

COMMISSIONERS

Council Members Representing the City of Placerville
Patty Borelli, Kara Taylor, Dennis Thomas

Supervisors Representing the County of El Dorado
John Hidaahl, Lori Parlin, Wendy Thomas, George Turnboo

Contact the EDCTC: 2828 Easy Street, Placerville, CA, 530.642.5260 www.edctc.org

AGENDA

Regular Meeting

Thursday, September 1, 2022, 2:00 PM

(or immediately following the Transit meeting, if after 2:00)

IMPORTANT NOTICE:

Those that would like to observe or listen to the meeting may access it either on a computer or by phone. If you are using a computer or mobile device with video, you can make a comment by using the “raise your hand” option. If you are joining the meeting by phone, press *9 to indicate a desire to make a comment. The Secretary to the Commission will call you by the last three digits of your phone number when it is your turn to speak. Note that your comments must pertain to the subject at hand and are limited to no more than three minutes.

If you would like to remain anonymous and not have your name or phone number posted in this public forum, you may use the “more” button to rename yourself.

By participating in this meeting, you acknowledge that you are being recorded.

If you choose not to observe or listen to the meeting but wish to make a comment on a specific agenda item, please submit your comment via email by 4:00 PM. Monday, August 29th to the Secretary to the Commission dkeffer@edctc.org. Your comment will be placed into the record and forwarded to the Commissioners. They may or may not be read at the meeting on your behalf.

The meeting will begin 15 minutes early. If you need assistance before 2:00 PM, please call the Secretary to the Commission 530.642.5260.

[This is your Meeting Link](#)

Webinar ID: 875 3882 6198

Passcode: 741055

Phone: 1-669-900-6833

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

ADOPTION OF AGENDA AND CONSENT CALENDAR

Commissioners or staff may request that an item be removed from the Consent Calendar for discussion. Items requested to be removed from the Consent Calendar shall be removed if approved by the Commission. The Commission will make any necessary additions, deletions, or corrections to the agenda, and determine matters to be added to, or removed from, the Consent Calendar.

CONSENT CALENDAR

1. AB 361 REMOTE TELECONFERENCING (DELORIA)
REQUESTED ACTION: Adopt Resolution 22/23.05 making findings and declaring intent to continue remote teleconferencing meetings pursuant to Government Code section 54953(e)(3) as a result of ongoing concerns related to COVID-19 as authorized under Assembly Bill 361.
2. MINUTES FOR THE AUGUST 4, 2022, COMMISSION MEETING (KEFFER)
REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 4, 2022, Commission meeting.
3. JULY 2022 CHECK REGISTER (THOMPSON)
REQUESTED ACTION: Receive and file the July 2022 Check Register.

OPEN FORUM

At this time, any person may comment on any item that is not on the agenda that is within the jurisdiction of the Commission. Please voluntarily state your name for the record. Action will not be taken on any item that is not on the agenda. Items requiring action will be referred to staff and/or placed on the next meeting agenda. Your comments will be limited to no more than three minutes.

BUSINESS ITEMS

4. 2022 URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS PROGRAMMING (BARTON)
REQUESTED ACTION: Approve Resolution 22/23.06, programming Urban Surface Transportation Block Grant Program Funds, as follows;
 - \$900,000 to the US 50 Ponderosa Interchange Project
 - \$750,000 the Canal Street Bicycle and Pedestrian Improvement Project Phase 2
 - \$783,490 to the Combellack Road Sidewalk Project
 - \$1,000,000 to the El Dorado Drainage Improvement Project
 - \$982,148 to the Meder Road Resurfacing Project
5. ADDENDUM 1 TO THE FINAL ENVIRONMENTAL IMPACT REPORT OF THE EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2020-2040 AND AMENDMENT 1 TO THE EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2020-2040 (DELORIA)
REQUESTED ACTION:
Adopt Resolution 22/23.07 approving Addendum 1 to the Final Environmental Impact Report for the El Dorado County Regional Transportation Plan 2020-2040, certified at the November 5, 2020, El Dorado County Transportation Commission meeting.

Adopt Resolution 22/23.08 approving Amendment 1 of the El Dorado County Regional Transportation Plan 2020-2040, adopted at the November 5, 2020, El Dorado County Transportation Commission meeting.
6. CONGESTION MITIGATION AIR QUALITY FUNDS PROGRAMMING – BASS LAKE BRIDLEWOOD ROUNDABOUT (BARTON)
REQUESTED ACTION: Approve Resolution 22/23.09, programming of \$744,400 in Congestion Mitigation and Air Quality to the Bass Lake Road at Bridlewood Drive Roundabout Project.

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS - COMMISSIONER COMMENTS

ADJOURNMENT

The next regular meeting is scheduled for 2:00 PM on October 6, 2022.

CONSENT CALENDAR**STAFF REPORT**

DATE: SEPTEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: AB 361 REMOTE TELECONFERENCING

REQUESTED ACTION

Adopt Resolution 22/23.05 making findings and declaring intent to continue remote meetings pursuant to Government Code section 54953(e) due to the Governor's COVID-19 State of Emergency Proclamation and state and local recommendations related to physical distancing.

BACKGROUND

Effective October 1, 2021, assembly Bill (AB) 361 modified the provisions of the Ralph M. Brown Act ("the Brown Act") related to holding teleconference meetings during a proclaimed state of emergency when state or local officials have imposed, or recommended measures related to physical distancing which warrant holding meetings remotely.

The modifications to the requirements of the Brown Act related to open public meetings which due to the COVID-19 pandemic and which may continue under AB 361 include the following:

- Waiving the requirement that the notice of each meeting location be provided for those members of the legislative body (board or committee) participating in the meeting;
- Waiving the requirement that each meeting location be accessible to members of the public;
- Waiving the requirement that members of the public be able to address the legislative body (board and committee) at each meeting location;
- Waiving the requirement that agencies post agendas at all meeting locations; and
- Waiving the requirement that at least a quorum of the legislative body (board and committee) participate from locations within the boundaries of the territory over which they exercise jurisdiction.

El Dorado County Public Health Officer's Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic dated September 30, 2021, makes the following recommendations to allow virtual-attendance meetings to continue:

- Offer attendees a remote access option to the extent possible, while meeting the intent of the Brown Act about transparency and full participation;
- Arrange seating to encourage staff and members of the public to physically distance;
- Clearly post messages instructing people not to enter meeting venues when they feel unwell and to follow current guidelines for face-coverings, vaccination, and testing, when applicable.

DISCUSSION

If the Commission desires to continue to meet utilizing the relaxed teleconference meeting rules, AB 361 requires an ongoing finding every 30 days that the Commission has reconsidered the circumstances of the state of emergency and that the emergency continues to impact the ability to "meet safely in person," or that state of local officials continue to recommend measures to promote social distancing. Gov. Code 54953(e)(3).

In response to improving conditions, Governor Newsom issued Executive Order N-04-22 on February 25, 2022, which lifted many of the provisions related to the emergency while maintaining certain measures to support the ongoing response and recovery effort. Although a portion of the emergency provisions have been lifted the Governor's March 4, 2020, State of Emergency Proclamation as it related to the COVID-19 pandemic remains active.

Recently local and state rules related to COVID-19 and wearing face masks have also been updated. On February 28, 2022, the California Department of Public Health updated its Guidance for the Use of Face Masks. Although face masks are now recommended, and not required, in most indoor settings for vaccinated and unvaccinated individuals, in workplaces employers remain subject to the CalOSHA Emergency Temporary Standards. Section 3205 of the CalOSHA Emergency Temporary Standards continues to regulate Close Contacts, within 6 feet of another, and physical distancing continues to be recommended. These CalOSHA requirements remain in effect until December 2022.

The Governor's state of emergency remains, and the CalOSHA Regulations related to social distancing remain in place. Furthermore, the County of El Dorado Public Health Officer's September 30, 2021, recommendations related to AB 361 meetings remain in place. Based on these regulations the findings to support teleconference only meetings pursuant to section 54953(e)(1) can continue to be made.

Although there is an indication that adverse cases and impacts are decreasing, there remains risks associated with COVID-19, the ability to meet in person, and the State regulations impose of recommend measures to promote social distancing. Agency staff is continuing to monitor the status of the Governor's state of emergency proclamation, state regulations and orders related to social distancing, and health and safety conditions related to COVID-19 and confirms that said conditions continue to exist that warrant remote teleconferencing meetings.

It is recommended that the Commission find that state and local officials continue to impose or recommend measures to promote social distancing, and the conditions continue to impact the ability to meet safely in person; therefore, the next regularly scheduled Commission meeting will be a remote meeting and the Commission will continue to consider the status of the ongoing emergency and facts related to the health and safety of meeting attendees due to COVID-19.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 22/23.05



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

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

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION 22/23.05

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION MAKING FINDINGS AND DECLARING TO CONTINUE REMOTE TELECONFERENCE MEETINGS PURSUANT TO GOVERNMENT CODE 54953(e) DUE TO THE THREAT OF COVID-19

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated Regional Transportation Planning Agency (RTPA) for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds and administration of the Transportation Development Act of 1971 (TDA), as amended thereafter; and

WHEREAS, On March 4, 2020, Governor Newsom issued a Proclamation of State of Emergency in response to the COVID-19 pandemic; and

WHEREAS, the proclaimed state of emergency remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the "Brown Act"), provided certain requirements were met and followed; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order N-08-21 that clarified the suspension of the teleconferencing rules set forth in the Brown Act, and further provided that those provisions would remain suspended through September 30, 2021; and

WHEREAS, effective October 1, 2021, AB 361 allows local legislative bodies to continue to allow remote meetings during a proclaimed state of emergency, if "state or local officials have imposed or recommended measures to promote social distancing"; and

WHEREAS, on September 30, 2021, the El Dorado County Public Health Officer released "Recommendations for Safe Board and Commission Meetings During COVID-19 Pandemic" supporting compliance with AB 361; and

WHEREAS, the COVID-19 virus continues to pose imminent risk to health and safety and directly impacts the ability of the public and the Commission to meet safely in person, accordingly, the Commission hereby recognizes the proclamation of state of emergency by the Governor of the State of California and the regulations of CalOSHA recommending physical distancing;

WHEREAS, EDCTC has an important governmental interest in protecting the health, safety, and welfare of those who participate in meetings of EDCTC's legislative body subject to the Brown Act; and

WHEREAS, as a consequence of the emergency related to COVID-19, to allow for physical distancing and remote meeting attendance, the Commission intends to continue to invoke the provisions of AB 361 as provided in Government Code section 54953, subd. (e) and such meetings of the Agency shall comply with the requirements to provide the Commission members and the public with access to the meetings as prescribed in paragraph (2) of subdivision (e) of section 54953.

NOW THEREFORE, BE IT RESOLVED, by the El Dorado County Transportation Commission as follows:

1. The foregoing recitals are true and correct.
2. The meetings of the Commission, including this meeting, may be held with relaxed teleconference rules pursuant to the provisions of subdivision (e) of Government Code section 54953 due to the impacts of COVID-19, the Governor's state of emergency proclamation, state and local recommendations and the importance of physical distancing to minimize any potential adverse health and safety risks.
3. EDCTC Commissioners hereby consider the current conditions of the state of emergency and the state and local recommendations and regulations related the social distancing and reauthorizes remote teleconference meetings.
4. Staff is hereby authorized and directed to take all actions necessary to carry out the intent and purpose of this Resolution including, conducting open and public meetings of the Commission in accordance with subdivision (e) of the Government Code section 54953 and other applicable provision of the Brown Act for remote only teleconference meetings.
5. Staff is further directed to continue to monitor the conditions and health and safety conditions related to COVID-19, the status of the Governor's state of emergency, the local orders related to physical distancing, and the state regulations related to social distancing, and present to the Commission at its regularly scheduled meeting the related information and recommendations for remote only meetings pursuant to the provisions of Government Code Section 54953(e) and to extend the time during which the Commission may continue to teleconference without compliance with paragraph (3) of subdivision (b) of section 54953.

PASSED AND ADOPTED, by the El Dorado County Transportation Commission on September 1, 2022, by the following vote:

Vote pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

CONSENT CALENDAR

STAFF REPORT

DATE: SEPTEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: DANA KEFFER, EXECUTIVE ASSISTANT/SECRETARY TO THE COMMISSION
SUBJECT: AUGUST 4, 2022, COMMISSION MEETING

REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the August 4, 2022, Commission meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment: August 4, 2022, Minutes



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

Councilmembers Representing City of Placerville: Patty Borelli, Kara Taylor, Dennis Thomas
Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo
 Woodrow Deloria, Executive Director

ACTION MINUTES

Regular Meeting, Thursday, August 4, 2022, 2:00 PM

IMPORTANT NOTICE:

In Response to Coronavirus COVID-19 California Governor Gavin Newsom issued Executive Order N-29-20 on March 17, 2020, relating to the convening of public meetings in light of the COVID-19 pandemic, the El Dorado County Transportation Commission convened this regularly scheduled meeting using an online conference service and was not held at 330 Fair Lane, Placerville. Notice of the location change was made at least 72 hours in advance. All votes were completed with a roll call vote and public comment was accepted.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chair Hidahl called the meeting to order at 2:12 PM and led the Pledge of Allegiance.

ATTENDANCE: Chair Hidahl, Vice Chair D. Thomas, Commissioners Borelli, Parlin, Taylor, W. Thomas, Turnboo, and Caltrans Ex Officio Alex Fong. ABSENT: South Lake Tahoe Ex Officio Bass

ADOPTION OF AGENDA AND CONSENT CALENDAR

There were no public comments received.

ACTION: Commissioner W. Thomas made a motion to adopt the agenda and to approve or adopt items 1-3 on the Consent Calendar. The motion was seconded by Commissioner Borelli which carried as follows:

MOTION/SECOND: W. Thomas/Borelli

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

1. **AB 361 REMOTE TELECONFERENCING (DELORIA)**
 REQUESTED ACTION: Adopt Resolution 22/23.01 making findings and declaring intent to continue remote teleconferencing meetings pursuant to Government Code section 54953(e)(3) as a result of ongoing concerns related to COVID-19 as authorized under Assembly Bill 361.
2. **MINUTES FOR THE JUNE 2, 2022, COMMISSION MEETING (KEFFER)**
 REQUESTED ACTION: The Secretary to the Commission requests correction to, or approval of, the Draft Action Minutes for the June 2, 2022, Commission meeting.
3. **MAY - JUNE 2022 CHECK REGISTER (THOMPSON)**
 REQUESTED ACTION: Receive and file the May through June 2022 Check Register.

OPEN FORUM

There were no public comments received.

BUSINESS ITEMS

4. AMEND THE EL DORADO COUNTY TRANSPORTATION COMMISSION ADMINISTRATIVE POLICIES AND PROCEDURES MANUAL (DELORIA)

REQUESTED ACTION: Approve amendments to the El Dorado County Transportation Commission Administrative Policies and Procedures Manual.

There were no public comments received.

ACTION: Commissioner Borelli made a motion to authorize the requested action as stated. The motion was seconded by Commissioner Taylor which carried as follows:

MOTION/SECOND: Borelli/Taylor

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

5. SENATE BILL 1: STATE OF GOOD REPAIR FISCAL YEAR 2022/23 FUNDING ALLOCATION PROJECT LIST (BOLSTER)

REQUESTED ACTION: Adopt Resolution 22/23.02 allocating Senate Bill 1 State of Good Repair 2022/23 Funds to the El Dorado County Transportation Commission.

There were no public comments received.

ACTION: Vice Chair Dennis Thomas made a motion to authorize the requested action as stated. The motion was seconded by Chair Hidahl which carried as follows:

MOTION/SECOND: D. Thomas/Hidahl

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

6. CONGESTION MITIGATION AND AIR QUALITY PROGRAMMING 2022 CALL FOR PROJECTS (BARTON)

REQUESTED ACTION:

- 1) Adopt Resolution 22/23.03 programming \$7,541,014 in CMAQ funding to projects and programs to be completed or administered by Sacramento Area Council of Governments, City of Placerville, and El Dorado County Department of Transportation; and
- 2) Recommend the Bass Lake/Bridlewood Roundabout Project for Amendment into the 2020-2040 Regional Transportation Plan and for future programming of \$744,400 in CMAQ funds; and
- 3) Adopt Resolution 22/23.04 approving the re-programming of \$223,000 in CMAQ funds from the Merrychase/Country Club Drive Bicycle and Pedestrian Project to the El Dorado Trail Halcon Road to Ponderado Class I project.

Public comment was received from Rebecca Neves, Engineer with the City of Placerville.

ACTION: Commissioner Borelli made a motion to authorize the requested action as stated. The motion was seconded by Commissioner W. Thomas which carried as follows:

MOTION/SECOND: Borelli/W. Thomas

AYES: Borelli, Hidahl, Parlin, Taylor, D. Thomas, W. Thomas, Turnboo

ABSTAIN: None

NOES: None

ABSENT: None

EXECUTIVE DIRECTOR'S REPORT

SOUTH LAKE TAHOE - CALTRANS – COMMISSIONER COMMENTS

ADJOURNMENT

The meeting was adjourned at 3:24 PM.

The next regular meeting is scheduled for 2:00 PM on September 1, 2022.

CONSENT CALENDAR

STAFF REPORT

DATE: SEPTEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: KAREN THOMPSON, ADMINISTRATIVE SERVICES OFFICER
SUBJECT: JULY 2022 CHECK REGISTER

REQUESTED ACTION

Receive and file the July 2022 Check Register (Attachment A).

BACKGROUND AND DISCUSSION

The attached check listing includes five payments that merit further explanation:

- AIM Consulting* \$4,755.06
June 2022, professional services for the Public Outreach for Trip to Green, Work Element 253. The contract was approved at the June 3, 2021, EDCTC meeting.
- David Turch & Associates* \$5,417.00
June 2022 Federal advocacy services, Work Element 410. This contract was approved at the April 2, 2020, EDCTC meeting.
- Extreme Towing* \$14,242.23
June 2022 professional services for the Freeway Service Patrol Program, Work Element 130. The contract with Extreme Towing was approved at the May 6, 2021, EDCTC meeting.
- Wood Rodgers* \$8,566.46
June 2022 professional services for the 50 Corridor System User Analysis, Investment Strategy, and Access Control Action Plan, Work Element 253. This contract was approved at the December 3, 2020, EDCTC meeting.
- CalPERS Retirement System* \$37,702.00
Prepayment of the 2022/23 CalPERS retirement unfunded liability. CalPERS separates the contribution amount from the unfunded portion and offers the option to prepay a discounted amount. This payment was included in the Overall Work Program, Budget, and Goals and Objectives approved at the May 5, 2022, EDCTC meeting.

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachment A: July 2022 Check Register

**El Dorado County Transportation Commission
Check Register
July 2022**

Date	Name	Payment	Memo
07/01/2022	Ameritas Life Insurance Corp.	588.20	July 2022 Dental & Vision Premiums
07/01/2022	Benefit Coordinators Corporation	204.67	July 2022 Life/Disability Premiums
07/01/2022	CalPERS Health	7,538.89	July 2022 Health Premiums
07/01/2022	De Lage Landen Financial Services	203.78	July 2022 Copy Machine Lease Payment
07/01/2022	Mountain Democrat	112.58	Annual Subscription Acct 452310
07/01/2022	RTS IT, Inc.	690.00	July 2022 ITCare Silver Service Plan
07/01/2022	The Steele Building	4,517.00	July 2022 Office Rent
07/11/2022	Airespring	658.69	July 2022 Fiber Optic Internet
07/11/2022	Cardmember Service - Visa DK	558.01	June ADA Website & Misc Office Expense
07/11/2022	Cardmember Service - Visa KT	154.99	Remote Access, Zoom Webinars
07/11/2022	Century Building Maintenance	450.00	June 2022 Building Maintenance
07/12/2022	AIM Consulting, Inc.	4,755.06	* June 2022 Public Outreach Trip to Green
07/12/2022	Sloan Sakai Yeung & Wong LLP	57.00	June 2022 Legal Services
07/13/2022	CalPERS Retirement System	3,550.97	July 2022 Contribution #1
07/13/2022	CalPERS Retirement System	390.67	July 2022 PEPRA Contribution #1
07/20/2022	David Turch and Associates	5,417.00	* June 2022 Federal Advocacy
07/20/2022	Extreme Towing	14,242.23	* June 2022 Freeway Service Patrol
07/20/2022	Umpqua Bank	80.44	June 2022 Analyzed Checking Fee
07/20/2022	Wood Rodgers	8,566.46	* June 2022 US 50 Corridor System User Analysis
07/25/2022	CalPERS Retirement System	37,702.00	* Prepayment 2022/23 Unfunded Accrued Liability
07/25/2022	The Steele Building	4,517.00	August 2022 Office Rent
07/27/2022	CalPERS Retirement System	3,550.97	July 2022 Contribution #2
07/27/2022	CalPERS Retirement System	390.67	July 2022 PEPRA Contribution #2
	Total	<u><u>98,897.28</u></u>	

BUSINESS ITEM**STAFF REPORT**

DATE: SEPTEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER
SUBJECT: 2022 URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS PROGRAMMING

REQUESTED ACTION

Approve Resolution 22/23.06 (Attachment A), programming \$4,415,638 in Urban Surface Transportation Block Grant Program Funds, as follows:

- \$900,000 to the US 50 Ponderosa Interchange Project
- \$750,000 the Canal Street Bicycle and Pedestrian Improvement Project Phase 2
- \$783,490 to the Combellack Road Sidewalk Project
- \$1,000,000 to the El Dorado Drainage Improvement Project
- \$982,148 to the Meder Road Resurfacing Project

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) charged with programming federal and state transportation funding for the west slope of El Dorado County, El Dorado County Transportation Commission (EDCTC) is responsible for the programming of Urban Surface Transportation Block Grant Program (STBGP) funds to projects or programs on the west slope of El Dorado County. Urban STBGP funds are reimbursable federal aid funds, subject to all the requirements of Title 23, United States Code. The STBGP is the most flexible among all Federal-aid highway programs. Eligible costs include planning, preliminary engineering, environmental, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

In general, STBGP projects may not be performed on local roads or rural minor collectors. There are a number of exceptions to this requirement, such as the ability to use up to 15% of a State's rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges; other highway assets; and projects within the pre-FAST Act Title 23 definition of "transportation alternatives" [23 U.S.C. 133(c)]. El Dorado County, the City of Placerville, and El Dorado Transit are eligible applicants.

DISCUSSION

In May of 2022, EDCTC approved the release of a Call for Projects for an available \$4,415,638 in future Urban STBGP Funds. EDCTC received five applications for STBGP funding by the August 1, 2022, deadline. The five applications requested a total of \$5,963,490 in STBGP funding from the available \$4,415,638. EDCTC and SACOG staff met to review the applications for STBGP eligibility and consistency with Performance Measures adopted in the 2020-2040 Regional Transportation Plan.

EDCTC and partner agencies are proposing to program \$4,415,638 in Urban STBGP Funds to five projects as shown in the following table.

2022 EDCTC STBGP PROGRAMMING RECOMMENDATIONS					
RTP PERFORMANCE MEASUREMENT RANKING	AGENCY	PROJECT NAME	BRIEF PROJECT DESCRIPTION	STBGP FUNDS REQUEST	PROPOSED PROGRAMMING
1	El Dorado County DOT	US 50 / Ponderosa Interchange Project	Environmental clearance, right of way, and engineering design of three phases of improvements: (1) the realignment of Durock Road, (2) the realignment of North Shingle Road, and (3) the widening of the Ponderosa Road US 50 overcrossing.	\$900,000	\$900,000
2	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 2	Environmental clearance, right of way and engineering design to remove existing narrow sidewalk and construct sidewalk, rehabilitate pavement, repair/replace underground utilities and construct ADA improvements on Canal Street from El Dorado High School to US 50	\$1,280,000	\$750,000
3	City of Placerville	Combella Road Sidewalk Project	In the City of Placerville along Combella Road from David Circle (east) to Canal Street, construct 1,080 feet of new sidewalk.	\$783,490	\$783,490
4	El Dorado County DOT	El Dorado Drainage Improvement Project	Restoration and upgrade of the drainage system along approximately 800 Lineal Feet of Pleasant Valley Road from Hillman Aly to Oriental Street in the community of El Dorado. The project includes removal and replacement of drain inlets, removal and abandonment of drainage pipes and replacement and upsizing drainage mainline where possible.	\$1,500,000	\$1,000,000
5	El Dorado County DOT	Meder Road Resurfacing	Resurface approximately 1.7 miles of Meder Road between Carousel Lane and Ponderosa Road. In addition to resurfacing the Project will also repair various failed structural pavement sections prior to the application of a new asphalt layer.	\$1,500,000	\$982,148
			TOTAL REQUESTED FUNDS	\$5,963,490	\$4,415,638
			2022 AVAILABLE STBGP FUNDS	(\$4,415,638)	(\$4,415,638)
			Delta	\$1,547,852	\$0

On Monday August 22nd, the EDCTC Technical Advisory Committee (TAC) reviewed and discussed the programming strategy presented and the TAC supports the proposed action. The programming strategy outlined in the table above allows each of the projects to move forward, advancing project development and furthering projects toward construction. The only exception is the Combella Road Sidewalk Project, which would be fully funded through construction with this programming action.

Complete STBGP funding applications are available for review upon request at the EDCTC office. EDCTC will support El Dorado County and the City of Placerville to ensure each project is submitted to the SACOG Metropolitan Transportation Improvement Program.

Additionally, EDCTC will work with partner agencies to continue to identify appropriate fund sources to leverage additional funding for projects through construction as needed, consistent with Goal 8 of the Regional Transportation Plan: "Secure Maximum available funding and pursue new sources of funds for maintenance, expansion, and improvement of all modes of transportation facilities and services."

Approved for Agenda:



Woodrow Deloria, Executive Director

Attachments: A) EDCTC Resolution 22/23.06



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

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnbo

RESOLUTION 22/23.06

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING PROJECTS TO BE FUNDED WITH URBAN SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDS

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the responsibility of EDCTC, under the provisions of the Memorandum of Understanding with the Sacramento Area Council of Governments (SACOG), to program and track projects to be funded with Urban Surface Transportation Block Grant Program (Urban STBGP) funds; and

WHEREAS, in May of 2022, EDCTC approved the release of a Call for Projects for an available \$4,415,638 in future Urban STBGP Funds; and

WHEREAS, by the August 1, 2022, deadline five applications were submitted by eligible applicants for the available Urban STBGP Funds; and

WHEREAS, City of Placerville Department of Public Works submitted requests for the Canal Street Bicycle and Pedestrian Improvements Phase 2 and Combellack Road Sidewalk Project; and

WHEREAS, the El Dorado County Department of Transportation (DOT) submitted applications for the US 50/Ponderosa Road Interchange Project, the El Dorado Drainage Improvement Project, and the Meder Road Resurfacing Project; and

WHEREAS, EDCTC and SACOG staff reviewed the applications for STBGP eligibility and consistency with Performance Measures adopted in the 2020-2040 Regional Transportation Plan; and

WHEREAS, any Urban STBGP funds remaining at the completion of the programmed projects will be returned to EDCTC for re-programming to an Urban STBGP Eligible project.

NOW THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission approves the programming of \$4,415,638 in Urban STBGP funds as follows:

Project Sponsor	Project Title	Urban STBGP Programming
El Dorado County DOT	US 50 Ponderosa Interchange Project	\$900,000
City of Placerville	Canal Street Bicycle and Pedestrian Improvements Project Phase 2	\$750,000
City of Placerville	Combella Road Sidewalk Project	\$783,490
El Dorado County DOT	El Dorado Drainage Improvement Project	\$1,000,000
El Dorado County DOT	Meder Road Resurfacing Project	\$982,148
	Total	\$4,415,638

BE IT FURTHER RESOLVED, that the projects shall be submitted to SACOG for amendment into the Metropolitan Transportation Improvement Program.

PASSED AND APPROVED, by the El Dorado County Transportation Commission governing body at the regular meeting held on September 1, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

STAFF REPORT

DATE: SEPTEMBER 1, 2022
TO: EL DORADO COUNTY TRANSPORTATION COMMISSION
FROM: WOODROW DELORIA, EXECUTIVE DIRECTOR
SUBJECT: ADDENDUM 1 TO THE FINAL ENVIRONMENTAL IMPACT REPORT OF THE EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2020-2040 AND AMENDMENT 1 TO THE EL DORADO COUNTY REGIONAL TRANSPORTATION PLAN 2020-2040

REQUESTED ACTION

Adopt Resolution 22/23.07 (Attachment D) approving Addendum 1 to the Final Environmental Impact Report for the El Dorado County Regional Transportation Plan 2020-2040, certified at the November 5, 2020, El Dorado County Transportation Commission meeting.

Adopt Resolution 22/23.08 (Attachment E) approving Amendment 1 of the El Dorado County Regional Transportation Plan 2020-2040, adopted at the November 5, 2020, El Dorado County Transportation Commission meeting.

BACKGROUND

State law requires each Regional Transportation Planning Agency (RTPA) to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission and the Department of Transportation (Caltrans) not less than every five years in non-urban regions. RTPs are developed by RTPAs in cooperation with Caltrans and other stakeholders. The purpose of the RTP is to establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding, and propose investments.

To qualify for funding in the State Transportation Improvement Program (STIP), projects included in a Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP), must be consistent with adopted RTPs. In compliance with Government Code Section 65080(c), the California Transportation Commission will only consider STIP funding for projects consistent with an RTP adopted within five years (in rural regions) of STIP adoption. Should additional projects be identified within the five-year period, EDCTC has the ability to amend the Final EIR of the RTP and the Final RTP itself by approving each item at a future EDCTC meeting.

DISCUSSION

The El Dorado County Regional Transportation Plan (RTP) 2020-2040, originally adopted on November 5, 2020, serves as El Dorado County's transportation system's vision through 2040. The scope of the proposed 2020-2040 RTP Amendment No. 1 includes a single project update for El Dorado County into the Regional Road and Highway Capacity Short-Term Action Plan. The RTP Amendment No. 1 proposes the following addition to the RTP:

Bass Lake Road at Bridlewood Drive Roundabout Project –This amendment is presented to provide the El Dorado County Department of Transportation with the opportunity to secure funding to deliver the environmental, design, and right-of-way phases of a Project to construct a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive in the community of El Dorado Hills near the proposed Bass Lake Regional Park. The proposed Project would improve traffic flow and safety allowing vehicles to move through the intersection reducing the number of harmful emissions and will increase the safety and performance of the intersection.

CALIFORNIA ENVIRONMENTAL QUALITY ACT CONSIDERATIONS

As a lead agency, the Commission identified the 2020 – 2040 RTP as a project under the California Environmental Quality Act (CEQA). CEQA requires a lead agency to evaluate and consider the potential significant adverse environmental consequences of a project before the agency adopts or implements the project. On November 5, 2020, the Commission certified the Environmental Impact Report (EIR) (State Clearinghouse # 2020019055) for the 2020 – 2040 RTP. The Bass Lake Road at Bridlewood Drive Roundabout Project was not contemplated or considered at that time.

Section 15164(a) of the CEQA Guidelines states that a lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions to a project are necessary but none of the following conditions described in Section 15162 of the CEQA Guidelines requiring preparation of a subsequent EIR have occurred:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Commission staff has completed preparation of an EIR addendum to the 2020 - 2040 RTP EIR. The EIR addendum has been prepared in compliance with CEQA (Public Resources Code (Pub. Resources Code) Section 21000, et seq.) and the State CEQA Guidelines (14 CCR Section 15000, et seq.). The EIR addendum concludes that the proposed revisions to the 2020 – 2040 RTP do not trigger any of the CEQA Guidelines Section 15162 conditions described above, and that the preparation of an addendum is therefore appropriate. In developing the addendum, the Commission recognizes the importance of providing full disclosure to the public regarding the potential significant environmental effects of the proposed revisions to 2020 – 2040 RTP.

For these reasons, Commission staff recommends that the Commission approve the addendum to the 2020 – 2040 RTP EIR provided as Resolution Attachment D.

2020 – 2040 RTP AMENDMENT 1 – BASS LAKE ROAD AT BRIDLEWOOD DRIVE ROUNDABOUT PROJECT

This proposed amendment adds a single project with a total project cost of \$4,197,739, increasing the total cost estimate of the 2020-2040 Road and Highway Capacity element short-term action plan of the 2020-2040 RTP from \$129,200,301 to \$133,398,040. This increases the total short-term 2020-

2040 RTP cost estimate to \$490,655,689. No additional revenue is identified as a part of this proposed amendment. However, the estimated funding revenues of the 2020-2040 RTP identifies just over \$803 million over the short-term of the 2020-2040 RTP ensuring the plan remain fiscally constrained with the addition of the proposed project.

The proposed amendment was also analyzed for environmental impacts and will be integrated into the Final EIR of the 2020-2040 RTP pending approval of the amendment by EDCTC. The proposed Project, by its own design, improves environmental conditions by reducing greenhouse gas emissions and would not result in any new significant impacts, or substantially greater impacts requiring additional mitigation measures.

For purposes of this amendment, only the affected portions of the 2020-2040 RTP are presented in this report which include:

- Chapter 8 Highways, Streets, and Inter-Regional Roadways, Table 8-5: El Dorado County, City of Placerville, and Caltrans Regional Road and Highway Capacity Short-Term Action Plan 2020-2030;
- Table 13-8: Cost Estimates 2020-2040 RTP;
- Table 13-9: Expenditure Estimates and Estimated Revenue Comparison.

Approved for Agenda:



Woodrow Deloria, Executive Director

- Attachments:
- A) Addendum to the 2020 – 2040 RTP EIR (State Clearinghouse # 2020019055)
 - B) Chapter 8, Page 15 2020-2040 RTP
 - C) Chapter 13, Page 12 2020-2040 RTP
 - D) Resolution 22/23.07 – Addendum 1 2020-2040 RTP EIR
 - E) Resolution 22/23.08 – Amendment 1 2020-2040 RTP

DUDEK

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**Addendum to the Environmental Impact Report for the
El Dorado County 2020-2040 Regional Transportation Plan**

SCH #: 2020019055

Prepared for:

El Dorado County Transportation Commission
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August 2022

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INTRODUCTION

Project Overview and Background

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency (RTPA) for the west slope of El Dorado County (County) excluding the portion of the County located within the Tahoe Basin, which is under the jurisdiction of the Tahoe Metropolitan Planning Organization (TMPO). The EDCTC is also the agency responsible for coordinating the regional transportation efforts for the City of Placerville. Federal and state laws require each Metropolitan Planning Organization (MPO)¹ and RTPA to prepare a Regional Transportation Plan (RTP) in urban areas every four years (five years in regions that have attained federal air quality standards). A RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes, including: highways, local streets and roads, transit, active transportation, aviation, and goods movement. The purpose of the RTP is to serve as a foundation for development of “action” plans such as the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvements Project (FTIP), for all transportation projects that require federal approval. The 2020-2024 RTP (herein referred to as the 2020-2040 RTP, Plan, or Project) includes EDCTC’s “Planned” list of projects (Planned projects are those that are currently planned for future development). The list of Planned projects identifies the 20-year list of financially constrained transportation investments in the region (EDCTC 2020a).

EDCTC prepared the 2020-2040 RTP to fulfill the state requirements of Assembly Bill 402 (AB 402, Government Code Title 7, Chapter 2.5 Sections 6508-65082) using specific guidance from the California Transportation Commission Regional Transportation Guidelines. EDCTC is required to adopt and submit an updated Plan to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans). The 2020-2040 RTP is action-oriented and pragmatic, considering both the short-term (10 year) and long-term (10- to 20-years and beyond) periods.

The EDCTC, acting as the lead agency, determined that a Program Environmental Impact Report (EIR), pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15168, would be the appropriate environmental review document for the 2020-2040 RTP (EDCTC 2020b). The EIR considered the broad environmental effects of the Plan as a whole. The programmatic approach is appropriate for the 2020-2040 RTP because it allows comprehensive consideration of the reasonably anticipated scope of the 2020-2040 RTP; however, not all aspects of future individual improvement projects were known (at the time) to enable more detailed analysis. Individual projects that require further discretionary approvals when their complete details become available can still be examined in light of this EIR to determine whether additional environmental documentation is necessary. The Draft EIR (including the NOP and IS as Appendix A) was released for a public review period from September 4, 2022, through October 19, 2020, and two (2) comment letters were received (EDCTC 2020c).

The 2020-2040 RTP was adopted by EDCTC and the Final EIR was certified on November 11, 2020, including adoption of a Mitigation Monitoring and Reporting Plan (MMRP) (refer to page 3.0-1 of the Final EIR) (EDCTC 2020d). The MMRP should be reviewed in conjunction with the El Dorado County 2020-2040 Regional Transportation Plan Draft EIR and Final EIR (which constitute the complete “EIR” for the adopted 2020-2040 RTP).

¹ Sacramento Area Council of Governments (SACOG) is the MPO for the federally designed ozone non-attainment area in El Dorado County.

Focus of the Addendum

The focus of this addendum is the **Bass Lake Road at Bridlewood Drive Roundabout Project** (refer to **Figure 1. Bridlewood Drive Intersection Improvements**). This individual project would construct a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive in the community of El Dorado Hills, near the proposed Bass Lake Regional Park.² The roundabout would improve traffic flow and safety, allowing vehicles to move through the intersection, reducing the amount of harmful emissions, and increasing the safety and performance of the intersection.

Project-specific Information about the proposed roundabout and surrounding area was obtained from technical reports and environmental documentation provided by the El Dorado Hills Community Services District (EDHCS). The roundabout is located within the larger 211-acre Bass Lake Road Regional Park Project, which would expand the recreational opportunities offered in El Dorado Hills, and is anticipated to include but not be limited to lighted-ball fields, a dog park, playgrounds, a tot lot, volleyball courts, bocce courts, and a sensory garden, among other active and passive amenities. As of August 2022, preparation of a CEQA document for the Bass Lake Regional Park is underway. Specifically, the roundabout is a traffic improvement that is part of Alternatives for Project Driveway 3.³

A summary of the forecast intersection operations at Bass Lake Road/Bridlewood Drive from the Transportation Impact Study (TIS) prepared for the El Dorado Regional Park Project by LSA in December 2021 is included in this addendum as Attachment A. This summary provides a comparison of the intersection as a two-way-stop-controlled intersection (i.e., its current configuration with an added west leg from the park) and as a single-lane roundabout (i.e., one lane circulating within the roundabout). As documented in the summary, a roundabout configuration would improve Level of Service (LOS) to satisfactory LOS (LOS A/B) over the alternate configuration which would result in LOS F conditions in Near Term (2031) and Cumulative (2040) conditions.

California Environmental Quality Act Compliance

Altered conditions, changes, or additions to the description of a project that occurs after certification of an EIR may require additional analysis under the California Environmental Quality Act (CEQA). This addendum evaluates and confirms CEQA compliance for additions to the description of the 2020-2040 RTP, which would be a change relative to what is the “project” described and evaluated in the EIR.

As required by Section 15164 of the CEQA Guidelines, the determination not to prepare a Subsequent EIR must be supported by substantial evidence. This evidence is contained within this document and in files and records of EDCTC concerning the 2020-2040 RTP. Section 15162 of the CEQA Guidelines describes the conditions under which a Subsequent EIR or Negative Declaration is required. In summary, when an EIR has been certified for a project, no Subsequent EIR or Negative Declaration shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that one or more of the following circumstances is present:

² Additional information about the Bass Lake Regional Park is available at the El Dorado County Community Services District (EDCSD) webpage, at the following URL:

https://www.eldoradohillscsd.org/programs_and_amp_activities/park_improvement_projects_updates/bass_lake_project.php

³ Access to the Bass Lake Regional Park Project would be provided via three driveways: one (Project Driveway 1) located on Serrano Parkway and two others (Project Driveways 2 and 3) located on Bass Lake Road. Alternative 2 would locate Project Driveway 3 at the west leg of the intersection of Bass Lake Road/Bridlewood Drive.

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions would result in significant new or substantially more severe environmental impacts as defined in CEQA Guidelines Section 15162. (CEQA Guidelines Section 15164.)

The environmental analysis in this addendum examines: 1) whether a proposed change to the approved 2020-2040 RTP could trigger any new significant impacts that were not previously identified in the EIR; and 2) whether there are any substantial increases in the severity of previously identified effects. The proposed change is consistent with the land uses described in the EIR, and do not propose to substantially change the area of project disturbance. Because the proposed change is consistent with the land uses adopted in the Plan, and applicable ordinances and development standards, it was determined that the prior is adequate and that a Subsequent EIR or Negative Declaration would not be required for the modifications to the 2020-2040 RTP. The information contained within this addendum is provided as a disclosure document, consistent with Section 15164 of the CEQA Guidelines and will provide a basis for the EDCTC to make a determination that the previous EIR and environmental determinations fully address the proposed changes.

The following is an overview of the steps followed for the environment review of proposed changes.

- Review the proposed changes in light of the project description contained in the 2020-2040 RTP EIR to determine if the circumstances described in Section 15162 of the CEQA Guidelines calling for preparation of a Subsequent EIR or Negative Declaration has occurred.
- Review the proposed changes in light of the impact analysis and mitigation measures contained in the 2020-2040 RTP EIR and Initial Study (IS) (included in Appendix A of the Draft EIR, and as amended by the Final EIR).
- Identify whether any new significant impacts, or a substantial increase in impacts identified in the Final EIR, could arise as a result of implementation of the proposed modifications to the project.

- Consider whether any new mitigation measures may be appropriate to address newly identified impacts, if any.

The primary source reviewed for the preparation of this addendum is the 2020-2040 RTP EIR, and associated technical studies. Pursuant to Section 15164 of the CEQA Guidelines, if EDCTC adopts this addendum and approves the Project changes, the addendum will be treated as an attachment to the 2020-2040 RTP EIR.

As demonstrated below, the additions and clarifications to the EIR project description would have no new significant environmental effects beyond those identified in the previously approved EIR. Substantial evidence supports the decision to not prepare a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163 of the CEQA Guidelines and, as such, this addendum is the appropriate environmental document under CEQA.

PROJECT DESCRIPTION AND EVALUATION

Project Description

2020-2040 RTP Project Location

The 2020-2040 RTP covers El Dorado County, which 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. The subject of this addendum is located within El Dorado County.

2020-2040 RTP Project Goals and Objectives

The 2020-2040 RTP includes several specific goals one of which should be highlighted as it relates to the focus of this addendum. That goal is as follows:

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

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

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

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

Addition to the Project Description

Bass Lake Road at Bridlewood Drive Roundabout Project

The proposed change to the EIR Project Description is to include the **Bass Lake Road at Bridlewood Drive Roundabout Project** to Table 8-5: El Dorado County, City of Placerville, and Caltrans Regional Road and Highway Capacity Short-Term Action Plan (2020-2030) on page 8.15 of the 2020-2040 RTP (this is also Table 2.0-1: El Dorado County, City of Placerville and Caltrans Regional Road and Highway Capacity Short-Term Action Plan [2020-2030] on page 2.0-8 of the Draft EIR).

This individual project is a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive in the community of El Dorado Hills near the proposed Bass Lake Regional Park. The roundabout would improve traffic flow and safety allowing vehicles, bicycles, and pedestrians to move through the intersection reducing the amount of harmful emissions and would increase the safety and performance of the intersection.

Table 1. Addition to Table 8-5/Table 2.0-1: El Dorado County, City of Placerville and Caltrans Regional Road and Highway Capacity Short-Term Action Plan (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Bass Lake Road at Bridlewood Drive Roundabout	Single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive	\$4,197,739	2022-2030

Additional Background Information

As previously described, several environmental technical reports for the Bass Lake Regional Park were made available by EDHCS. Applicable mitigation measures (MM) included in these reports all appear to fall within the scope of the programmatic MM included in the 2020-2040 RTP EIR. Background research and review of the technical reports indicated the following (organized by environmental topic):

General Information

- The proposed roundabout site is located in the community of El Dorado Hills. As shown in **Figure 1**, the site is already in use as existing transportation facility.
- A review of Farmland Mapping and Monitoring Program (FMMP) maps indicate no farmland is present within or immediately adjacent to the site (the roundabout site is in proximity to Grazing/Urban and Built Up Land) (California Department of Conservation 2022).⁴

Trees. The Arborist Report identified where two (2) “approximate unsurveyed tree locations” would be affected (LSA 2021a). The trees affected by the roundabout site were further reviewed by qualified Dudek staff on August 16, 2022, and were determined to be pine trees (*pinus sabiniana*). These trees are of “poor condition” due to extensive dieback. These trees are not heritage trees. No other trees in the vicinity are anticipated to be removed (i.e., are within the roundabout site footprint).⁵

Air Quality/Greenhouse Gas Emissions. The Air Quality and Greenhouse Gas Emissions Analysis Memorandum includes the roundabout site. The Memorandum discusses a regulatory compliance measure to address short-term construction-period air quality impacts (LSA 2022b).

Hazards/Hazardous Materials. The Environmental Site Assessment (ESAs) and ESA update indicate that the roundabout is not anticipated to be located in proximity to a site included on a list compiled pursuant to Government Section 65962.5. No recognized environmental conditions (RECs) exist at or in the vicinity of the roundabout site (2021b).

Biological Resources. The Biological Technical Report’s (BTR) biological study area (BSA) includes the roundabout site, which is identified as developed and ruderal/disturbed areas (refer to Figure 4). No jurisdictional waters of the U.S. are within or adjacent to the roundabout site (refer to Figure 5). No special-status species or sensitive resource locations are within or adjacent to the roundabout site (Refer to Figure 7). The BTR includes project-specific mitigation measures to reduce potential biological resource impacts (LSA 2022c).

Cultural Resources. The Cultural Resources Report’s area of potential effect (APE) includes the roundabout site (refer to Figure 3). The report includes recommendations to reduce potential impacts related to unanticipated discovery of archaeological resources and human remains (LSA 2022a).

⁴ 2018 Important Farmland Map requested from the California Department of Conservation on August 16, 2022.

⁵ Personal communication with Laura Burris, Dudek Biologist, August 16, 2022.

Noise. The Noise Memorandum includes the roundabout site. The memorandum includes regulatory compliance measures to reduce potential noise impacts. The closest residence is approximately 270 feet away (LSA 2022d).⁶

Traffic/Transportation. The Transportation Impact Study (TIS) included the roundabout project as Alternative 3 (LSA 2021c). To narrow the focus to the roundabout site, a Bass Lake Road/Bridlewood Drive Roundabout Review memorandum was prepared and is included to this document as Attachment A. As described, a roundabout configuration would improve LOS to satisfactory LOS (LOS A/B) over a two-way stop controlled configuration which would result in LOS F conditions in Near Term (2031) and Cumulative (2040) conditions.

Evaluation of the Roundabout Project

As described in the EIR, the design process for each improvement project would involve environmental review (unless it is determined to be exempt under CEQA) to evaluate the effects that the individual project would have on the physical environment. Project-specific design measures could include revisions to the plans to address specific impacts that could occur. The aforementioned design process would ensure that each project, including the roundabout, would be consistent with local policies and General Plans. Replacement of a stop-controlled intersection with a roundabout would contribute to traffic calming, consistent with **Goal 3: Highways, Streets, and Regional/Inter-Regional Roadways**, increasing throughput and improving safety, as described previously.

Potential environmental impacts from a roundabout would be similar in nature to and would have impacts consistent with other improvement projects already included in the 2020-2040 RTP. Program-level MMs included in the EIR and IS, would be similarly applied to the roundabout, as with other projects already included in the 2020-2040 RTP.

The EIR evaluated the environmental issue areas of Aesthetics, Agricultural and Forest Resources, Air Quality, Cultural and Tribal Resources, Greenhouse Gases and Climate Change, Land Use and Population, Transportation and Circulation, and Wildfire. The IS evaluated the environmental issues areas of Biological Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Minerals, Noise, Public Services, Recreation and Utilities. Program-level MM were proposed in the EIR (and IS), that reduced all potential impacts to a **less-than-significant** level, with the exception of Agricultural and Forest Resources, Greenhouse Gases, and Transportation. These topics were discussed in the EIR and included impacts that were determined to be **significant and unavoidable**. No MM were proposed for Energy, Minerals, Public Services, or Recreation, as impacts were determined to be **less than significant** or **No Impact**.

Refer to **Table 2** which provides additional details about the applicability of MM included in the EIR to the roundabout project. As shown, updating the 2020-2040 RTP with the addition of the roundabout project would not result in a new significant impact, nor would it result in a substantial increase in severity of an impact. Similarly, MM included in the IS (which are also included by reference), would also be applicable to the roundabout, and thus no new significant impacts or substantial increases in severity of an impact are anticipated related to those topics (that were addressed in the IS and scoped out of the EIR).

⁶ Google Earth Map, measured line distance (273.22 feet) from intersection of Bass Lake Road/Bridlewood Drive to the first residence on Bridlewood Drive (to the south), August 16, 2022.

Table 2. Mitigation Measures Included in the EIR

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
Aesthetics					
<p>Impact 3.1-1: Substantial adverse effects on scenic vistas, or substantial degradation</p>	<p>Potentially Significant (PS)</p>	<p>Mitigation Measure 3.1-1: The implementing agency shall, to the extent feasible, implement the following measures in the design of RTP projects:</p> <ul style="list-style-type: none"> • Design transportation systems in a manner where the surrounding landscape dominates. • Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material). • Design transportation systems such that landscape vegetation blends in and complements the natural landscape. • Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design. • Design grades to blend with the adjacent landforms and topography. <p>Mitigation Measure 3.1.2: Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic vistas or scenic resources including historic buildings, trees, rocks, or scenic water features.</p> <p>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</p> <p>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design 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.</p>	<p>LS</p>	<p>These MM would be considered at the design stage of the roundabout project.</p> <p>Based on a review by qualified Dudek staff, two (2) pine trees of poor quality would likely be removed to accommodate construction of the roundabout.</p> <p>Furthermore, the roundabout site is not within the viewshed of any El Dorado County-designed scenic vistas. The nearest El Dorado County-designated scenic vista is American River Canon and the ridgelines along northbound State Route (SR) 193 between the City of Placerville and Georgetown and southbound SR-193 between Georgetown and Placerville (County of El Dorado 2003), which is more than 12 miles east of the site.</p>	<p>No/No</p>
<p>Impact 3.1-2: Creation of new sources of light and glare</p>	<p>PS</p>	<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>LS</p>	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>However, no lighting or lighting features ("luminaries") are included in the roundabout design, so new light or glare impacts are not anticipated.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<ul style="list-style-type: none"> 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. 			
Agricultural Resources					
Impact 3.2-1: Conversion of farmlands, including prime farmland, unique farmland, and farmland of statewide importance, to non-agricultural uses, or conflict with existing zoning for agricultural use or a Williamson Act contract	PS	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.	Significant and Unavoidable (SU)	This MM would be considered at the design stage of the roundabout project. However, the location of the roundabout is within El Dorado Hills in an urbanized area. There is no farmland in the vicinity of the roundabout.	No/No
Impact 3.2-2: Potential to conflict with forest or timber zoning or result in the conversion of forest lands or timber lands	PS	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.	LS	This MM would be considered at the design stage of the roundabout project. However, the location of the roundabout is within El Dorado Hills in an urbanized area. There is no forest or timber land in the vicinity of the roundabout.	No/No
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 (LS)	None required.	--	--	No/No
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	PS	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.	LS	This MM would be considered at the design stage of the roundabout project.	No/No
Impact 3.3-3: Occasional localized carbon monoxide concentrations from traffic conditions at some individual locations	PS	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.	LS	This MM would be considered at the design stage of the roundabout project.	No/No
Impact 3.3-4: Create Objectionable Odors Affecting a Substantial Number of People	LS	None required.	--	--	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
<p>Impact 3.3-5: Potential to release asbestos from earth movement or structural asbestos from demolition/renovation of existing structures</p>	PS	<p>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.</p>	LS	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>However, asbestos release from earth movement is not anticipated and there are no existing buildings on site where demolition/renovation could occur.</p>	No/No
Cultural and Tribal Resources					
<p>Impact 3.4-1: Potential to cause a substantial adverse change to a significant historical resource, as defined in CEQA Guidelines §15064.5</p>	PS	<p>Mitigation Measure 3.4-1: During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.</p> <p>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.</p>	LS	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>Furthermore, the proposed roundabout is included in a Cultural Resources Report prepared for the Bass Lake Regional Park. The MM included in that report is within the scope of the stated MM.</p>	No/No
<p>Impact 3.4-2: Potential to cause a substantial adverse change to a significant archaeological resource, as defined in CEQA Guidelines §15064.5, or a significant tribal cultural resource, as defined in Public Resources Code §21074</p>	PS	<p>Mitigation Measure 3.4-2: During environmental review of individual RTP improvement projects, the implementing agencies shall:</p> <ul style="list-style-type: none"> • Consult with relevant Native American Tribes known to have been located within each individual improvement project area to determine whether a project could affect cultural resources that may be of importance to tribes. Provide each relevant tribe within the specific project area with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the tribes to determine if tribal monitors are needed for field surveys on individual projects. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area. • Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified. <p>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate "substantial adverse changes" to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource. Implementing</p>	LS	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>Furthermore, the proposed roundabout is included in a Cultural Resources Report prepared for the Bass Lake Regional Park. The MM included in that report is within the scope of the stated MM.</p>	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<p>agencies and the contractors performing the improvements shall adhere to the following requirements:</p> <ul style="list-style-type: none"> • 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. 			
<p>Impact 3.4-3: Potential to disturb human remains, including those interred outside formal cemeteries</p>	<p>PS</p>	<p>Mitigation Measure 3.4-3: Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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: <ul style="list-style-type: none"> • 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. 	<p>LS</p>	<p>This MM would be considered at the design stage of the roundabout project.</p> <p>Furthermore, the proposed roundabout is included in a Cultural Resources Report prepared for the Bass Lake Regional Park. The MM included in that report is within the scope of the stated MM.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
Greenhouse Gas Emissions					
<p>Impact 3.5-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</p>	<p>PS</p>	<p>Mitigation Measure 3.5-1: The EDCTC shall explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The EDCTC shall continue to participate and host programs that are deemed feasible by the EDCTC for the region to incentivize alternative transportation modes.</p> <p>Mitigation Measure 3.5-2: The EDCTC shall consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</p> <p>Mitigation Measure 3.5-3: Consistent with Appendix G of the CEQA Guidelines, the agencies implementing RTP projects shall:</p> <ul style="list-style-type: none"> • Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed. • Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste. • Promote efforts to reduce peak energy demand in the design and operation of RTP projects. • Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. • Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. <p>Mitigation Measure 3.5-4: The EDCTC shall coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> • Baseline inventory of GHG emissions from community and municipal sources. • A target reduction goal consistent with AB 32 and SB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). <p>Mitigation Measure 3.5-5: EDCTC shall consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, EDCTC should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. 	<p>SU</p>	<p>These MM would be considered at the design stage of the roundabout project.</p> <p>Construction of a roundabout is not anticipated to generate GHG emissions that may have a significant impact on the environment.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<ul style="list-style-type: none"> To the extent that it is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 			
Impact 3.5-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	LS	None required.	--	--	No/No
Impact 3.5-3: Project implementation has the potential to result in the inefficient, wasteful, or unnecessary use of energy resources, or conflict with or obstruct a state or local plan for renewable energy or energy efficiency	LS	None required.	LS	--	No/No
Land Use and Population					
Impact 3.6-1: Physical division of an established community	PS	Mitigation Measure 3.6-1: Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.	LS	This MM would be considered at the design stage of the roundabout project. Construction of a roundabout is not anticipated to physically divide an established community.	No/No
Impact 3.6-2: Conflicts with applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect	LS	None required.	--	-	No/No
Impact 3.6-3: Induce substantial unplanned population growth in an area	LS	None required.	--	The roundabout project does not include construction of housing that could induce growth.	
Impact 3.6-4: Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere	LS	None required.	--	The roundabout project site does not include any existing housing that could be displaced.	No/No
Transportation and Circulation					
Impact 3.7-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	LS	None required.	--	--	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
<p>Impact 3.7-2: Substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 Scoping Plan</p>	<p>PS</p>	<p>Mitigation Measure 3.7-1: The state recognized that additional state policy actions and funding would be required to close the VMT gap between what the MPOs could achieve through implementation of their SCS's, and reductions needed to meet state goals. Though the state must initiate these additional actions and funding programs, the exact form of the policies and funding programs must be collaboratively developed with input from MPOs, local agencies, and other organizations to ensure they provide the tools and incentives necessary to go beyond the SCSs in reducing VMT. Consequently, EDCTC shall work collaboratively with SACOG, El Dorado County, and City of Placerville to support implementation of regional and local-level strategies and measures to achieve further VMT reductions. Implementing agencies (i.e., El Dorado County and City of Placerville) shall implement the following strategies to reduce VMT.</p> <p><u>Local-Level:</u></p> <ul style="list-style-type: none"> • Implementing agencies shall require implementation of VMT reduction strategies through transportation demand management (TDM) programs, impact fee programs, mitigation banks or exchange programs, in-lieu fee programs, or other land use project conditions that reduce VMT. Programs should be designed to reduce VMT from existing land uses, where feasible, and from new discretionary residential or employment land use projects. The following strategies from Quantifying Greenhouse Gas Mitigation Measure, CAPCOA, August 2010 were identified in the El Dorado County and City of Placerville SB 743 Implementation Plan, July 2019, as strategies most suited to El Dorado County and the City of Placerville given the rural and suburban land use context: <ol style="list-style-type: none"> 1. <u>Increase diversity of land uses</u> – This strategy focuses on the inclusion of mixed uses within projects or in consideration of the surrounding area to minimize vehicle travel in terms of both the number of trips and the length of those trips. 2. <u>Provide pedestrian network improvements</u> – This strategy focuses on creating a pedestrian network within the project and connecting to nearby destinations. Projects in El Dorado County tend to be smaller, so the emphasis of this strategy would likely be the construction of network improvements that connect the project site directly to nearby destinations. Alternatively, implementation could occur through an impact fee program or benefit/assessment district based on local or regional plans such as the Active Transportation Plan under development. 3. <u>Provide traffic calming measures and low-stress bicycle network improvements</u> – 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. <u>Implement car-sharing program</u> – This strategy reduces the need to own a vehicle or reduces the number of vehicles owned by a household by making it convenient to access a shared vehicle for those trips where vehicle use is essential. Note that implementation of this strategy would require regional or local agency implementation and coordination and would not likely be applicable for individual development projects. 5. <u>Increase transit service frequency and speed</u> – This strategy focuses on improving transit service convenience and travel time competitiveness with driving. Given land use density in El Dorado County, this strategy may be limited to traditional commuter transit where trips can be pooled at the start and end locations or require new forms of demand-responsive transit service. The demand-responsive service could be provided as subsidized trips by contracting to private TNCs or Taxi companies. Alternatively, a public transit operator could provide the subsidized service but would need to improve on traditional cost effectiveness by relying on TNC ride-hailing technology, using smaller vehicles sized to demand, and flexible driver employment terms where drivers are paid by trip versus by hour. Note that implementation of this strategy would require regional or local agency implementation, substantial changes to current transit practices, and would not likely be applicable for individual development projects. 	<p>SU</p>	<p>This MM would be applicable at the design stage of the roundabout project.</p> <p>Construction of a roundabout (a traffic calming project) is not anticipated to substantially interfere with achievement of the VMT reductions set forth in CARB's 2017 scoping plan.</p>	<p>No/No</p>

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
		<p>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.</p> <p>7. <u>Provide ride-sharing programs</u> – This strategy focuses on encouraging carpooling and vanpooling by project site/building tenants and has similar limitations as strategy 6 above.</p> <p><u>Regional:</u></p> <ul style="list-style-type: none"> Implementing agencies shall require project modifications during the project design and environmental review stage of project development that would reduce VMT effects. For roadway capacity expansion projects, this would include but is not limited to demand management through transportation systems management and operations (TSMO) including the use of pricing. Implementing agencies shall participate in SACOG’s “Green means Go” program that is proposed as part of the 2020 MTP/SCS, which is intended to serve as a pilot for some of the infill incentives and support for transit and innovative mobility that are envisioned in the 2017 Scoping Plan as key elements of filling that VMT gap. 			
Impact 3.7-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	LS	None required.	--	--	No/No
Impact 3.7-4: Result in inadequate emergency access	LS	None required.	--	--	No/No
Wildfire					
Impact 3.8-1: Potential to expose people or structures to a risk of loss, injury or death from wildland fires, or result in a wildfire impact	LS	None required.	--	--	No/No
Cumulative					
Impact 4.1: Cumulative Degradation of the Existing Visual Character of the Region	Less than Cumulatively Considerable (LCC)	None required.	--	--	No/No
Impact 4.2: Cumulative Impact on Agricultural and Forest Land and Uses	PS	Implement mitigation measure 3.2-1 through 3.2-2.	Cumulatively Considerable (CC) and SU	Refer to 3.2-1 through 3.2-2.	No/No
Impact 4.3: Cumulative Impact on the Region's Air Quality	LCC	None required.	--	--	No/No
Impact 4.4: Cumulative Impacts on Known and Undiscovered Cultural Resources	LCC		--	--	No/No

Environmental Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance	Relationship to the Roundabout Project	New significant impact?/ Substantial increase in impact severity?
Impact 4.5: Increased Transportation Greenhouse Gas Emissions May Contribute to Climate Change	PS	Implement mitigation measure 3.5-1 through 3.5-5.	CC and SU	Refer to 3.5-1 through 3.5-5.	No/No
Impact 4.6: Cumulative Impact on Communities and Local Land Uses (Less than Considerable Contribution)	LCC	None required.	--	--	No/No
Impact 4.7: Cumulative Impact on the Transportation Network (Considerable Contribution and Significant and Unavoidable)	PS	Implement mitigation measures 3.7-1.	CC and SU	Refer to 3.7-1.	No/No
Impact 4.8: Cumulative Impact on the Potential for Wildfire (Less than Cumulatively Considerable)		None required.	--	--	No/No

Note: Where the Resulting Level of Significance and Relationship to the Roundabout Project cells are populated with "--," no change in the level of significance is anticipated as a result of the proposed roundabout project.

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CONCLUSION

Based on the above discussions, the proposed inclusion of the Bass Lake Road at Bridlewood Drive roundabout in the 2020-2024 RTP would not cause any new impacts or cause previously identified impact to become more severe. The feasibility of mitigation measures or alternatives previously identified would not be modified with the addition, and different mitigation measures or alternatives from those previously identified are not necessary.

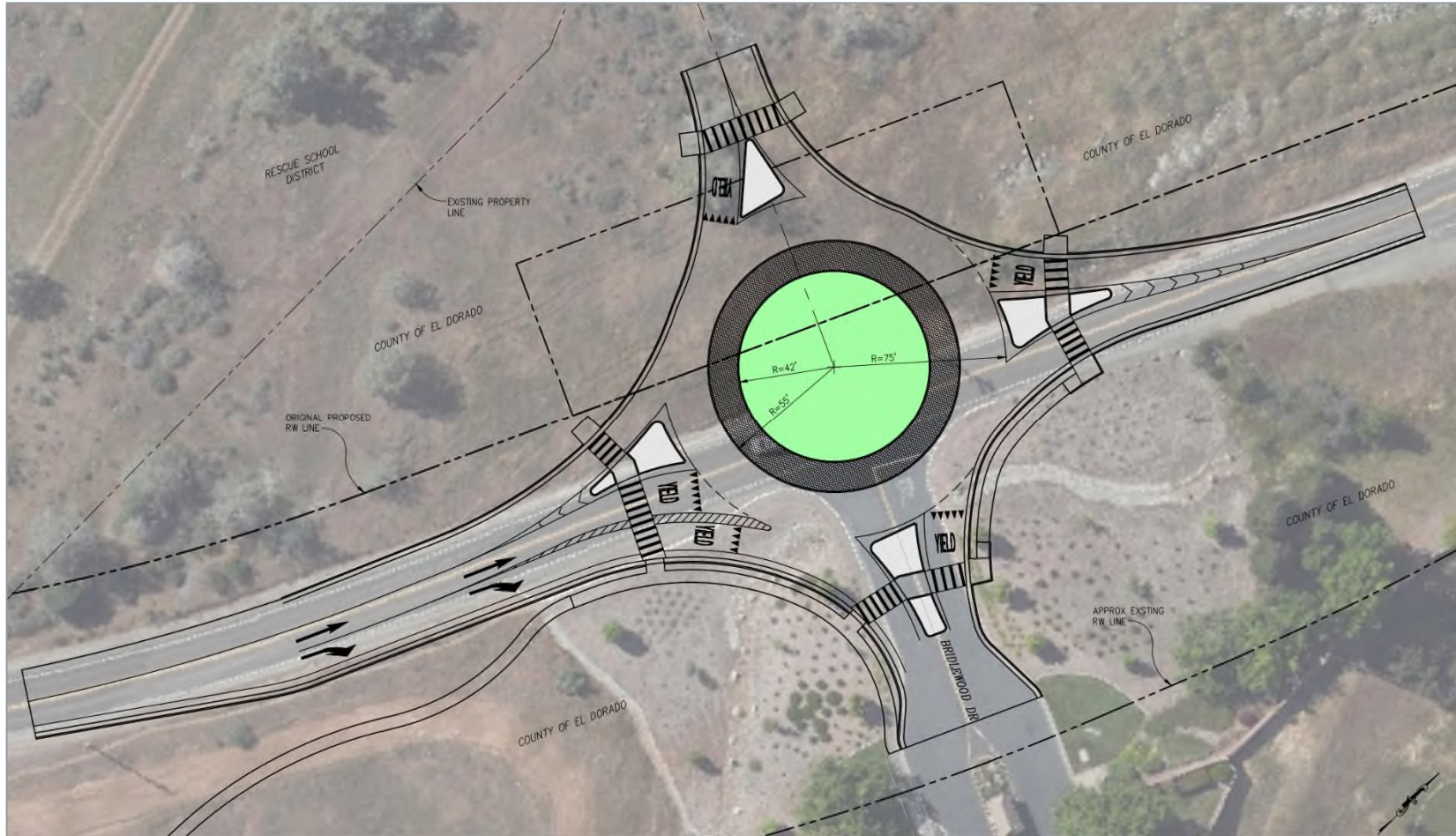
As established in the discussions above regarding the potential effects of the addition of the proposed roundabout to the 2020-2040 RTP, no substantial changes would occur that would require major revisions to the previous EIR. Impacts beyond those identified and analyzed in the previous EIR. Impacts beyond those identified and analyzed in the previous EIR would not be expected to occur as a result of the additions proposed in this addendum. As such, these additions would not result in any conditions identified in the CEQA Guidelines Section 15162, and supplemental environmental review or a subsequent EIR is not required.

REFERENCES

- California Department of Conservation. 2022. 2018 Important Farmlands Map. Accessed August 16, 2022.
- El Dorado County Transportation Commission (EDCTC. 2020a. 2020-2024 Regional Transportation Plan. November 2022.
- EDCTC. 2020b. Final EIR for the El Dorado County 2020-2040 RTP. SCH Number #: 2020019055. Prepared by De Novo Planning Group. October 2020.
- EDCTC. 2020c. Notice of Preparation (and Initial Study) for the 2020-2040 El Dorado County RTP. Prepared by De Novo Planning Group. January 2020.
- EDCTC. 2020d. Draft Environmental Impact Report for the El Dorado County 2020-2040 Regional Transportation Plan (RTP). SCH Number #: 2020019055. Prepared by De Novo Planning Group. August 2020.
- LSA. 2022a. Cultural Resources Study for the Bass Lake Regional Park Project. Prepared by LSA. February 2022.
- LSA. 2022b. Air Quality and Greenhouse Gas Emission Analysis (Memorandum) for the Bass Lake Regional Park Project. Prepared by LSA. March 2022.
- LSA. 2022c. Biological Resources Evaluation for the Bass Lake Regional Park Project. Prepared by LSA. March 2022.
- LSA. 2022d. Noise Impact Analysis: Bass Lake Regional Park Project (Memorandum). Prepared by LSA. March 2022.
- LSA. 2021a. Tree Evaluation for Bass Lake Regional Park. Prepared by LSA. August 2021.
- LSA. 2021b. Environmental Site Assessment Update for Bass Lake Park Project. Prepared by Blackburn Consulting for LSA. October 2021.
- LSA. 2021c. Transportation Impact Study for Bass Lake Regional Park Project. Prepared by LSA. December 2021.

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Figure 1. Bridlewood Drive Intersection Improvements
(Source: Sheet EX-2 [dated 6/28/21], County of El Dorado Department of Transportation)



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Attachment A – Bass Lake Road/Bridlewood Drive Roundabout Review

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MEMORANDUM

To: Woodrow Deloria, El Dorado County Transportation Commission (EDCTC)
From: Dennis Pascua, Transportation Services Manager
Subject: Bass Lake Road/Bridlewood Drive Roundabout Review
Date: August 15, 2022
cc: Steve Peterson, Dudek
 Christine Fukasawa, Dudek
Attachment(s): Intersection Improvement Plans (Sheet EX-1 and EX-2)

The following memorandum provides a summary of the forecast intersection operations at Bass Lake Road/Bridlewood Drive as analyzed in the *Transportation Impact Study (TIS) for the El Dorado Hills Bass Lake Regional Park Project* prepared by LSA in December 2021. Per the TIS, during the weekdays, the proposed Bass Lake Regional Park project would generate approximately 686 daily trips, 23 AM peak hour trips, and 91 PM peak hour trips; and, 1,772 daily trips and 249 midday peak hour trips during the Saturday midday peak hour.

Under Alternative 2 of the Bass Lake Regional Park Project, the intersection of Bass Lake Road/Bridlewood Drive would serve as Project Driveway 3 of the park. Alternative 1 includes Project Driveway 3 at the intersection of Silver Springs Parkway/Bass Lake Road. The LSA TIS analyzed the intersection of Bass Lake Road/Bridlewood Drive as a two-way stop-controlled (TWSC) intersection (i.e., its current configuration with an added west leg from the park), and as a single-lane roundabout (i.e., one lane circulating within the roundabout). Table 1 summarizes the level of service (LOS) analysis of the intersection from the LSA TIS.

Table 1 - Intersection LOS Summary (Alternative 2)

Intersection	Configuration	Weekday		Saturday
		AM Peak Hour	PM Peak Hour	Midday Pk Hr
Existing plus Project				
Bass Lake Road/Bridlewood Drive	two-way stop-control	LOS C	LOS C	LOS D
	roundabout	LOS A	LOS A	LOS A
Near Term (2031) plus Project				
Bass Lake Road/Bridlewood Drive	two-way stop-control	LOS E	LOS E	LOS F
	roundabout	LOS A	LOS A	LOS A
Cumulative (2040) plus Project				
Bass Lake Road/Bridlewood Drive	two-way stop-control	LOS F	LOS F	LOS F
	roundabout	LOS B	LOS B	LOS B

Source: Transportation Impact Study, El Dorado Hills Bass Lake Regional Park Project, LSA, December 2021.

The County considers LOS E as the minimum acceptable threshold for unsignalized intersections. Per the table, as a TWSC intersection, unsatisfactory LOS F conditions are forecast for the Saturday midday peak hour in the Near Term (2031) condition, and all peak hour conditions in the Cumulative (2040) condition. Under the roundabout configuration, the intersection is forecast to operate at LOS A in the Existing and Near Term (2031) conditions, and LOS B in the Cumulative (2040) condition.

Table 2 summarizes the results of the 95th percentile (design) queue analysis in the LSA TIS under the TWSC configuration. Since all intersection approach lanes are single lanes, the reported storage lengths are based on the distances from the intersection to the next adjacent intersection and/or driveway.

Table 2 - Queue Summary for Two-Way Stop-Controlled Intersection (Alternative 2)

Intersection	Movement	Storage Length (ft/ln)	Weekday		Saturday
			AM Peak Hr	PM Peak Hr	Mdday Pk Hr
<i>Existing plus Project</i>					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	5	5	5
	SB LTR	700	5	70	50
	EB LTR	685	5	25	50
	WB LTR	570	70	55	90
<i>Near Term (2031) plus Project</i>					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	0	10	55
	SB LTR	700	0	105	100
	EB LTR	685	5	25	60
	WB LTR	570	90	75	110
<i>Cumulative (2040) plus Project</i>					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	0	5	25
	SB LTR	700	30	90	125
	EB LTR	685	20	30	50
	WB LTR	570	135	120	200

Source: Transportation Impact Study, El Dorado Hills Bass Lake Regional Park Project, LSA, December 2021.

Based on the analysis, the maximum queues under the TWSC configuration are 55 feet (approximately 2 vehicles based on 25 feet per vehicle) for the northbound approach; 125 feet (5 vehicles) for the southbound approach; 60 feet (2 vehicles) for the eastbound approach; and, 200 feet (8 vehicles) for the westbound approach.

Table 3 summarize the results of the 95th percentile queue analysis in the LSA TIS under the roundabout configuration.

Table 3 - Queue Summary for Roundabout (Alternative 2)

Intersection	Movement	Storage Length (ft/ln)	Weekday		Saturday
			AM Peak Hr	PM Peak Hr	Mdday Pk Hr
Existing plus Project					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	20	115	75
	SB LTR	700	120	35	65
	EB LTR	685	5	5	5
	WB LTR	570	15	10	15
Near Term (2031) plus Project					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	35	165	125
	SB LTR	700	165	55	95
	EB LTR	685	5	5	5
	WB LTR	570	20	15	20
Cumulative (2040) plus Project					
Bass Lake Rd/Bridlewood Dr	NB LTR	380	55	230	210
	SB LTR	700	220	75	130
	EB LTR	685	5	5	5
	WB LTR	570	25	20	30

Source: Transportation Impact Study, El Dorado Hills Bass Lake Regional Park Project, LSA, December 2021.

Based on the analysis, the maximum queues under the roundabout configuration are 230 feet (9 vehicles) for the northbound approach; 220 feet (9 vehicles) for the southbound approach; 5 feet (1 vehicle) for the eastbound approach; and, 30 feet (1 vehicle) for the westbound approach. All queues, including the maximum queues, would be adequately stored within their approach lanes under both TWSC and roundabout configurations.

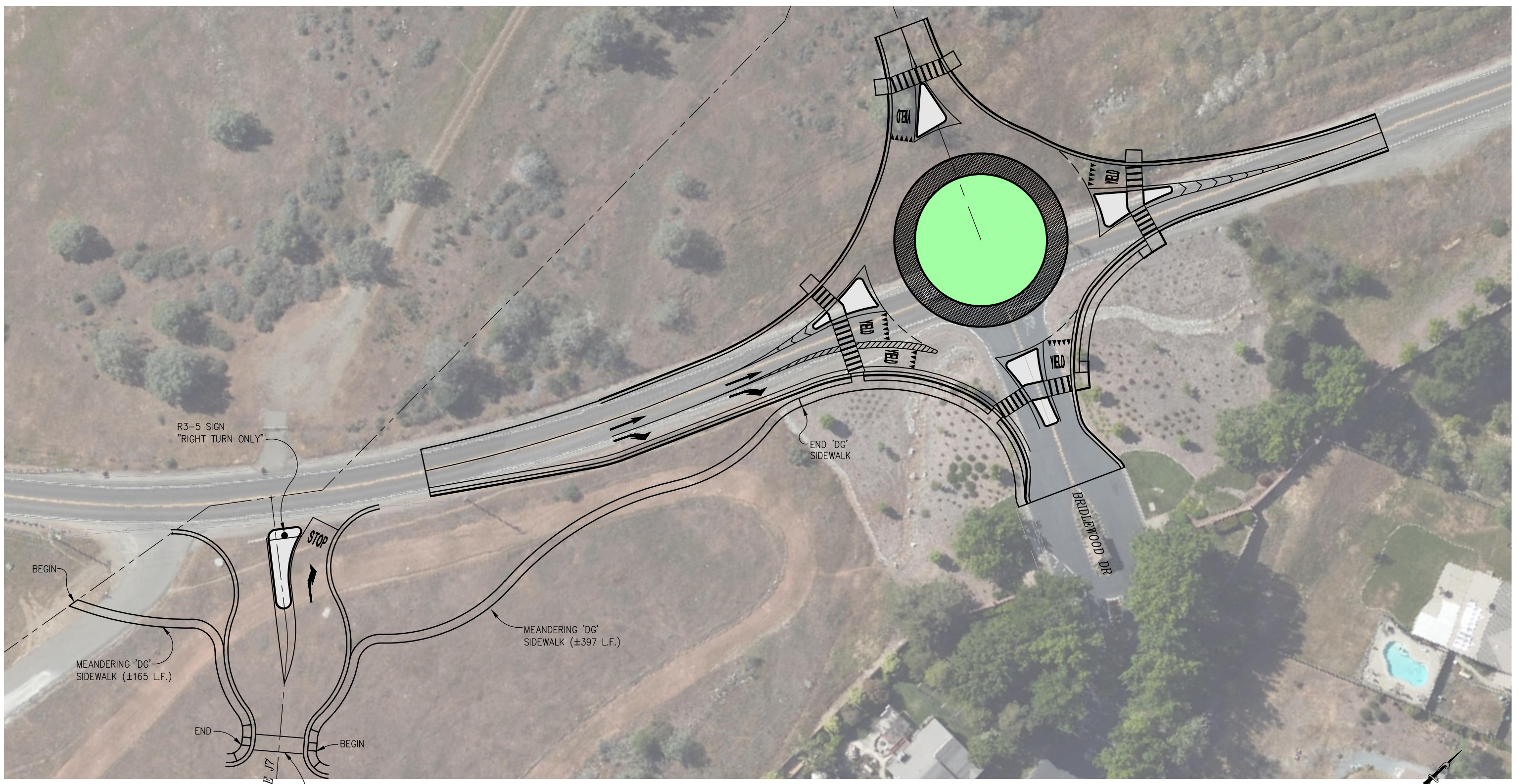
Based on the LOS and queuing analyses summarized above, the LSA TIS recommended the roundabout configuration at Bass Lake Road/Bridlewood Drive under Alternative 2 to improve forecast LOS to satisfactory levels. The text below states their recommendation:

“...As shown in Tables 10-B, 10-C, and 10-D, with the implementation of the proposed improvements, all intersections are forecast to operate at a satisfactory LOS except for the two-way-stop-controlled intersection of Bass Lake Road/Project Driveway 3-Bridlewood Drive under near-term and cumulative conditions. However, as shown in Tables 5-C and 7-C, this intersection is forecast to operate at a satisfactory LOS with the implementation of a roundabout. Therefore, the roundabout can be recommended as a potential improvement at this intersection under Alternative 2...”

Therefore, under Alternative 2 (Project Driveway 3 at Bass Lake Road/Bridlewood Drive) of the proposed El Dorado Hills Bass Lake Regional Park Project, the roundabout configuration would improve LOS to satisfactory LOS (LOS A/B) over the TWSC configuration which would result in LOS F conditions during the Near Term (2031) and Cumulative (2040) conditions.

The intersection improvement plans for the roundabout are attached.

ORIGINAL SCALE IS IN INCHES
 Drawing name: Z:\Civil 3D Projects\Department\Bass Lake at Bridlewood\CADD Files\Exhibits\Preliminary Roundabout.dwg
 Layout Tab: EX-1 May 28, 2021 - 2:07pm SMeVey
 FOR REDUCED PLANS
 REVISION



R3-5 SIGN
"RIGHT TURN ONLY"

BEGIN

MEANDERING 'DG'
SIDEWALK (±165 L.F.)

END

STOP

SERRANO VILLAGE J7
ENTRANCE

BEGIN

CROSSWALK

MEANDERING 'DG'
SIDEWALK (±397 L.F.)

END 'DG'
SIDEWALK

BRIDLEWOOD DR

MEANDERING 'DG' SIDEWALK (±562 L.F.)

ESTIMATED PROJECT COST = \$20,000
 100% DEVELOPER FUNDED TO BE BUILT AS PART OF PROJECT

BRIDLEWOOD ROUNDABOUT PROJECT COST = \$2.28 M

DEVELOPER CONTRIBUTION = \$200,000
 CSD FORMATION 15 YEAR = \$480,000
 COUNTY DOT DIFFERENTIAL CONTRIBUTION = \$1,600,000

**BRIDLEWOOD DR AND SERRANO J7
 INTERSECTION IMPROVEMENTS
 SCALE : 1" = 30'**

PRELIMINARY

REVISION	NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :	DESIGNED: SGM	DRAWN: SGM
REGISTERED CIVIL ENGINEER	CHECKED: -	DATE: 05/28/21
DATE: _____	ROAD NUMBER: 004	

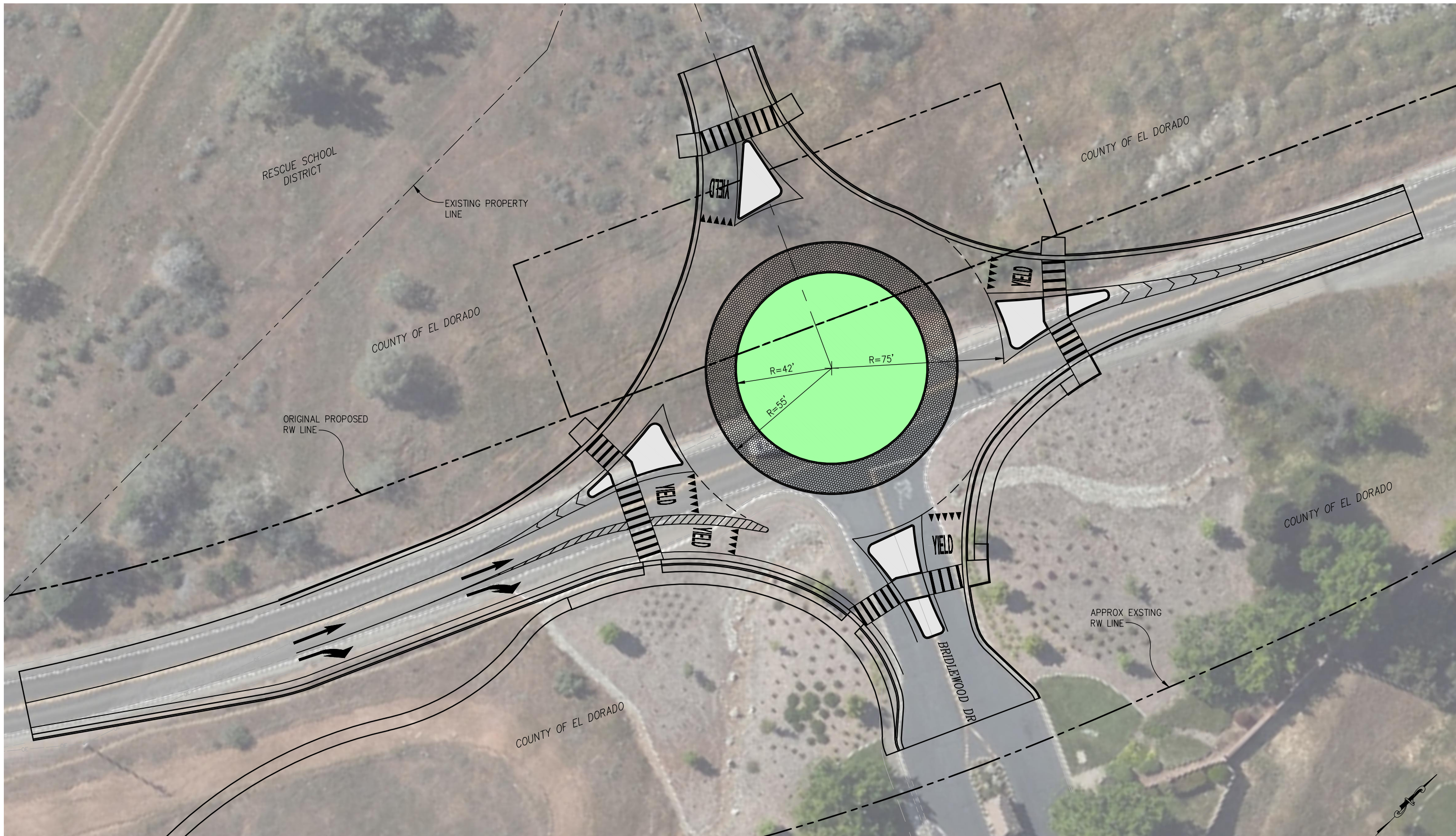


**COUNTY OF EL DORADO
 DEPARTMENT OF TRANSPORTATION**

BASS LAKE ROAD

SHEET
EX-1
 1 OF 2
 W.O. No. **XXXX**

ORIGINAL SCALE IS IN INCHES
 Drawing name: Z:\Civil 3D Projects\Department\Bass Lake at Bridlewood\CADD Files\Exhibits\Preliminary Roundabout.dwg
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ESTIMATED PROJECT COST = \$2,280,000

PRELIMINARY

BRIDLEWOOD DR INTERSECTION IMPROVEMENTS
 SCALE : 1" = 20'

REVISION	NUMBER	DATE	DESCRIPTION	BY

PREPARED UNDER THE SUPERVISION OF :	DESIGNED: -	DRAWN: SGM
REGISTERED CIVIL ENGINEER	CHECKED: -	DATE: 05/28/21
DATE: _____	ROAD NUMBER: 004	



COUNTY OF EL DORADO
DEPARTMENT OF TRANSPORTATION

BASS LAKE ROAD

SHEET
EX-2
 2 OF 2
 W.O. No. **XXXX**

The Regional Road Network Action Plan implements Goal 3 of the Policy Element of this RTP, which pertains to highways, streets, and inter-regional roadways.

TABLE 8-5: EL DORADO COUNTY, CITY OF PLACERVILLE AND CALTRANS REGIONAL ROAD AND HIGHWAY CAPACITY SHORT-TERM ACTION PLAN (2020-2030)

Lead Agency	Title	Description	Total Cost	Completion Timing
El Dorado County	Bass Lake Road at Bridlewood Roundabout	Construct a single-lane roundabout at the intersection of Bass Lake Road and Bridlewood Drive in the community of El Dorado Hills near the proposed Bass Lake Community Park.	\$4,197,739	2024-2030
El Dorado County	Cameron Park Drive Widening Phase 1 - Palmer Drive to Toronto Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Toronto Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	\$3,621,000	2020-2025
El Dorado County	Green Valley Road at Loch Way Intersection Improvement	This proposed project may include a left turn pocket and shoulder widening at the Loch Way intersection with Green Valley Road. (CIP 72Loch/36105056)	\$404,000	2020-2025
El Dorado County	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	\$2,994,751	2020-2025
El Dorado County	Diamond Springs Pkwy - Phase 1B	Project provides a new four-lane arterial roadway with concrete curb, gutter, and sidewalk on both sides from Missouri Flat Road east of Golden Center Drive to a new T-intersection with SR-49 south of Bradley Drive. The Project also includes widening and improvements to SR-49/Diamond Road from the new roadway intersection to Lime Kiln Road and signalization of multiple intersections as well as a sidewalk on the east side of SR-49. Two lanes of the Project, Right of Way, curb & gutter, and sidewalk are TIM Fee funded. Ultimate Intersection improvements for the intersection with SR-49 and Missouri Flat Road are TIM Fee funded. (CIP 72334/36105011)	\$28,293,000	2020-2025
El Dorado County	Industrial Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	\$2,370,000	2020-2025
El Dorado County	U.S. 50/Bass Lake Road EB Off Ramp Signalization	This project includes installation of traffic signal at Highway 50/Bass Lake Road east bound off ramp. The improvement may also include utility relocation and adjustments. (CIP 73367/36104030)	\$1,172,000	2020-2025
El Dorado County	US 50/Silva Valley Parkway Interchange	This project includes landscape installation required by the Subsequent Environmental Impact Report for the US 50/Silva Valley Parkway Interchange-Phase 1. The project will include	\$2,200,000	2020-2025

term and long-term action plans as well as the fiscally unconstrained list. Table 13-8 shows the estimated cost for both the short-term and long-term action plans for each transportation mode. This table is included to illustrate the magnitude of funding needed to enhance and maintain the entire El Dorado County transportation system.

TABLE 13-8: COST ESTIMATES 2020-2040 REGIONAL TRANSPORTATION PLAN

Transportation Mode	Short-Term Action Plan 2020-2030 (Nominal* Dollars)	Long-Term Action Plan 2031-2040 (Nominal* Dollars)
Road and Highway Capacity	\$129,200,304 <u>133,398,040</u>	\$231,750,916
Road Maintenance and Rehabilitation	\$196,611,607	\$300,840,053
Transit	\$103,947,800	\$207,895,560
Active Transportation	\$29,426,242	\$34,806,520
Transportation Systems Management	\$27,272,000	\$98,662,204
Total	\$486,457,950 <u>490,655,689</u>	\$873,955,253

*Nominal dollars include real dollars plus inflation

COMPARISON OF EXPENDITURES TO REVENUE

Projected expenditures associated with the 2020-2040 Regional Transportation Plan must be constrained within the anticipated revenues. In Table 13-8 the short-term and long-term action plans for each mode are compared with the anticipated revenues for the 2020-2040 timeframe. Table 13-8 shows a nominal surplus in both the short-term and long-term planning horizons. It is assumed that reasonably available forecasted revenue is sufficient over the entire planning period to fund programmed and planned improvements. Pursuant to the 2017 California RTP Guidelines all project cost estimates are adjusted in this financial comparison for year of expenditure Dollars for those projects which have completion year estimates available. The annual forecast inflation factors provided by SACOG were used to estimate year of expenditure dollars for those projects which do not have year of completion estimates. All year of expenditure cost estimates are adjusted to be consistent with SACOG financial forecast projections.

TABLE 13-9: EXPENDITURE ESTIMATES AND ESTIMATED REVENUE COMPARISON

(Dollars Adjusted for Inflation to 2040 in Millions)

Transportation Mode 2020-2040	Nominal Dollars
Total Expenditures	\$1,360<u>364.4161</u>
Total Estimated Revenues	\$1,753.76

Source: SACOG MTP 2040 Forecast

CONCLUSIONS

Based on the preceding revenue / expenditure analysis, the West Slope of El Dorado County will have sufficient funding in place to implement all projects considered in the plan. However, this is likely to change or fluctuate over the life of this plan and will be updated again in 2025. Shortfalls are especially severe if all planned improvements were assumed to move forward and/or recession were to occur, which is likely to be the result of the 2020 pandemic. The revenue forecast assumptions are dependent upon continued use of local funds dedicated to transportation purposes. Throughout the 2040 horizon, it is likely that some planned transportation investments could be scaled back, phased, or even deferred to post-2040. Alternatively, to keep pace with future transportation infrastructure needs, new funding mechanisms and innovative fund management strategies will need to be considered in order to implement the planned improvements.



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

Appointed by the Placerville City Council: Patty Borelli, Kara Taylor, Dennis Thomas

Appointed by the El Dorado County Supervisors: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION NO. 22/23.07

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING ADDENDUM 1 TO THE ENVIRONMENTAL IMPACT REPORT FOR THE EI DORADO COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds; and

WHEREAS, the EDCTC is required by state law to adopt and submit a Regional Transportation Plan (RTP) to the California Transportation Commission and the State Department of Transportation every five years (Government Code, Section 65080[c]); and

WHEREAS, EDCTC is amending the El Dorado County RTP 2020-2040 to include the Bass Lake Road at Bridlewood Drive Roundabout Project; and

WHEREAS, EDCTC is the lead agency for the preparation of an Environmental Impact Report for the El Dorado County RTP 2020-2040; and

WHEREAS, Pursuant to Section 15090 of the CEQA Guidelines, the EDCTC on November 5, 2020, certified that the Final RTP 2020-2040 EIR was completed in compliance with CEQA and certified the Final RTP 2020-2040 EIR,

WHEREAS, EDCTC Commission staff has completed preparation of an EIR Addendum to the 2020 - 2040 RTP EIR (EIR Addendum); and

WHEREAS, The EIR Addendum has been prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code (Pub. Resources Code) section 21000, et seq.) and the State CEQA Guidelines (14 CCR section 15000, et seq.); and

WHEREAS, The EIR Addendum concludes that the proposed revisions to the 2020 – 2040 RTP in connection with the Bass Lake Road at Bridlewood Drive Roundabout Project do not trigger any of the CEQA Guidelines section 15162 conditions described above, and that the preparation of an addendum is therefore appropriate; and

WHEREAS, In developing the EIR Addendum, the Commission recognizes the importance of providing full disclosure to the public regarding the potential significant environmental effects of the proposed revisions to the 2020 – 2040 RTP; and

NOW, THEREFORE, BE IT RESOLVED, by the El Dorado County Transportation Commission as follows:

1. The above recitals are true and correct and incorporated herein by this reference.
2. The Commission gave full and legal notice of a public hearing to consider and act upon the EIR Addendum and the Bass Lake Road at Bridlewood Drive Roundabout Project, and a public hearing was duly held on September 1, 2022.
3. The Commission has reviewed and considered the information contained in the Final RTP 2020-2040 EIR, including all comments and responses to comments, and has considered the EIR Addendum.
4. Based on the substantial evidence, analysis, and findings included in the attached EIR Addendum, the Commission finds that none of the conditions described in Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent negative declaration or environmental impact report have occurred in connection with the inclusion of the Bass Lake Road at Bridlewood Drive Roundabout Project in the Final RTP 2020-2040 EIR.

BE IT FURTHER RESOLVED, by the El Dorado County Transportation Commission that:

EDCTC hereby approves the EIR Addendum to the 2020 - 2040 RTP EIR attached hereto.

The custodian of records for the EIR Addendum is the Secretary of the Commission, 2828 Easy Street, Suite 1, Placerville, CA 95667.

The Executive Director is directed to file a Notice of Determination regarding the EIR Addendum.

PASSED AND ADOPTED by the El Dorado County Transportation Commission governing body at the regular meeting held on September 1, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission



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

Appointed by the Placerville City Council: Patty Borelli, Kara Taylor, Dennis Thomas

Appointed by the El Dorado County Supervisors: John Hidahl, Lori Parlin, Wendy Thomas, George Turnboo

RESOLUTION NO. 22/23.08

**RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION
APPROVING AMENDMENT 1 TO THE EL DORADO COUNTY REGIONAL
TRANSPORTATION PLAN 2020-2040**

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and is responsible for the planning, allocating and/or programming of funds; and

WHEREAS, the EDCTC is required by state law to adopt and submit a Regional Transportation Plan (RTP) to the California Transportation Commission and the State Department of Transportation every five years (Government Code, Section 65080[c]); and

WHEREAS, the EDCTC, by Resolution 20/21.18, certified the Environmental Impact Report (EIR) of the El Dorado County Regional Transportation Plan 2020-2040 on November 5, 2020; and

WHEREAS, the EDCTC, by Resolution 20/21.19, adopted the El Dorado County Regional Transportation Plan 2020-2040 on November 5, 2020; and

WHEREAS, the EDCTC, by Resolution 22/23.07 has approved Addendum 1 to the Environmental Impact Report of the RTP (SCH #2020019055) pursuant to the California Environmental Quality Act (Public Resources Code, Section 21000 et seq.); and

WHEREAS, an additional project was identified for inclusion into the RTP 2020-2040 by El Dorado County, the Bass Lake Road at Bridlewood Drive Roundabout; and

NOW, THEREFORE, BE IT RESOLVED the EDCTC hereby adopts Amendment 1 to the El Dorado County Regional Transportation Plan 2020-2040; and

BE IT FURTHER RESOLVED, that the EDCTC hereby authorizes staff to: a) submit said document to the California Transportation Commission, to the State Department of Transportation, to any person or agency requesting a copy, and to the Sacramento Area Council of Governments (SACOG) as the El Dorado portion of the SACOG 2040 Metropolitan Transportation Plan.

PASSED AND APPROVED by the El Dorado County Transportation Commission governing body at the regular meeting held on September 1, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission

BUSINESS ITEM**STAFF REPORT**

DATE: SEPTEMBER 1, 2022

TO: EL DORADO COUNTY TRANSPORTATION COMMISSION

FROM: JERRY BARTON, SENIOR TRANSPORTATION PLANNER

SUBJECT: CONGESTION MITIGATION AIR QUALITY FUNDS PROGRAMMING – BASS LAKE ROAD AT BRIDLEWOOD DRIVE ROUNDABOUT PROJECT

REQUESTED ACTION

Approve Resolution 22/23.09 (Attachment A), programming of \$744,400 in Congestion Mitigation and Air Quality to the Bass Lake Road at Bridlewood Drive Roundabout Project.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) charged with programming federal and state transportation funding for the west slope of El Dorado County, El Dorado County Transportation Commission (EDCTC) is responsible for the programming of Federal Congestion Mitigation Air Quality (CMAQ) funds to projects or programs. The CMAQ program supports transportation projects or programs that demonstrate proven air quality emission reduction benefits by reducing congestion or vehicle emissions through transit services, congestion management, or active transportation. In accordance with Federal Guidelines, programming of CMAQ funds must consider quantitative data that demonstrate a project's emission reduction benefits.

EDCTC staff estimated future available funding levels and requested approval of the release of a competitive Call for Projects for CMAQ funding. With the Commission's approval of the application process, selection criteria, and selection committee agencies in April of 2022, the Call for Projects for \$8,285,414 in CMAQ funding was made available. The transportation funding application and information packet were posted on the EDCTC webpage and distributed to EDCTC agency partners and jurisdictions. Eligible applicants include El Dorado County, the City of Placerville, El Dorado County Transit Authority, Caltrans, SACOG, and the Air Quality Management Districts in the region. EDCTC received ten applications for CMAQ funding by the June 10, 2022, deadline.

DISCUSSION

One of the ten applications received in the recent 2022 CMAQ Call for Projects was for El Dorado County Department of Transportation's Bass Lake Road at Bridlewood Drive Roundabout Project. The project was not included in the 2020-2040 Regional Transportation Plan (RTP) at the time of submittal. However, EDCTC agreed to support the County in their efforts to deliver the project and amended it into the RTP because it is a competitive CMAQ project with excellent emissions reduction benefits. The project has been cleared environmentally and amended into the 2020-2040 RTP and is now eligible for CMAQ programming. The recommended programming of \$744,400 in CMAQ funding will support the environmental clearance and engineering design of the project.

Approved for Agenda



Woodrow Deloria
Executive Director



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

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

Supervisors Representing El Dorado County: John Hidahl, Lori Parlin, Wendy Thomas, George Turnbo

RESOLUTION 22/23.09

RESOLUTION OF THE EL DORADO COUNTY TRANSPORTATION COMMISSION APPROVING CONGESTION MITIGATION AND AIR QUALITY PROGRAMMING TO THE BASS LAKE ROAD AT BRIDLEWOOD DRIVE ROUNDABOUT PROJECT

WHEREAS, pursuant to California Government Code, Title 7.95, Section 67950, the El Dorado County Transportation Commission (EDCTC) was created as a local planning agency to provide regional transportation planning for the area of El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, California Government Code Section 29532.1(g) identifies EDCTC as the designated regional transportation planning agency for El Dorado County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the responsibility of EDCTC, under the provisions of the Memorandum of Understanding with the Sacramento Area Council of Governments (SACOG), to program and track projects to be funded with Congestion Mitigation and Air Quality (CMAQ) funds; and

WHEREAS, the goal of the CMAQ program is to fund transportation projects or programs that improve air quality and relieve or reduce congestion; and

WHEREAS, EDCTC received estimated apportionment levels for El Dorado County's share of CMAQ funding through Fiscal Year 2026/27; and

WHEREAS, EDCTC released a Call For Projects on April 8, 2022, and received an application for CMAQ funding from the El Dorado County Department of Transportation for \$744,400 for the Bass Lake Road at Bridlewood Drive Roundabout Project; and

WHEREAS, The Bass Lake Road at Bridlewood Drive Roundabout Project was determined to provide a quantifiable reduction in emissions and/or congestion relief and have been determined eligible for the use of CMAQ funding; and

WHEREAS, The Bass Lake Road at Bridlewood Drive Roundabout Project was amended into the 2020-2040 Regional Transportation Plan and is therefore eligible for CMAQ programming; and

NOW THEREFORE, BE IT RESOLVED, that the El Dorado County Transportation Commission approves the programming of \$744,400 in CMAQ funds for the Bass Lake Road at Bridlewood Drive Roundabout Project.

BE IT FURTHER RESOLVED, that the project shall be submitted to SACOG for amendment into the Metropolitan Transportation Improvement Program.

PASSED AND APPROVED, by the El Dorado County Transportation Commission governing body at the regular meeting held on September 1, 2022, by the following vote:

Vote Pending

Attest:

John Hidahl, Chairperson

Dana Keffer, Secretary to the Commission