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MEMORANDUM

DATE: December 1, 2005

TO: Planning Commission

FROM: Peter Maurer, Deputy Director - Planning

SUBJECT: General Plan Consistency - Department of Transportation 5-Year Capital Improvement Program – FY05/06 through FR09/10

Background:

Government Code Section 65401 requires that the Planning Commission review the capital improvement plans for the County and any local agency in the County for consistency with its General Plan. Attached is a list of projects and a brief description of the transportation improvement projects that the Department of Transportation plans to accomplish during the next five years.

Discussion:

Staff has reviewed the list of projects and compared them against the circulation map (Figure TC-1) in the Circulation Element of the 2004 General Plan. Each of the proposed projects, except for some bridge replacements and minor safety improvements as discussed in DOT's memorandum to the Development Services Department, is shown on that map and was considered as a part of the plan and the environmental analysis for the General Plan.

Additionally, the following goals and policies apply to the CIP:

Policy TC-1a The County shall plan and construct County-maintained roads as set forth in Table TC-1. Road design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Department of Transportation standards. County standards include typical cross sections by road classification, consistent with right-of-way widths summarized in Table TC-1.

The road improvements proposed in this CIP are consistent with the improvement standards set forth in Table TC-1.

Policy TC-1n The County shall generally base expenditure of discretionary road funds for road uses on the following sequence of priorities:

- A. Maintenance, rehabilitation, reconstruction, and operation of the existing County-maintained road system;*
- B. Safety improvements where physical modifications or capital improvements would reduce the number and/or severity of accidents; and*
- C. Capital improvements to expand capacity or reduce congestion on roadways at or below County level of service standards, and to expand the roadway network, consistent with other policies of this General Plan.*

Each of the improvements identified on the attached list meets at least one of the above criteria.

Policy TC-Xa The following policies shall remain in effect until December 31, 2008 unless extended by the voters prior to that time:

- 3. Developer-paid traffic impact fees shall fully pay for building all necessary road capacity improvements to fully offset and mitigate all direct and cumulative traffic impacts from new development upon any highways, arterial roads and their intersections during weekday, peak-hour periods in unincorporated areas of the county.*
- 4. County tax revenues shall not be used in any way to pay for building road capacity improvements to offset traffic impacts from new development projects. Exceptions are allowed if county voters first give their approval.*

The memorandum from DOT identifies the anticipated funding sources for the improvements in this 5-year CIP. The funding is consistent with those portions of Policy TC-Xa that addresses funding of new road improvements.

Policy TC-Xi The planning for the widening of U.S. Highway 50, consistent with the policies of this General Plan, shall be a priority of the County. The County shall coordinate with other affected agencies, such as the City of Folsom, the County of Sacramento, and Sacramento Area Council of Governments (SACOG) to ensure that U.S. Highway 50 capacity enhancing projects are coordinated with these agencies with the goal of delivering these projects on a schedule to meet the requirements of the policies of this General Plan.

Several of the largest projects contained in the CIP are Highway 50 improvements, both to the main line (HOV lanes up the Bass Lake Grade) as well as improvements to several interchanges.

GOAL TC-2: To promote a safe and efficient transit system that provides service to all residents, including senior citizens, youths, the disabled, and those without access to automobiles that also helps to reduce congestion, and improves the environment.

There are several policies under this goal that direct the County to support and promote transit service in the County. The inclusion of funding for additional commuter buses is consistent with this goal.

GOAL TC-4: To provide a safe, continuous, and easily accessible non-motorized transportation system that facilitates the use of the viable alternative transportation modes.

GOAL TC-5: To provide safe, continuous, and accessible sidewalks and pedestrian facilities as a viable alternative transportation mode.

Where appropriate, bike lanes (Class I or Class II) and sidewalks or other pedestrian facilities will be incorporated into the design of individual improvement projects based on the specific requirements of the Bikeway Master Plan and pedestrian circulation needs.

Based on the review of the above goals and policies, staff finds that the proposed 5-year capital improvement program is consistent with the 2004 El Dorado County General Plan.

Environmental Review:

Section 15276(a), Transportation Improvement and Congestion Management Programs, provides an exemption for adoption of a CIP, provided that each of the projects contained within that plan has an adequate CEQA analysis prepared and certified by the County. This section reads as follows:

CEQA does not apply to the development or adoption of a regional transportation improvement program or the state transportation improvement program. Individual projects developed pursuant to these programs shall remain subject to CEQA.

The County has prepared, or will prepare the appropriate CEQA document prior to final authorization to construct each of the individual projects identified in this CIP.

Recommendation: Staff recommends that the Planning Commission find that the proposed 5-year capital improvement program submitted by the El Dorado County Department of Transportation (Exhibit A) is consistent with the 2004 General Plan, based on the following findings:

1. The proposed improvements are consistent with the necessary improvements to accommodate anticipated growth as shown on the Circulation Map for the El Dorado County General Plan (Figure TC-1);
2. The proposed improvements are consistent with the policies of the 2004 General Plan as discussed in the staff report; and
3. Approval of the capital improvement plan is exempt from CEQA pursuant to §15276(a) of the State CEQA Guidelines.