

CHAPTER 6: INTEGRATED REGIONAL TRANSPORTATION PLANNING

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.

INTEGRATED LAND USE

El Dorado County Transportation Commission will continue to implement Goal 1, Objective A:

“Provide transportation planning support services to local jurisdictions regarding the transportation impacts of local land use decisions,”

This objective will be supported through ongoing community-based transportation planning efforts, such as those funded through the Caltrans Sustainable Community Transportation Planning Grant Program.

EDCTC has partnered with El Dorado County, the City of Placerville, community organizations, stakeholders, and the public to develop a series of community-based transportation plans in key areas including Cameron Park, Coloma, Diamond Springs, the City of Placerville, and El Dorado Hills.

A list of previous planning efforts is included in Table 6-1 below.

TABLE 6-1: Community-based Transportation Planning Efforts in El Dorado County

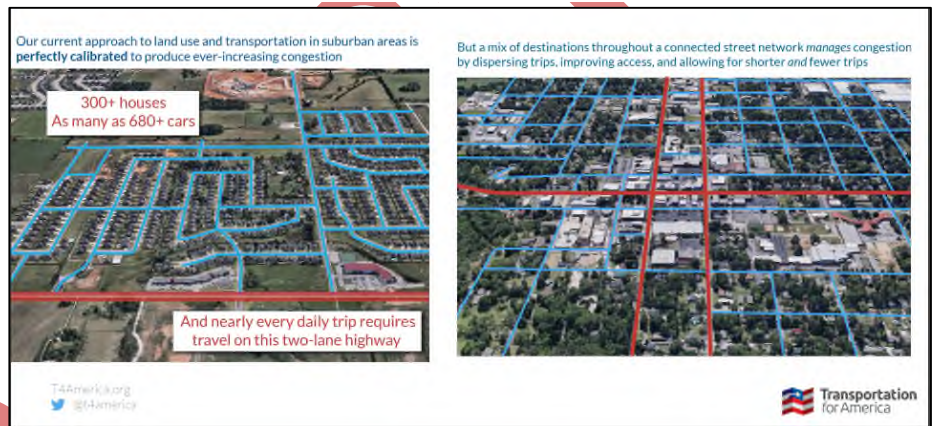
Plan Year	Plan Title	Community Location
2009	Placerville Drive Multi-Modal Corridor Mobility Study	City of Placerville
2010	State Route 49 Realignment Study	SR 49 in El Dorado County
2010	Broadway Village Corridor Multi-Modal Implementation Plan	City of Placerville
2014	Diamond Springs and El Dorado Area Mobility and Livable Community Plan	Diamond Springs/El Dorado
2014	Bay to Tahoe Basin Recreation and Tourism Travel Impact Study	US 50 and Camino Area
2015	Sacramento-Placerville Transportation Corridor Alternatives Analysis	Placerville west to Latrobe and the County line
2015	Cameron Park Community Mobility Action Plan	Cameron Park
2016	Sustainable Agritourism Mobility Study	Camino Area
2017	Cool Community Visioning	Cool
2019	Coloma Sustainable Community Mobility Plan	SR 49 and Coloma/Lotus
2020	El Dorado Hills Business Park Community Transportation Plan	El Dorado Hills
2023	US 50 Corridor Action Plan	Placerville

TABLE 6-1: Community-based Transportation Planning Efforts in El Dorado County (cont.)

Plan Year	Plan Title	Community Location
2023	State Route 49 America River Confluence Study	Cool/American River Confluence
2024	US 50 Camino Signage and Wayfinding – Access Mitigation Plan	Camino Area
2024	Greater Placerville Wildfire Evacuation Preparedness, Community Safety and Resilience Study	Greater Placerville Area

Community-based transportation planning provides the foundation for public engagement and establishes critical connections between local land use planning and transportation needs. These plans help identify transit, active transportation, and multi-modal options within the context of both existing and planned land uses.

Land Use and Road Network Design



By fostering collaboration across various sectors, land use planning, transit operations, active transportation, transportation funding, and public engagement - these efforts enhance regional coordination. They also support the development of transportation systems that serve the public, including the most vulnerable members of the community.

SENATE BILL 375

Senate Bill 375 (SB 375), which went into effect in 2009, amended the California Government Code to promote sustainable community development and reduce greenhouse gas (GHG) emissions. SB 375 requires each Metropolitan Planning Organization (MPO) in California to develop a Sustainable Communities Strategy (SCS) as part of its Metropolitan Transportation Plan (MTP).

The SCS demonstrates how integrated land use and transportation planning can result in reduced GHG emissions from automobiles and light-duty trucks. The Sacramento Area Council of Governments (SACOG) serves as the MPO for the greater Sacramento region which includes the West Slope of El Dorado County, the area in which EDCTC has jurisdiction. SACOG works closely with EDCTC to ensure the Regional Transportation Plan (RTP) is effectively incorporated into the region's MTP/SCS. This coordination helps meet GHG reduction targets established by the California Air Resources Board (CARB).

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 strategies to ensure consistency with SACOG's GHG reduction targets including requirements that the EDCTC work with the SACOG and the Air Quality Management District (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. EDCTC does

not have land-use planning authority within El Dorado County to control population growth, which is directly responsible for a large portion of the increases in GHG emissions. However, EDCTC does coordinate with the local land use agencies and support transportation funding decisions that result in improvements and efficiencies in the transportation systems. An overarching goal for this coordination effort is to minimize VMT and trips per capita throughout the county, which ultimately translates into improvements of GHG emissions per capita.

TABLE 6-2: EMFAC VMT Estimates for El Dorado County and the SACOG Region

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).

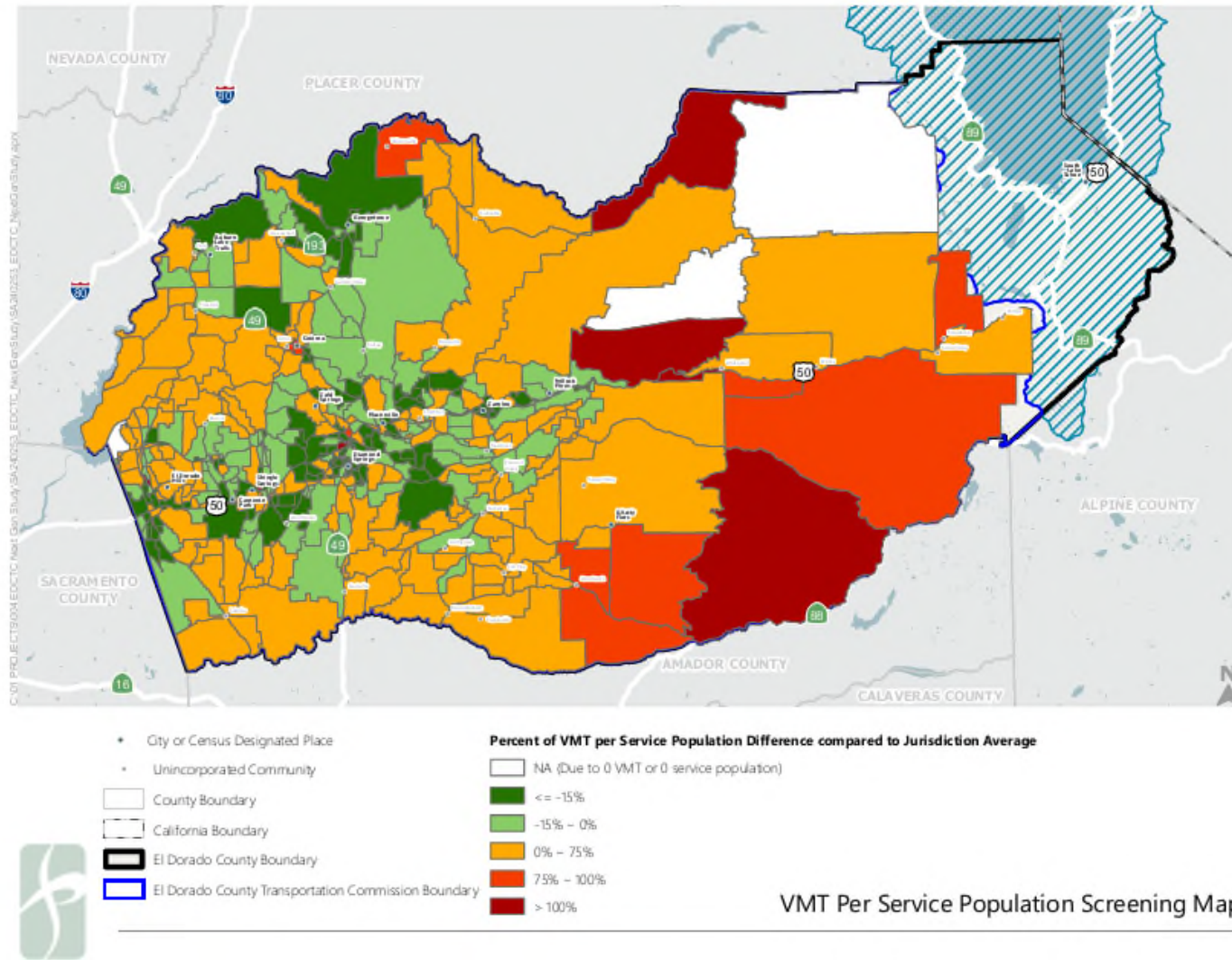
As described previously, EDCTC does not have land use authority within the county or the incorporated cities; therefore, EDCTC’s ability to control GHG emissions and mitigate for climate change impacts is largely limited to transportation funding decisions that may result in decreases in VMT throughout the county. A performance measurement analysis of VMT was conducted for the projects contained in this RTP utilizing the VMT Screening Map displayed in Figure 6-2 on the following page. SACOG has also provided updated projections for per capita VMT in El Dorado County and the region, as shown in Table 6-3.

Table 6-3: 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).

MAP 6-1: VMT Per Service Population Screening Map



CONTEXT SENSITIVE SOLUTIONS

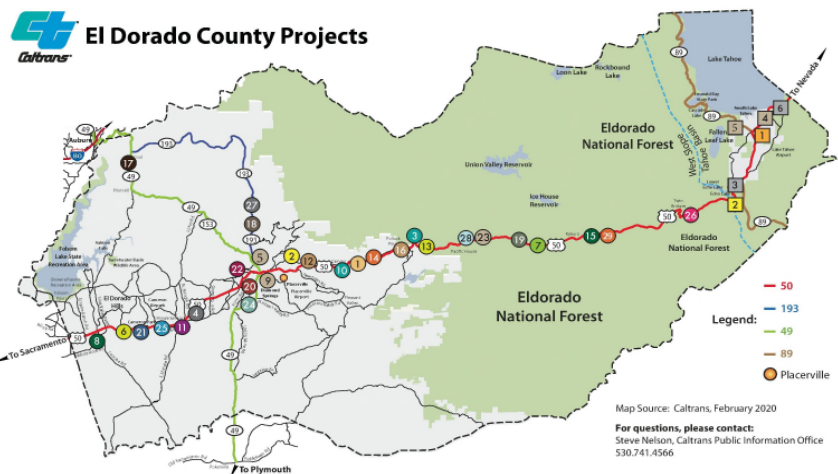
Context Sensitive Solutions (CSS) is a collaborative approach to transportation planning and design that considers the full context, community character, economic vitality, social needs, and environmental conditions, alongside transportation goals.

CSS is an inclusive process applied throughout the life cycle of a project, from planning design through construction, maintenance, and operations. It requires early and continuous engagement with stakeholders and balances transportation performance, safety, and maintenance needs with the values of the communities served.

EDCTC incorporates CSS principles through ongoing engagement with partner agencies and stakeholders, both during the RTP development process and through community-based planning efforts as previously described.

In many El Dorado County communities, the state highway doubles as the local main street. These communities value their main streets as economic, social, and cultural hubs, in addition to corridors for the movement of people and goods. EDCTC works closely with Caltrans and local stakeholders to address these multifaceted needs, primarily through coordination efforts associated with the biannual EDCTC Project Monitoring Report, which includes projects funded through EDCTC-controlled sources and an updated Caltrans project list and map.

MAP 6-2: Caltrans Projects Map for El Dorado County



COMPLETE STREETS

Complete Streets refers to a transportation network that is planned, designed, constructed, operated, and maintained to enable safe, convenient mobility for all users. This includes bicyclists, pedestrians, transit and rail riders, commercial vehicles, motorists, the elderly, children, and individuals with disabilities. The design and function of Complete Streets are tailored to fit the context, whether urban, suburban, or rural, while supporting multimodal transportation options.

Complete Street Design on SR 49 in Coloma



CALIFORNIA COMPLETE STREETS ACT

Adopted in 2008, the California Complete Streets Act (AB 1358) requires cities and counties to plan for the needs of all roadway users when updating the circulation element of their general plans. The legislation ensures that jurisdictions address how their transportation networks will

accommodate all users. In response, the Governor's Office of Planning and Research (OPR) amended its guidelines to assist jurisdictions in implementing balanced, multimodal systems that reflect their specific contexts.

The 2016 update to the General Plan Guidelines provides further direction to help local governments create integrated circulation systems that promote safe, convenient travel for all users.

BENEFITS OF COMPLETE STREETS

Complete Streets offer a wide range of benefits across public health, safety, environmental sustainability, and economic development:

- **Safety and Accountability**
Designing roads that account for all users, particularly pedestrians and bicyclists, can significantly reduce the number and severity of collisions. Multimodal streets are safer and more inclusive, encouraging broader use by individuals of all ages and abilities.
- **Public Health**
Safe, walkable communities promote physical activity. Studies show that residents are more likely to meet recommended exercise levels when sidewalks and safe routes are available within a 10-minute walk. Complete Streets promote healthier lifestyles by incorporating walking, biking, and transit use into everyday life.
- **Greenhouse Gas (GHG) Emission Reduction**
Complete Streets play a key role in reducing GHG emissions by encouraging alternatives to single-occupancy vehicle use. Providing safe, accessible options for walking, biking, and transit use supports regional and statewide climate action goals.
- **Safe Routes to School**
Complete Streets support Safe Routes to School initiatives by improving infrastructure near schools—sidewalks, bike lanes, crosswalks, and traffic calming features—to ensure child safety, reduce congestions, and promote healthy behaviors.
- **Economic Development**
Complete Streets can attract new business and support economic revitalization. Walkable, bikeable communities appeal to residents and visitors, increasing foot traffic to local businesses. Multimodal access also supports freight delivery and the operational needs of commercial vehicles—critical to maintaining economic activity in urban centers.
- **Cost Savings**
Incorporating multimodal features during initial project design is more cost-effective than retrofitting streets later. Complete Streets can also reduce the need for expensive road widening or parking infrastructure by offering alternative mobility options.

EDCTC SUPPORT FOR COMPLETE STREETS

Although AB 1358 does not impose direct statutory requirements on Regional Transportation Planning Agencies (RTPAs), EDCTC actively supports local jurisdictions in advancing Complete Streets principles.

To the extent feasible, EDCTC encourages and assists local agencies in designing RTPA-funded transportation projects that incorporate Complete Streets facilities. These efforts aim to improve safety, connectivity, and convenience for all users and support the implementation of Complete Streets policies in local general plan circulation elements.

ENVIRONMENTAL SETTING

Air Basin

El Dorado County is situated in the central portion of the Mountain Counties Air Basin (MCAB), which encompasses Plumas, Sierra, Nevada, Placer, El Dorado, Amador, Calaveras, Tuolumne, and Mariposa Counties. The MCAB stretches along the northwestern Sierra Nevada mountain range and spans approximately 11,000 square miles. The entire western slope of El Dorado County lies within this air basin, including the City of Placerville.

Motor vehicles are the largest source of air

pollution in the MCAB. A small portion of El Dorado County also falls within the Lake Tahoe Air Basin, but that region is outside the scope of the current project.

MAP 6-3: California Air Basins



Topography

The topography of the MCAB varies significantly due to the Sierra Nevada's mountainous terrain. Elevations in the basin range from a few hundred feet above sea level on the western edge to over 10,000 feet at the eastern peaks. This varied terrain creates dramatic changes in weather, wind patterns, and air dispersion conditions.

These changes significantly influence local air quality by affecting air flow, pollutant accumulation, and dispersion patterns.

Climate

Climate conditions in El Dorado County, and within the broader MCAB, play a significant role in air quality due to their influence on pollutant dispersion and atmospheric chemistry. Seasonal variations in temperature and precipitation are pronounced.

- **Winter:** In the Sierra Nevada mountains, winter temperatures can remain below freezing for extended periods, with significant snowfall. In contrast, the western foothills typically experience nighttime freezes with precipitation as rain or light snow.
- **Summer:** Mountain temperatures are generally mild, ranging from the 70s to low 80s°F. However, the western portions of the county can regularly exceed 100°F during summer months.

Precipitation is highest during the winter months, primarily between November and March, driven by Pacific storm systems. Precipitation levels are significantly higher in the mountain elevations compared to the western foothills. According to data from the National Oceanic and Atmospheric Administration (NOAA) at the Placerville weather station:

- Average Annual Precipitation: 36.74 inches
- January Temperatures: 31.4°F (low) to 53.2°F (high)
- July Temperatures: 55.9°F (low) to 91.2°F (high)

Criteria Pollutants of Concern

The U.S. Environmental Protection Agency (USEPA) identifies six criteria pollutants as indicators of air quality:

1. Ozone (O₃)
2. Carbon monoxide (CO)
3. Nitrogen dioxide (NO₂)
4. Sulfur dioxide (SO₂)
5. Particulate matter (PM₁₀ and PM_{2.5})
6. Lead (Pb)

Each pollutant has a National Ambient Air Quality Standard (NAAQS) set to protect public health and the environment. California also adopts its own more stringent California Ambient Air Quality Standards (CAAQS). Unlike NAAQS, which require compliance by specified deadlines under the Federal Clean Air Act, the CAAQS have no mandatory attainment dates.

The standards are based on extensive scientific research, including:

- Epidemiological studies
- Controlled human exposure studies
- Toxicological data

These studies evaluate the health risks and environmental effects of exposure to criteria pollutants and guide the establishment or revision of air quality standards. Table 6.2 outlines these ambient air quality standards. Each of these pollutants is associated with potential health or environmental effects when present at elevated concentrations.

LOCAL REGULATORY SETTING

El Dorado County Air Quality Management District

The El Dorado County Air Quality Management District (AQMD) is a special district established under state law to implement and enforce local, state, and federal air pollution regulations. As the lead regional agency for air quality planning in El Dorado County, the AQMD is responsible for developing and adopting strategies to improve air quality and ensure compliance with applicable federal and state air quality standards. This includes oversight of emission inventories, air quality monitoring, permitting of stationary sources, and implementation of control measures identified in the State Implementation Plan (SIP).

Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) serves as the federally designated Metropolitan Planning Organization (MPO) for a six-county region that includes El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. SACOG is responsible for preparing the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento region. Through a memorandum of understanding with the EDCTC, SACOG governs federal transportation planning and programming for El Dorado County. As part of its responsibilities, SACOG ensures that the Regional Transportation Plan (RTP) conforms with the SIP, in accordance with transportation conformity requirements under the Federal Clean Air Act.

El Dorado County Transportation Commission

The El Dorado County Transportation Commission (EDCTC) is the state-designated Regional Transportation Planning Agency (RTPA) for the western slope of El Dorado County. The EDCTC is composed of nine members, including seven voting members—three from the Placerville City Council and four El Dorado County Supervisors—and two non-voting advisory members representing Caltrans District 3 and the City of South Lake Tahoe. The EDCTC is responsible for preparing and updating the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) every five years. These plans guide transportation investments and ensure that regional planning is consistent with state and federal air quality goals.

Local General Plans

While El Dorado County and the City of Placerville do not have direct regulatory authority over air quality, they incorporate air quality protection into their General Plans through policies and implementation programs aimed at reducing air pollutant emissions. These policies often address land use patterns, transportation systems, and sustainability measures that support regional and state air quality objectives.

AMBIENT AIR QUALITY STANDARDS

Both the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants known as criteria pollutants. These standards represent concentration levels that are intended to protect public health and welfare by avoiding specific adverse effects associated with each pollutant. To evaluate compliance with these standards, each pollutant is measured over standardized averaging times, which allow for consistent comparison of monitored pollutant levels against applicable thresholds. For example, ozone is monitored under both one-hour and eight-hour averaging periods to capture carrying exposure risks. The federal and state ambient air quality standards are summarized in Table 6-2 for key pollutants. Although both sets of standards were developed to protect health, they were established through separate regulatory processes, resulting in some differences. In general, California's standards are more stringent than federal standards, particularly for pollutants such as ozone and particulate matter less than 10 microns in diameter (PM₁₀), reflecting the state's proactive approach to air quality management and the unique challenges posed by its climate and topography.

TABLE 6-2: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	--	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.53 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	--	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	12 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	--
Lead	30-Day Avg.	--	1.5 µg/m ³
	Calendar Quarter	0.15 µg/m ³	--

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

SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2025B.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) represent another group of pollutants of concern. TACs are hazardous even at very low concentrations and are regulated based on their potential to cause serious health effects, despite the absence of formal ambient air quality standards or criteria documents. Unlike criteria pollutants, TACs are regulated according to health risk assessments that estimate potential harm from exposure over time. The identification and regulation of TACs is a more recent development in air quality management, reflecting the evolving understanding of long-term health risks from air toxics.

Existing Air Quality Concerns

Within the EDCTC planning area, key air quality concerns include increases in regional criteria air pollutants-notably ozone and particulate matter-as well as exposure to toxic air contaminants and odor emissions. The primary source of ozone (smog) pollution is emissions from motor vehicles, which account for approximately 70 percent of ozone-forming pollutants in the region. Particulate matter (PM₁₀ and PM_{2.5}) originates primarily from dust generated by construction and grading, and from smoke produced by fireplaces, wood-burning stoves, wildfires, and agricultural burning.

Attainment Status

Under the California Clean Air Act (CCAA), CARB classifies regions as either attainment, nonattainment, or unclassified for each pollutant based on monitored air quality data.

- An “attainment” designation indicated that air quality standards have not been violated.
- A “nonattainment” designation signifies that the air quality standard for a specific pollutant has been exceeded, excluding violations caused by exceptional events (as defined by CARB).
- An “unclassified” designation is used when there is insufficient data to determine attainment status.

For areas in nonattainment, additional classifications-such as moderate, serious, severe, or extreme nonattainment-may apply depending on the extent and frequency of the standard violations. Increasingly stringent air quality control requirements are applied to areas with more severe designations.

At the federal level, USEPA uses similar but slightly different terminology. For ozone, carbon monoxide, and nitrogen dioxide, designations include:

- “Does not meet the primary standards”
- “Cannot be classified”
- “Better than national standards”

For sulfur dioxide, additional designations include “Does not meet the secondary standards”. Despite these distinctions, the CARB designations of attainment, nonattainment, and unclassified are more commonly referenced in California.

Local Attainment Designations

The portion of El Dorado County located within the MCAB-which includes the western part of the county, excluding the Lake Tahoe Air Basin-has the following designations:

- State Designations:
 - Nonattainment for ozone and PM₁₀
 - Attainment or Unclassified for all other criteria pollutants
- Federal Designations:
 - Nonattainment for ozone and PM_{2.5}
 - Attainment or Unclassified for all other criteria pollutants, or insufficient data to determine status

These designations reflect persistent air quality challenges in the region and are summarized in Table 6-3.

TABLE 6-3: 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.

Air Quality Monitoring in El Dorado County

Air pollutant concentrations in El Dorado County are measured at several monitoring stations located throughout the region. These stations track concentrations of pollutants such as ozone, particulate matter (PM₁₀ and PM_{2.5}), and other criteria pollutants. The following monitoring sites are located within the county:

- 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 conditions tend to be worse in the western portion of El Dorado County, which is located within the MCAB. Table 6-4 provides a sample of air quality monitoring results from monitoring stations within the MCAB portion of the county for the years 2016 through 2018.

Data for ozone concentration is primarily sourced from the Cool - Highway 193 monitoring site, located in Auburn. However, recent monitoring data for particulate matter (PM₁₀ and PM_{2.5}) is not available for this portion of the county. The only active particulate matter monitoring station in El Dorado County is located in South Lake Tahoe – Sandy Way site, which is located outside the EDCTC planning area, within the Lake Tahoe Air Basin.

As a result, PM monitoring data for the MCAB as a whole is referenced to provide context for particulate matter conditions in the planning area. Table 6-5 presents a sample of this broader regional monitoring data.

TABLE 6-4: Ambient Air Quality Monitoring Data (Cool Highway 193)

Pollutant	Cal.	Fed.	Year	Max Concentration	Days Exceeded State/Fed Standard
	Primary Standard				
Ozone (O ₃) (1-hour)	0.09 ppm (180 µg/m ³)	--	2023	0.087	0 / **
			2022	0.136	2 / **
			2021	0.101	5 / **
Ozone (O ₃) (8-hour)	0.070 ppm (137 µg/m ³)	0.070 ppm (147 µg/m ³)	2023	0.076	5 / 5
			2022	0.080	15 / 12
			2021	0.092	20/ 13
Particulate Matter (PM ₁₀) (24-hour)	50 µg/m ³	150 µg/m ³	2023	**	**/**
			2022	**	**/**
			2021	**	**/**
Fine Particulate Matter (PM _{2.5}) (24-hour)	--	35 µg/m ³	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 6-5: Ambient Air Quality Monitoring Data (Mountain Counties Air Basin)

Pollutant	Cal.	Fed.	Year	Max Concentration	Days Exceeded State/Fed Standard
	Primary Standard				
Ozone (O ₃) (1-hour)	0.09 ppm (180 µg/m ³)	--	2023	0.087	0/0
			2022	0.136	3/2
			2021	0.104	11/0
Ozone (O ₃) (8-hour)	0.070 ppm (137 µg/m ³)	0.070 ppm (147 µg/m ³)	2023	0.076	7/7
			2022	0.086	27 26
			2021	0.096	53/49
Particulate Matter (PM ₁₀) (24-hour)	50 µg/m ³	150 µg/m ³	2023	230.4	**/**
			2022	156.6	25.0/1.0
			2021	121.4	8.0/0.0
Fine Particulate Matter (PM _{2.5}) (24-hour)	--	35 µg/m ³	2023	189.1	**/10.3
			2022	243.9	**/7.0
			2021	402.9	**/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.

RTP ACTION PLAN PROJECTS AND PERFORMANCE MEASURES

Consistent with California Regional Transportation Plan Guidelines, EDCTC has developed Performance Measures for projects included in the RTP 2025-2045 Action Plan. The performance measures are tied to each goal of the Policy Element and demonstrate the connection between the Policy and Action Element, demonstrating the RTP’s support in advancing advance statewide goals for transportation, sustainability and climate adaptation. Performance Measures for **Goal 1: Integrated Regional Transportation Planning**, are as follows:

- **Measure 1.1; M1, M2 and M3:** Project is consistent with the General Plan of El Dorado County and/or the City of Placerville (M1/M2). The project is included in or supports the implementation and efforts of Caltrans Corridor Plans (M3) including the Comprehensive Multi-Modal Corridor Plan currently in development (adoption 2026)

- **Measure 1.2; M4:** Project directly supports known regional economic generators (Zartico data was utilized to summarize and visually depict major economic generators in relation to projects)

Table 6-6 includes a list of both road and highway and system management and operations projects that best meet the performance measures for **Goal 1: Integrated Regional Transportation Planning**. It is notable that most of the proposed active transportation and transit projects also meet the performance criteria for Goal 1. The comprehensive RTP Project and Performance Measure List is included in **Appendix 6A**.

- Short-Range projects are displayed as 2025-2035.
- Long-Range projects are displayed as 2035-2045.
- Unconstrained Projects, which are not subject to the fiscal constraint of the RTP document as outlined in Chapter 13; The Financial Element, are listed as Beyond 2045.

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TABLE 6-6: Integrated Regional Transportation Planning Projects

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING			
						Proposed Project Performance Criteria			
						1.1 Project is consistent with the General Plan (GP) of El Dorado County or the City of Placerville, as well as Caltrans corridor plans.		1.2 Project directly supports known regional economic generators (utilizing Zartico data to summarize and visually depict major economic generators on a map).	
						Performance Reference*			
Lead Agency	Year	MapID	Project Type Category	Title	Description	M1	M2	M3	M4
El Dorado County	Beyond 2045	1	B- Road & Highway Capacity	Cameron Park Dr to Ponderosa Rd	HOV lane extension facility between Cameron Park Dr and Ponderosa Rd	Yes	No	Yes	No
El Dorado County	Beyond 2045	2	B- Road & Highway Capacity	Ponderosa Rd to Greenstone Rd	HOV lane extension facility between Ponderosa Rd and Greenstone Rd	Yes	Yes	Yes	No
City of Placerville	2025-2035	4	B- Road & Highway Capacity	Placerville Dr at Hangtown Creek Bridge Replacement	Hangtown Creek Bridge at Placerville Dr, 0.3 miles west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new bridge.	Yes	Yes	No	Yes
City of Placerville	2025-2035	6	G- System Management, Operations, and ITS	Placerville Highway 50 Corridor Intersection Pedestrian Safety Project	On US Highway 50 in the City of Placerville, enhance pedestrian crossing safety by using dynamic warning signs at various state highway and local road at-grade pedestrian/school crossings.	Yes	Yes	Yes	Yes

TABLE 6-6: Integrated Regional Transportation Planning Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING			
						Proposed Project Performance Criteria			
						1.1 Project is consistent with the General Plan (GP) of El Dorado County or the City of Placerville, as well as Caltrans corridor plans.		1.2 Project directly supports known regional economic generators (utilizing Zartico data to summarize and visually depict major economic generators on a map).	
						Performance Reference			
Lead Agency	Year	MapID	Project Type Category	Title	Description	M1	M2	M3	M4
City of Placerville	2035-2045	7	G- System Management, Operations, and ITS	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastbound exit ramp of US 50 at Broadway (#47) and install traffic signal.	Yes	Yes	Yes	Yes
City of Placerville	2025-2035	8	B- Road & Highway Capacity	Western Placerville Interchanges Phase 3	Replacement and widening of the Placerville Dr/US 50 Overcrossing with upgraded on and offramps and an EB auxiliary lane (lane between ramps of adjacent interchanges) between the Placerville Dr and Ray Lawyer Dr on/off ramps	Yes	Yes	Yes	Yes
El Dorado County	Beyond 2045	10	G- System Management, Operations, and ITS	Auxiliary Lane Project: WB Bass Lake	This project includes study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane (lane between ramps of adjacent interchanges) between Bass Lake and Silva Valley interchanges.	Yes	No	Yes	No

TABLE 6-6: Integrated Regional Transportation Planning Projects (cont.)

PARTIAL LIST OF PROPOSED PROJECTS AND PERFORMANCE MEASURE CONSISTENCY (SEE APPENDIX 6A FOR COMPREHENSIVE LIST)						GOAL 1: INTEGRATED REGIONAL TRANSPORTATION PLANNING			
						Proposed Project Performance Criteria			
						1.1 Project is consistent with the General Plan (GP) of El Dorado County or the City of Placerville, as well as Caltrans corridor plans.		1.2 Project directly supports known regional economic generators (utilizing Zartico data to summarize and visually depict major economic generators on a map).	
						Performance Reference			
Lead Agency	Year	MapID	Project Type Category	Title	Description	M1	M2	M3	M4
El Dorado County	Beyond 2045	11	G- System Management, Operations, and ITS	Auxiliary Lane Project: WB Latrobe Rd/ ED Hills Blvd	Add auxiliary lane (lane between ramps of adjacent interchanges) from WB Latrobe Rd/ ED Hills Blvd to Empire Ranch	Yes	No	Yes	No
El Dorado County	Beyond 2045	12	G- System Management, Operations, and ITS	Auxiliary Lane Project: WB Silva Valley	Add auxiliary lane (lane between ramps of adjacent interchanges) from WB Silva Valley to El Dorado Hills Blvd (T)	Yes	No	Yes	No

***Performance Reference:**

- M1: Mobility section maps in El Dorado County General Plan
- M2: Mobility section maps in the City of Placerville General Plan
- M3: Caltrans corridor plan map
- M4: Economic generators

