b>\$ 637.2</b>	<b>\$ 201.0</b>	<b>\$ 838.2</b>	<b>\$ 58.8</b>
<b>TOTAL FEDERAL, STATE &amp; LOCAL FUNDS</b>		<b>\$ 946.5</b>	<b>\$ 504.9</b>	<b>\$ 1,451.5</b>	<b>\$ 88.0</b>

**FINANCIALLY UNCONSTRAINED PROJECTS**

Based on the preceding revenue/expenditure analysis, the El Dorado County region will not have the necessary funds to implement all of the regions identified transportation projects during the twenty-year horizon of this plan. The most significant funding shortfall has been identified for major state highway improvements, including rehabilitation, maintenance and operations needs of the existing system. As for other transportation modes included in the Action Element, additional revenues are also needed to implement the identified transit, aviation, goods movement, non-motorized, and other transportation system improvements. [Table 2-15](#) summarizes the fiscally unconstrained projects identified in the RTP.

**Table 2-15**  
**Fiscally Unconstrained Projects**

<b>Project</b>	<b>Estimated Cost (in millions)</b>
<b>Local Arterial Projects</b>	
Highway 50 widening (4 to 6 lanes) from South Shingle Road to El Dorado Hills Blvd.	\$ 31.3
Highway 50 through Placerville - ultimate improvements	\$ 118.2
Highway 50 widening (4 to 6 lanes) from Missouri Flat Rd. to Forni Rd.	\$ 7.1
City of Placerville local circulation improvements (parallel capacity to Highway 50)	\$ 11.8
<b>Transit Projects</b>	
Rail Capital - rolling stock	\$ 0.5
Bus Capital - rolling stock, alternate fuel conversion	\$ 2.3
Bus Capital – other, including transit expansion	\$ 3.8
Light Rail/Bus Rapid Transit extension from Folsom to El Dorado County	\$ 57.0-141
<b>ITS Projects</b>	
Lower US 50 Freeway Mgmt. (Ramp Meters)	\$.5
Various Non-Motorized Projects:	\$20.0
El Dorado County Road Rehabilitation and Maintenance**:	\$107.0
<b>Total Unfunded projects</b>	<b>\$ 359.5-443.5</b>

## **2.5 Project Background and Relationship to Other Regional Plans**

Regional transportation planning is conducted by several agencies at all levels of government in El Dorado County and the City of Placerville. The plans and programs related to this RTP include: local general plans, the short and long range transit plan, non-motorized and bicycle facilities plans, other agencies’ RTPs, the SACOG MTP, the Regional Transportation Improvement Program, the STIP, the regional clean air plan, and Caltrans concept reports. The El Dorado County RTP is designed to be consistent with the adopted plans and programs. Below is a brief discussion of the plans and programs that are related to the RTP, which are reviewed for consistency.

### **LOCAL GENERAL PLANS**

El Dorado County began the process of updating their General Plan in 1989 and culminated with adoption in 1996. Litigation challenging the General Plan and General Plan EIR was filed immediately after its adoption. In 1999, the lawsuit was decided in favor of the litigants. To govern land use decisions until a General Plan could be reconsidered, the court issued a Writ of Mandate defining the limits of the County’s approval authority. The County then prepared an updated General Plan, which was adopted by the Board of Supervisors in 2004, and subsequently approved by voter referendum in March 2005. During the six months to a year following the March 2005 approval, the County will petition the court to remove the Writ of Mandate. When the court discharges the Writ, the new General Plan will become the basis for land use decisions in the County.

The City of Placerville operates under a General Plan that was adopted in 1989. The City is not currently in the process of updating their General Plan.

Local governments prepare circulation elements within their General Plans. These elements govern street and transportation system improvements for incorporation into their local General Plan and CIP. By state law, a local government's circulation element and CIP must be internally consistent with the land use element of their general plan in order for the local general plan as a whole to be considered legally adequate. The City of Placerville and County of El Dorado General Plan(s) contain a circulation element, which includes a circulation diagram showing general capital improvements needed to address anticipated growth associated with the land use element, and policy direction for such capital improvements. The CIP contains improvements that are needed for implementation of the goals, policies and uses designated by the general plan for that jurisdiction. Locally significant transportation improvements are ultimately proposed for inclusion in the RTP if state or federal funds are used.

### **SHORT AND LONG RANGE TRANSIT PLAN**

EDCTC adopted a 2025 Long Range Transit Plan and a 5-Year Short Range Transit Plan to improve and enhance transit services in 2002. The Short Range Plan includes service recommendations, a capital plan, an institutional and management plan, and a financial plan for the fiscal years 2003/04 – 2007/08. The Long Range Plan also includes service recommendations, a capital plan, an institutional and management plan, and a financial plan extending to 2025. The RTP is consistent with the Short and Long Range Transit Plan.

### **NON-MOTORIZED AND BICYCLE TRANSPORTATION PLANS**

EDCTC has developed both the Non-Motorized Transportation Plan for the City of Placerville and the El Dorado County Bicycle Transportation Plan. Both plans include detailed lists of existing conditions, proposed projects and goals, objectives and policies to guide the development of projects and programs related to bicycle and pedestrian transportation. The RTP is consistent with the City of Placerville Non-Motorized Plan and the El Dorado County Bicycle Transportation Plan.

### **OTHER AGENCIES' RTPS**

Surrounding areas such as the Tahoe Basin, Placer County, Amador County, and the greater Sacramento region also prepare RTPs addressing similar issues and state required criteria. These plans are intended to coordinate with each other and address efficient and convenient interregional connections. In addition, SACOG develops a six-county (Sacramento, Sutter, Yolo, Yuba, Placer, and El Dorado) MTP, which is based in part on the Placer County RTP and El Dorado County RTP. The SACOG MTP includes an air quality conformity determination that is required for the El Dorado County RTP. The El Dorado County RTP is consistent with the relevant RTPs of surrounding areas.

## **REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

The RTIP is a four-year program of transportation projects for El Dorado County that includes: 1) federally funded transportation projects; and 2) projects nominated for inclusion in the STIP. The RTIP is adopted by EDCTC and is due to Caltrans and the California Transportation Commission (CTC) by December 15 of every odd year. The CTC adopts guidelines, policies and procedures to guide the STIP process. Projects in the RTIP must be consistent with the adopted RTP in order to be programmed into the STIP.

## **STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

In every even year, the CTC adopts the RTIPs from the regions of California, together with the Caltrans Interregional Transportation Improvement Program, to form the STIP. The STIP is a biennial four-year programming document listing all major capital outlay projects to be funded from state transportation funds allocated by the CTC. The CTC may accept or reject a region's RTIP in its entirety but may not reject specific projects in the RTIP according to State law. The RTP is consistent with the adopted STIP.

## **SACRAMENTO REGIONAL CLEAN AIR PLAN**

The Sacramento Federal Nonattainment Area for ozone includes the western slope of El Dorado County. The Sacramento Regional Clean Air Plan, or SIP, was adopted in 1994 in compliance with the Federal Clean Air Act. The RTP must conform to the SIP. The El Dorado County Air Quality Management District is the local agency responsible for protecting the public and the environment from the effects of air pollution. The District's jurisdiction is all of El Dorado County, including the City of Placerville. The SACOG MTP includes an air quality conformity analysis that is required for the El Dorado County RTP.

## **CALTRANS PLANS**

Caltrans prepares a District System Management Plan and route specific transportation concept reports for the regional highway system in El Dorado County and the City of Placerville. These provide technical transportation information definitions regarding the state highway system, existing highway facilities, and Level of Service. Caltrans published a District System Management Plan in 1992. In addition, Caltrans has prepared Transportation Concept Reports for State Route 49, US 50, State Route 89, State Route 153, and State Route 193. These plans cover a twenty-year time frame and provide technical assessments of transportation needs as well as the identification of problems that will result in planning and funding decisions relating to proposed improvements. The RTP is consistent with the published Caltrans plans.

## 2.6 Agency Involvement

Under CEQA, the “Lead Agency” is usually the public agency with authority to approve or deny the project. In this case, the EDCTC will act as Lead Agency with authority to certify the EIR. Under Section 15381 of the CEQA Guidelines, a "Responsible Agency" is a public agency other than the Lead Agency that has discretionary approval authority over the project, and will utilize the EIR prepared for the lead agency.

The agencies that have been involved in the preparing or providing input for the preparation of the RTP include: the City of Placerville, El Dorado County, SACOG, EDCTA, the CTC, Caltrans, and the residents of the City of Placerville and El Dorado County. The CEQA process will involve review by several federal and state agencies including, but not limited to: the United States Forest Service, Bureau of Land Management, California Department of Parks and Recreation, California Department of Fish and Game, Office of Historic Preservation, Caltrans, Aeronautics, California Highway Patrol, Department of Transportation Planning, Air Resources Board, Regional Water Quality Control Board, and the Native American Heritage Commission. The CEQA process will also involve participation from all interested local agencies and citizens of the County and City of Placerville.

## 2.7 Uses of the EIR and Required Agency Actions and Permits

Permits, approvals, reviews, and consultations specifically required to implement the RTP include those listed below in [Table 2-16](#).

**Table 2-16**  
**Subsequent Permits, Approvals, Review and Consultation Requirements**

Agency	Approval
El Dorado County Transportation Commission	Certifies the EIR and approves the RTP
County of El Dorado	Implements RTP goals, objectives and policies
City of Placerville	Implements RTP goals, objectives and policies
California Department of Transportation	Administers transportation project funding
Sacramento Area Council of Governments	Develops and adopts the MTP

Note: Not all permits/approvals listed above may ultimately be required for the RTP.