

Attachment 2A
Long Range Planning Update
12/03/13

1. Land Use Policy Programmatic Update (LUPPU)

a. Targeted General Plan Amendment & Zoning Ordinance Update

The Environmental Review (EIR) is underway. Staff anticipates the draft EIR to be completed this winter. The EIR is pending information from the travel demand model. Additional comments have been received from Caltrans relating to the request to include onramp information. This has provided a delay in the timing of release of the EIR. Additionally, based on feedback from the public as to the extent of information requested, the traffic consultants are providing additional traffic model runs to provide additional detailed information. In order to capture the majority of the concerns heard to date, staff has taken additional measures to provide supplemental information for the analysis, thereby creating a shift in the timeframe for the preparation of the EIR, anticipated in February 2014.

b. Sign Ordinance Update

Staff is in the process of reviewing all the public and agency comments received, and noting proposed changes into the Public Draft dated July 8, 2013. During this process, staff is identifying some legal questions for Counsel, as well as some policy issues for the Board to address. Staff will return to the Board on December 17, 2013 with a more detailed summary of the comments, and with recommendations to address the comments in the draft Ordinance. Pacific Municipal Consultants (PMC) is on contract to provide staff with guidance and assistance with revisions to the draft Ordinance. The final draft Ordinance will be provided to the Board during the first quarter of 2014.

2. General Plan Amendment Initiation Policy

Staff revised the draft policy as directed by the Board on September 30, 2013, and will present it to the Board on December 3, 2013. Should the Board approve the new Policy, staff will implement it by modifying the existing Pre-Application and Conceptual Review Process Application to include the new GPA Initiation Process.

3. Biological Policy Contract

Staff is in the process of preparing a Biological Resources contract and scope of work for consideration by the Board. The contract and scope is anticipated to be before the Board in early January 2014.

4. Standard Plans

A draft website is complete. However, staff has received comments to include improvements which would make the website more user friendly, which includes engaging a graphic designer. Staff is working on the draft website to incorporate the comments received, as well as working on contracting with a graphic designer.

5. Community Visioning and Implementation Plans/Community Region Boundary Lines

In support of the County's Economic Development Plan, the Economic Development Office contracted with AIM Consulting, Inc. to complete an inventory of existing studies, reports and surveys related to community planning efforts, meet with stakeholders from each community, and

develop a gap analysis and community visioning report template that communities can use for presenting their information to the Board of Supervisors. Long Range Planning staff is supporting this effort as needed including attending community meetings, Community and Economic Development Advisory Committee (CEDAC) and its Regulatory Reform sub committee meetings.

On November 12, 2013 the Board received an initial presentation from staff and AIM Consulting, Inc., highlighting some of the information discovered to date. Next steps include establishing a process and procedures for community planning. Staff anticipates returning to the Board with a draft process and procedures for discussion in February 2014.

At the Board's request, staff is working with Counsel and the environmental consultants to review options for addressing the Camino/Pollock Pines Community Region Boundary line amendment separate from and prior to the TGPA-ZOU EIR coming to the Board. Staff anticipates returning to the Board on December 17th pending final Counsel review.

6. Meyers Area Plan Update

The Final Meyers Area Plan is nearly complete. The comments that were received on the Draft Plan have been incorporated, and a California Environmental Quality Act (CEQA) Initial Study has been drafted. Staff is currently reviewing the Initial Study to determine the appropriate level of CEQA document for the Plan. Staff presented an informational item to the Planning Commission on November 14, 2013. Staff will return to the Board after the CEQA document has been completed.

7. Travel Demand Model

The Draft Travel Demand Model (TDM) is complete. Staff began to release the TDM data (2010 Baseline and Draft 2035 Land Use Forecast) the first week in June 2013 to traffic consultants and others upon their request. Prior to release of data, the County is requiring the signature of a disclaimer acknowledging that the model data is draft at this time. A new TDM web page was launched on August 16, 2013. The web page is available at: <http://www.edcgov.us/Government/Planning/TDM/TDM.aspx>

Caltrans recently requested additional traffic information for the on and off ramps for the Highway 50 interchanges, as well as on State Route (SR) 49, be included in the model documentation. The additional information has been provided and will be incorporated into a revised model documentation technical memorandum. Staff has continued its coordination with Caltrans and Sacramento Area Council of Governments (SACOG) in the development and finalization of the TDM documentation. Most recently a meeting was held on November 19th with Caltrans and SACOG staff to present the final data and discuss a letter of concurrency. The County has requested letters of concurrency from Caltrans and SACOG stating that the El Dorado County TDM was completed with input from Caltrans and SACOG modeling staff and consistent with industry standard of practice. These standards include those suggested by the Federal Highway Administration (FHWA) *Calibration and Adjustment of System Planning Models*, Caltrans' *Travel Forecasting Guidelines*, and the *2010 California Regional Transportation Planning Guidelines*.

7a. Coordination with Caltrans

LRP staff has met with Caltrans staff three times to discuss the calculation of Level of Service (LOS) on U.S. Highway 50. SACOG staff has participated in two of these meetings. El Dorado County Transportation Commission (EDCTC) has also participated in the three meetings on this particular subject.

As a point of clarification, during the September 30, 2013 Long Range Planning initial follow-up on Measure Y Committee Presentation, a Caltrans chart with LOS and speed was discussed. The Caltrans chart indicated LOS F equated to speeds of less than 53 mph. During our meetings with

Caltrans, it was made clear that the chart is used as a visual aid in environmental documents when discussing "Purpose and Need" for a project. Caltrans uses density, not speed, to determine LOS for U.S. Highway 50, consistent with the Highway Capacity Manual 2010 methodology. Density is the measurement of how many passenger cars per lane per mile are on the freeway segment. For further clarification please see the attached October 23rd (Attachment 2B) and October 30th (Attachment 2C) meeting records.

In addition to the clarification received from Caltrans as to how LOS is determined, it was agreed by Caltrans, SACOG, and County staff that, although additional mixed-flow lanes are not proposed to be added at this time to Highway 50, there are documented plans to build other infrastructure to help alleviate congestion. Proposed infrastructure, as well as other alternatives planned to alleviate congestion on Highway 50, include the construction of auxiliary lanes, parallel capacity facilities, an increase in Intelligent Transportation System (ITS) infrastructure, and increased use of multi-modal alternatives by the local jurisdictions. Industry standards acknowledge these alternative methods can increase capacity and lower congestion. Attachment 2D is the date-stamped Caltrans response to the County's request for information regarding LOS on Highway 50.

8. Green Valley Road Traffic Analysis

The Board gave staff direction to proceed with a Corridor Analysis (from County line to Lotus Road). The corridor analysis will evaluate existing traffic conditions along the roadways and intersections, and provide recommendations for any identified improvements. A public workshop was held on October 24, 2013 to obtain additional input from the community in order to finalize the scope of work. Staff will return to the board on December 17, 2013, with a final draft scope, cost, and schedule for Board approval. The contract will be awarded shortly thereafter to a traffic engineering consultant to begin the analysis.

Additionally, as a result of the October 24th public outreach meeting, additional traffic counts on Green Valley Road were obtained in November.

It has come to staff's attention that there is misinformation regarding the status of the City of Folsom grant to widen Green Valley Road from East Natoma to Sophia Parkway. According to City of Folsom staff, the grant has not officially been awarded to the City of Folsom at this time. SACOG staff recommended that Folsom be awarded the grant; SACOG's Board will take final action to award grants during their December 12, 2013 meeting.

If SACOG's Board approves the grant in December, the City of Folsom anticipates the following schedule:

- Environmental/preliminary engineering - through 2014
- Design/ROW/Utility - through 2015
- Construction - through 2016/2017

9. 5-Year Major Capital Improvement Program and Traffic Impact Mitigation Fee Updates

The 5-year major Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) Fee update processes have been initiated. In order to proceed with the CIP and TIM Fee update processes, the Board must select a 20-year growth scenario. The 20-year growth forecast is also required to proceed with projects such as the Diamond Springs Parkway and Missouri Flat Area Master Circulation and Funding Plan (MC&FP) Phase II.

Based on direction from the Board and input received from the public, staff has added two 20-year forecast scenarios. The addition of the scenarios requires their development and analysis. Upon completion, staff anticipates going to the board for an adoption of a 20-year forecast in February/March 2014. There will be a total of three (3) separate scenarios including an approximate TIM Fee program cost for each. The scenarios are described below:

- 1% historical trend with historical distribution as directed by the Board
- Existing development + all approved development entitlements + Regional Housing Needs Assessment
- 1% historical trend with 75/25 distribution consistent with General Plan goals

Upon selection of a growth forecast, staff can then begin the updates to the TIM and CIP programs, as well as other projects such as the Caltrans required traffic impact study for Diamond Springs Parkway and the MC&FP Phase II.

10. 2014 Minor CIP Update

General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B require the annual update of the CIP specifying expenditures for roadway improvements within the next 10 years. A major update is also specified by the General Plan Policies and Implementation Measures every 5 years in line with the major review of the General Plan specifying expenditures for roadway improvements within the next 20 years. Long Range Planning Division had anticipated moving forward with the major update of the CIP in the 2013/2014 Fiscal year, however, because the updated 20-year forecast through 2035 has not been adopted, the Division is moving forward with the minor revision.

Once the Board adopts the amended 20-year forecast, staff can begin the major CIP update.

11. National Pollutant Discharge Elimination System (NPDES)

Staff is working on various NPDES Permit requirements both in Lake Tahoe and on the West Slope. Staff will report back to the Board with more specific NPDES items as they become due.