RESOLUTION NO **076-2018**

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF EL DORADO

CERTIFYING THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT FOR WESTERN SLOPE ROADWAY CAPITAL IMPROVEMENT PROGRAM AND TRAFFIC IMPACT MITIGATION FEE PROGRAM FOR EL DORADO COUNTY MAKING ENVIRONMENTAL FINDINGS OF FACT

WHEREAS, on December 6, 2016, the Board of Supervisors adopted Resolution #189-2016 certifying the Environmental Impact Report (SCH 2016022018) for the proposed Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County (2016 Final EIR), subject to the California Environmental Quality Act Findings and Statement of Overriding Considerations, and adopted the Mitigation Monitoring and Reporting Plan in compliance with California Environmental Quality Act Guidelines Section 15097(a); and

WHEREAS, on May 22, 2018, the Board of Supervisors considered the 2018 Minor Technical Update to the Traffic Impact Mitigation Fee Program (the "Project"), which would, among other things, amend the Traffic Impact Mitigation Fee Program project list to revise the limits of one project, add four new projects, and remove one project; and

WHEREAS, on May 22, 2018, the Board of Supervisors received substantial evidence that, although the Project necessitates some changes or additions to the previously certified EIR, none of the conditions described in CEQA Guidelines § 15162 have occurred and, thus, a subsequent or supplemental EIR is not required. More specifically, the project would not result in one or more significant effects beyond those discussed in the 2016 Final EIR or result in a substantial increase in the severity of previously identified significant effects disclosed in the 2016 Final EIR and no changes to the mitigation measures or alternatives contained in the 2016 Final EIR are necessary or being proposed that could trigger additional review regarding such measures; and

THEREFORE, BE IT RESOLVED, the Board of Supervisors of the County of El Dorado have received, reviewed, and considered the entire record, relating to the Addendum to the 2016 Final EIR and finds as follows:

1. In accordance with Section 15164 of the *State CEQA Guidelines*, the County has determined that the Addendum to the 2016 Final EIR (attached hereto) is necessary to document changes or additions that have been proposed to the 2016 TIM Fee Program, including the TIM Fee Program project list, since the 2016 Final EIR was originally prepared and certified. The County has reviewed and considered the information contained in the Addendum in its consideration of the 2016 Final EIR and finds that the preparation of a subsequent EIR or supplemental EIR is not necessary; and

2. The Addendum to the 2016 Final EIR, subject to the California Environmental Quality Act Findings and Statement of Overriding Considerations, and adopted Mitigation Monitoring and Reporting Plan in compliance with California Environmental Quality Act Guidelines Section 15097(a) is appropriate and no additional information or documentation is necessary or required; and

3. Pursuant to Section 15090 of the CEQA Guidelines, the Board of Supervisors hereby certifies that: a) the Addendum to the 2016 Final EIR has been completed in compliance with CEQA; b) the Addendum to the 2016 Final EIR was presented to the Board of Supervisors, and the Board reviewed and considered the

information contained in the Addendum to the 2016 Final EIR prior to approving the Project; and c) the Addendum to the 2016 Final EIR reflects the independent judgment and analysis of the Board of Supervisors of the County of El Dorado.

PASSED AND ADOPTED by the Board of Supervisors of the County of El Dorado at a regular meeting of said Board, held the 5th day of June 2018, by the following vote of said Board:

Ayes:Veerkamp,Frentzen,Hidahl,Ranalli,Novasel
Noes: None
Absent: None

Attest:
James S. Mitrisin
Clerk of the Board of Supervisors

By: _____
Deputy Clerk

_____
Vice Chair, Board of Supervisors
Sue Novasel

Western Slope Roadway Capital Improvement Program and Traffic Impact Mitigation Fee Program for El Dorado County

Addendum to the Environmental Impact Report
SCH#2016022018

prepared by
County of El Dorado
Community Development Services
Long Range Planning Unit
2850 Fairlane Court
Placerville, California 95667

prepared with the assistance of
Rincon Consultants
4825 J Street, Suite 100
Sacramento, California 95819

April 2018

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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Acronyms and Abbreviations

AB	Assembly Bill
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
EIR	Environmental Report
GHG	Greenhouse Gas
LOS	Level of Service
NPDES	National Pollutant Discharge Elimination System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIM	Traffic Impact Mitigation
VMT	Vehicle Miles Travelled
WDR	Waste Discharge Requirements

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1 Introduction

The County of El Dorado (County) utilizes its Capital Improvement Program (CIP) to identify and prioritize future transportation investments that will be required to meet the County's existing and future transportation needs for the next 20 years. CIP projects can include roadways, intersections, sidewalks, bicycle lanes, traffic calming treatments, transit service improvement projects, and ongoing administrative costs for transportation monitoring programs, including traffic model update costs, traffic study guideline updates, and updates to the Circulation Element of the County's General Plan (County of El Dorado, 2004).

Funding for most CIP projects is provided from a variety of sources including state and/or federal grants. However, funding for the portion of the CIP related to new development in the County is financed by the Traffic Impact Mitigation (TIM) Fee Program, which is required by Policy TC-Xb and Implementation Measure TC-B of the County's General Plan. TIM fees are collected by the County to offset the costs of impacts to the transportation system created by new development. The TIM Fee Program is used to fund needed improvements including roadway widening, new roadways, roadway intersection improvements, and transit to deal with future growth during a defined time period (currently based on 20 years of growth). The TIM Fee Program-funded improvements are a part of the CIP.

Consistent with State law and policies of the General Plan, the County has minor updates to the CIP and TIM Fee Program every year and major updates approximately every five years to ensure it is appropriate and reasonable based on current market conditions and costs of construction and investment. The County recently completed a major update to the Western Slope Roadway CIP and TIM Fee Program in 2016. As the Lead Agency under the California Environmental Quality Act (CEQA) of 1970 (as amended), the County prepared the Western Slope Roadway Capital Improvement Program and Transportation Impact Mitigation Fee Program Update Environmental Impact Report (EIR) (SCH# 2016022018) to evaluate the potential environmental impacts associated with the major update. The Final EIR was certified by the El Dorado County Board of Supervisors on December 6, 2016. The 2016 Final EIR is available for review at the Long Range Planning Unit of the County's Community Development Services, located at 2850 Fairlane Court, Placerville, California 95667.

The County now proposes a minor technical update to the CIP and TIM Fee Program; specifically, an amendment to the 2016 TIM Fee Program project list. This document is an Addendum to the previously certified 2016 Final EIR and has been prepared by the County to evaluate the potential environmental impacts of the proposed minor update and revisions to the 2016 TIM Fee Program project list. This Addendum has been prepared in accordance with the relevant provisions of CEQA and Section 15164 of the *State CEQA Guidelines*.

1.1 Basis for the Addendum

When an EIR has been certified and the project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *State CEQA Guidelines*.

Section 15162(a) of the *State CEQA Guidelines* provides that a Subsequent EIR is not required unless the following occurs:

(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 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.

Pursuant to Section 15164(a) of the *State CEQA Guidelines*, an Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred that require preparation of a Subsequent EIR. An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). The Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (Section 15164(d)).

An addendum to the 2016 Final EIR is appropriate to address the proposed minor update and revisions to the 2016 TIM Fee Program project list because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR. Neither the proposed new projects or changes to existing projects would result in new or more severe impacts related to: 1) substantial changes to the 2016 CIP and TIM Fee Program which requires major revisions to the 2016 Final EIR; 2) substantial changes to the circumstances under which the 2016 CIP and TIM Fee Program are being undertaken which will require major revisions to the 2016 Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The proposed changes to the 2016 TIM Fee Program project list documented in this Addendum would either add new projects to or revise Highway 50 Auxiliary Lane projects already on the 2016 TIM Fee Program project list. These new and revised projects are consistent with the types of projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the proposed changes to the 2016 TIM Fee Program project list are not information of substantial importance or substantially different than the projects analyzed in the 2016 Final EIR. More specifically, the proposed changes to the 2016 TIM Fee Program project list would not result in one or more significant effects beyond those discussed in the 2016 Final EIR or result in a substantial increase in the severity of previously identified significant effects disclosed in the 2016 Final EIR. Furthermore, no changes to the

mitigation measures or alternatives contained in the 2016 Final EIR are necessary or being proposed that could trigger additional review regarding such measures.

1.2 Purpose and Scope of the Addendum

The County has prepared this Addendum to the 2016 Final EIR to demonstrate that the proposed update and revisions to the 2016 TIM Fee Program project list, described herein, satisfy the requirements contained in Section 15164 of the *State CEQA Guidelines* for the use of an Addendum to an EIR. The proposed changes to the project list do not require the preparation of a Subsequent or Supplemental EIR pursuant to Sections 15162 and 15163, respectively, of the *State CEQA Guidelines* due to the absence of new or substantially more adverse significant impacts than those analyzed in the previously certified 2016 Final EIR.

The 2016 Final EIR and this Addendum to the 2016 Final EIR serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the proposed update and changes to the TIM Fee Program project list. This Addendum neither controls nor determines the ultimate decision for approval of the minor update and proposed changes to the 2016 TIM Fee Program project list, described herein. The information presented in this Addendum to the 2016 Final EIR will be considered by the El Dorado County Board of Supervisors alongside the 2016 Final EIR prior to making a decision on approval.

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2 Project Description

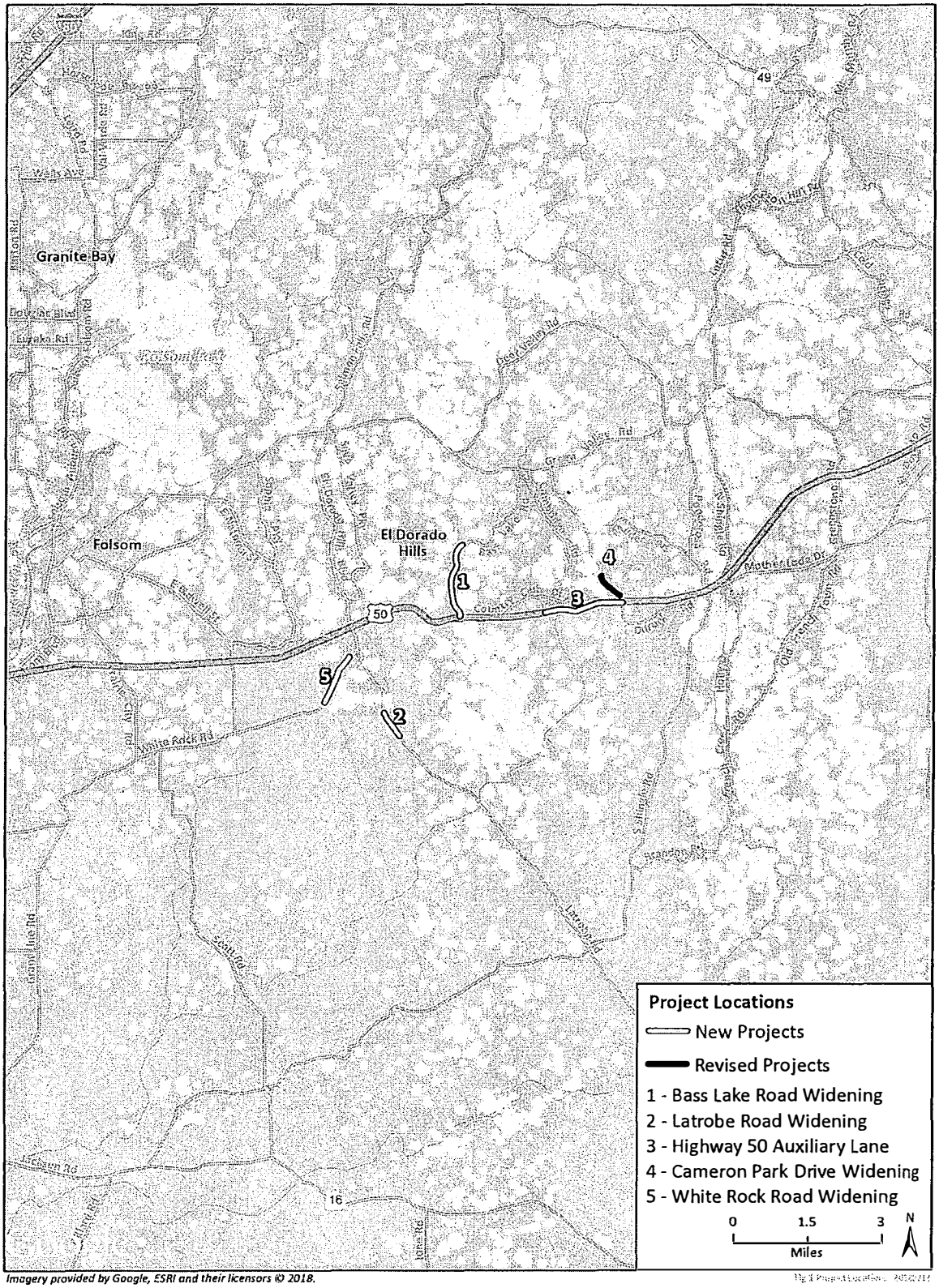
As described in Section 1, *Introduction*, the County proposes a minor update to its CIP and TIM Fee Program. Specifically, the County proposes to amend the 2016 TIM Fee Program project list with revisions to one project already included on the list, the deletion of one project, and for the inclusion of four new projects. The new projects include widening State and local roadway projects, none of which are different than the types of projects already included in the 2016 CIP and TIM Fee Program and analyzed in the 2016 Final EIR. The proposed revised project and new projects are summarized in Table 1. The locations of these projects are shown on Figure 1.

Table 1 Proposed TIM Fee Program Update

Project	Project Description/Scope
New Projects (not included in 2016 TIM Fee Program project list)	
Bass Lake Road Widening	Widen an approximately 1.5-mile segment of Bass Lake Road between Highway 50 and Serrano Parkway from two lanes to four lanes.
Latrobe Road Widening	Widen an approximately 0.6-mile segment of Latrobe Road between Investment Boulevard and Golden Foothill Parkway (South) from two lanes to four lanes.
Highway 50 Auxiliary Lane	Add approximately 1.6 miles of westbound auxiliary lane to Highway 50 between Cameron Park Drive and Cambridge Road.
White Rock Road Widening	Previous update included widening an approximately 0.8-mile segment of White Rock Road between the El Dorado County line and Manchester Drive from two lanes to four lanes. This project was included only as a CIP project and not a TIM Fee Program project in the previous update. This update would revise the TIM Fee Program list to add this project. Additionally, this project would be revised to extend widening beyond Manchester Drive to Windfield Way from two lanes to four lanes, an increase of approximately 0.2 mile.
Revised Projects (included in the 2016 TIM Fee Program project list)	
Cameron Park Drive Widening	Previous update included widening an approximately 0.3-mile segment of Cameron Park Drive between Palmer Drive and Hacienda Road from two lanes to four lanes. This update revises the project to widen an approximately 0.6-mile segment of Cameron Park between Palmer Drive and Sudbury Road from two lanes to four lanes.
Deleted Projects (included in the 2016 TIM Fee Program project list)	
Highway 50 Auxiliary Lane	This project would have added approximately 1.5 miles of westbound auxiliary lane to Highway 50 between Cambridge Road and Bass Lake Road. The proposed minor update deletes this project from the project list.

The County also proposes to amend the 2016 TIM Fee Program project list with miscellaneous and minor safety improvements to existing roadways at various locations in the Western Slope of El Dorado County, as necessary. Safety improvements would vary depending on specific roadways, but could consist of any one or more of the following: curve corrections; lane or shoulder widenings; sight distance improvements; installation of guardrails; construction of turn lanes; enhanced pedestrian crossings; and other similar safety improvements. These types of improvements are consistent with types of projects already included on the 2016 TIM Fee Program project list.

Figure 1 Proposed TIM Fee Program Update: Project Locations



3 Impact Analysis

The environmental analysis provided in this section describes the information that was considered in evaluating the impacts for all environmental issues areas listed in Appendix G of the *State CEQA Guidelines*. Consistent with the 2016 Final EIR, the environmental analysis contained herein is at a program level. Each project on the TIM Fee Program project list, including those proposed as part of this minor update, would be subject to an individual project-level environmental review prior to its implementation.

3.1 Aesthetics/Visual Resources

3.1.1 Scenic Highways, Viewpoints, and Resources

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would have no impacts to designated State Scenic Highways. The proposed changes to the 2016 TIM Fee Program project list would add four new projects to the list, none of which are proposed within designated State Scenic Highway corridors. Proposed revisions to projects currently on the 2016 TIM Fee Program project list would also not occur within designated State Scenic Highway corridors. Therefore, the proposed changes to the TIM Fee Program project list would not result in new or more severe impacts to designated State Scenic Highways beyond those identified in the previously certified 2016 Final EIR.

The 2016 Final EIR found that, at the program level, the 2016 CIP and TIM Fee Program Update could have potentially significant but mitigable impacts to highways eligible for but not designated as State Scenic Highways, as well as County scenic routes and viewpoints, including scenic river corridors. Impacts included the short-term obstruction of views from these roadways while project construction equipment and signage is present. Long-term impacts included altering foreground views by removing vegetation cover to accommodate the roadway improvements, such as clearing vegetation for the addition of travel lanes. Each project would be subject to a project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures AES-1(a), AES-1(b), AES-1(c), and AES-1(d), as described in the 2016 Final EIR, would be required.

The proposed new Latrobe Road Widening project (Project 2 in Figure 1) would widen an approximately 0.6-mile segment of Latrobe Road that is identified in the County's General Plan as a scenic route. The analysis in the 2016 Final EIR adequately addresses the range of impacts to eligible State Scenic Highways and County scenic resources, including scenic routes that could result from the TIM Fee Program projects at the program level. No new scenic highways, routes, viewpoints, or corridors have been designated since certification of the 2016 Final EIR. The new projects would be subject to project-level environmental review, and implementation of mitigation measures AES-1(a), AES-1(b), AES-1(c), and AES-1(d), as applicable, in order to reduce impacts to a less than significant level. Therefore, incorporation of these new projects into the TIM Fee Program project list would not result in new impacts to eligible State Scenic Highways or County scenic resources, or a substantial increase in the severity of impacts to these resources beyond those programmatically addressed in the 2016 Final EIR.

3.1.2 Visual Character

The program-level analysis in the 2016 Final EIR found that the projects included in 2016 CIP and TIM Fee Program Update would have potentially significant but mitigable impacts to visual character. Impacts would be associated with the removal of vegetation cover and addition of paved surfaces contributing toward a landscape that is more suburban in character rather than rural. Each project included in the 2016 CIP and TIM Fee Program Update would be subject to a project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures AES-2(a), AES-2(b), and AES-2(c), as described in the 2016 Final EIR, would be required.

The proposed changes to the 2016 TIM Fee Program list would add new projects that include widening roads with additional road lanes, or safety improvements, such as installation of guardrails and enhanced pedestrian crossings. The proposed changes would also revise a project on the 2016 TIM Fee Program project list such that additional paving would be required. Therefore, the proposed changes to the 2016 TIM Fee Program project list would incrementally contribute toward converting the visual character into suburban landscape, as described in the 2016 Final EIR. These new and revised projects would be subject to project-level environmental review, and implementation of mitigation measures AES-2(a), AES-2(b), and AES-2(c), as applicable, in order reduce impacts to a less than significant level. Therefore, incorporation of these new projects into the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts to visual character beyond those programmatically addressed in the 2016 Final EIR.

3.1.3 Light and Glare

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would contribute new sources of light and glare, such as the addition of streetlights on roadways and new pedestrian crossings over roadways. The additional light and glare sources were found to have a less than significant impact with implementation of mitigation measure AES-2(b), pending a project-level environmental review.

The proposed changes to the 2016 TIM Fee Program project list would not add projects that invoive the addition of new structures or other surfaces that would create glare. New projects would widen roads, which could place roadside street lamps closer to residences located adjacent to the road. Additionally, new safety improvements could include enhanced pedestrian crossings, which could involve new sources of light. Thus, the new projects included in the proposed changes to the 2016 TIM Fee Program project list could result in the same types of lighting impacts previously identified in the 2016 Final EIR. Project-level environmental review would be required for each project. If potentially significant impacts are identified, implementation of mitigation measure AES-2(b) would be required in order to reduce impacts to a less than significant level. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to light and glare beyond those programmatically addressed in the 2016 Final EIR.

3.2 Agriculture and Forestry Resources

The 2016 Final EIR found that while projects included in the 2016 CIP and TIM Fee Program Update could impact agricultural land and forest immediately adjacent to existing roadways, impacts would be less than significant due to how little area would be disturbed.

The proposed changes to the 2016 TIM Fee Program project list would add new projects that are of the same type as projects includes in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. The California Department of Conservation (2016a) has not mapped Important Farmland adjacent to roadways included in the new and revised projects. Additionally, land under a Williamson Act

contract has not been identified adjacent to the new and revised projects (California Department of Conservation, 2016b). Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result impacts to Important Farmland.

Similar to the projects analyzed in the 2016 Final EIR, the proposed new and revised projects would result in minimal disturbance, adjacent to the existing road surface, generally within the existing roadway right-of-way. Widening for vehicle lanes may impact some trees within close proximity to the existing roadway, but would not convert areas zoned for timberland production or forest uses to non-forest uses because projects would occur generally within the existing roadway right-of-way. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of potential agriculture and forestry resources impacts that could result from the new projects that would be added to the 2016 TIM Fee Program list. The proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to agriculture and forestry resources beyond those programmatically addressed in the 2016 Final EIR.

3.3 Air Quality

3.3.1 Construction Emissions

Construction of the projects included in the 2016 CIP and TIM Fee Program Update was determined to have potentially significant but mitigable impacts on air quality in the 2016 Final EIR. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures AQ-1(a), AQ-1(b), AQ-1(c), and AQ-1(d), as described in the 2016 Final EIR, would be required.

The proposed changes to the 2016 TIM Fee Program project list would add new projects that are the same type of projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These new projects, as well as the project that would be revised, are also similar in size as projects included in the 2016 CIP and TIM Fee Program Update. Thus, similar types of construction equipment and activities would be required, over similar periods of time, resulting in comparable air pollutant emissions as the projects analyzed in the 2016 Final EIR. These emissions would be short-term for the duration of project construction activities. Each of these projects would be subject to individual project-level environmental review before their implementation. Should construction of any project be found to result in a potentially significant air quality impact, implementation of mitigation measures AQ-1 AQ-1(a), AQ-1(b), AQ-1(c), and AQ-1(d), as described in the 2016 Final EIR, would be required in order to reduce impacts to a less than significant level. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related construction emissions beyond those programmatically addressed in the 2016 Final EIR.

3.3.2 Operational Emissions

Operational impacts to air quality are primarily associated with on-road vehicle emissions. The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would reduce vehicle miles travelled (VMT) in the year 2035 compared to conditions that would exist in 2035 without the 2016 CIP and TIM Fee Program Update. The reduction in VMT would produce slightly less on-road vehicle emissions, and impacts were found to be less than significant in the 2016 Final EIR.

The proposed changes to the 2016 TIM Fee Program project list would revise and add new road widening projects and safety improvements. The widening projects would improve traffic flow and circulation by increasing road capacity or providing space for vehicles to maneuver around one another. These projects

would not directly generate new vehicle trips or increase VMT, nor would safety improvements. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to operational emissions beyond those programmatically addressed in the 2016 Final EIR.

3.3.3 Hazardous Air Pollutants and Odors

Diesel particulate matter is classified as the primary airborne carcinogen in the State. In addition, diesel exhaust has a distinct odor, which is primarily a result of hydrocarbons and aldehydes contained in diesel fuel. The 2016 Final EIR found emissions of diesel pollutants would be unchanged in the year 2035 regardless of the potential implementation of the 2016 CIP and TIM Fee Program Update. Because the 2016 CIP and TIM Fee Program Update would not increase emissions of hazardous air pollutants, impacts were found to be less than significant.

The proposed changes to the 2016 TIM Fee Program project list would revise and add new road widening projects and safety improvements. These projects are of the same type and size as projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects would not involve stationary sources of hazardous air pollutants or induce population growth near major freeways where diesel contaminant concentrations are typically the greatest. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to hazardous air pollutants or diesel odors beyond those programmatically addressed in the 2016 Final EIR.

3.4 Biological Resources

3.4.1 Special-Status Species

The 2016 Final EIR found that significant impacts to special-status species expected with the implementation of the 2016 CIP and TIM Fee Program Update include the disturbance and removal of natural vegetation that may be utilized by special-status species, resulting in potential injury or mortality occurring during implementation or operation of projects. Each project included in the 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures B-1(a) and B-1(b), as described in the 2016 Final EIR, would be required.

The new and revised projects, including safety improvements that are included in the proposed changes to the 2016 TIM Fee Program project list consist of modifying existing road surfaces or adding vehicle lanes immediately adjacent to existing roadways. Therefore, these projects would likely not involve construction in special-status species habitat. However, it is possible that habitat for special-status species could occur immediately adjacent to project roadways. Thus, the proposed changes to the 2016 TIM Fee Program project list could adversely impact special-status species. The new and revised projects and their potential impacts are the same types as those included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Rincon Environmental Consultants, Inc. conducted a query of the California Natural Diversity Database (California Department of Fish and Wildlife, 2017) on February 2, 2018, to determine if new special-status species not included in the 2016 Final EIR have been recorded within proximity to the locations of the proposed new and revised projects. According to the California Natural Diversity Database, no new species have been recorded that were not previously included and analyzed in the 2016 Final EIR. Therefore, the analysis in the previously certified 2016 Final EIR adequately addresses the range of impacts that could result from the new projects that would be added to the 2016 TIM Fee Program project list at the program level. These new projects would also be subject to individual environmental review prior to their implementation, and implementation of mitigation

measures B-1(a) and B-1(b) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts to special-status species beyond those programmatically addressed in the 2016 Final EIR.

3.4.2 Riparian and Sensitive Habitats and Wetlands

The 2016 Final EIR is a programmatic-level document that assumed sensitive habitats could occur at the locations where projects included in the 2016 CIP and TIM Fee Program Update would be implemented, and that the projects would impact these habitats. Similarly, the 2016 Final EIR assumed riparian habitat and wetlands could be impacted by projects in the vicinity of rivers and creeks. Impacts were found to be potentially significant but mitigable. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures B-2(a), B-2(b), and B-2(c), as described in the 2016 Final EIR, would be required.

The proposed changes to the 2016 TIM Fee Program project list would revise one project such that additional surface disturbance and paving would result. Additionally, four new projects would be added to the list that would require removal and replacement of vegetation cover with asphalt paving. Certain potential proposed safety improvements, such as shoulder widening or adding turn lanes could also widen the road surface and displace vegetation cover. Based on aerial photography and the National Wetlands Inventory mapping (U.S. Fish and Wildlife Service, 2017b), all of the new and revised projects included in Table 1 occur on road segments that cross rivers, creeks, and other drainage features that could support riparian habitat. As a result, depending on final project design, the new and revised projects could impact riparian and other sensitive habitats, as well as wetlands. However, there are no new sensitive communities or critical habitat types within proximity to the project locations that were not included and analyzed in the 2016 Final EIR (California Department of Fish and Wildlife, 2017; U.S. Fish and Wildlife Service, 2017a) Therefore, the projects included in the proposed changes to the 2016 TIM Fee Program project list could result in the same type and magnitude of direct and indirect impacts to sensitive habitat and wetlands as the projects analyzed in the 2016 Final EIR. These new and revised projects would also be subject to individual environmental review prior to their implementation, and mitigation measures B-2(a), B-2(b), and B-2(c) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts to sensitive habitat and wetlands beyond those programmatically addressed in the 2016 Final EIR.

3.4.3 Wildlife Movement and Migration Corridors

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update could significantly impact wildlife movement, including fish migration. Direct impacts to wildlife include increased noise and human presence during construction, as well as increased trash that may attract predators to the project site and discourage wildlife use of surrounding natural habitat. Direct impacts also include interference with fish migration during temporary dewatering for bridge and culvert replacement projects. Indirect impacts include invasion of natural habitats by nonnative species and increased presence of humans and domestic animals over the long-term. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measure B-3, as described in the 2016 Final EIR, would be required.

The new and revised projects that would result from the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects. The new and revised projects would also be subject to individual environmental review prior to their implementation, and mitigation measures B-3 would be required if potentially significant impacts are identified at the project level. This mitigation measure would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts to wildlife movement and migration beyond those programmatically addressed in the 2016 Final EIR.

3.4.4 Habitat Conservation Plans

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan, because there are no adopted plans for the region. No habitat conservation plans have been adopted since certification of the 2016 Final EIR. Therefore, the new and revised projects that would result from the proposed changes to the 2016 TIM Fee Program list would also not conflict with an adopted Habitat Conservation Plan.

3.5 Cultural Resources

3.5.1 Archaeological, Paleontological, and Historical Resources

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update included projects that could disturb known and unknown paleontological resources, archaeological resources, and historical resources. The 2016 Final EIR found that impacts to paleontological and archaeological resources would be significant but mitigable, and impacts to historical resources would be significant and unavoidable. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts to paleontological or archaeological resources are determined to be potentially significant, implementation of mitigation measure CR-1(a), CR-1(b), CR-1(c), CR-1(d), and CR-1(e), as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects. However, these new and revised projects do not include bridge replacement projects and there would be no potential for significant and unavoidable impacts to bridges considered historically significant. The new and revised projects would also be subject to individual environmental review prior to their implementation, and mitigation measures CR-1(a), CR-1(b), CR-1(c), CR-1(d), and CR-1(e) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts to paleontological, archaeological, and historic resources beyond those programmatically addressed in the 2016 Final EIR.

3.5.2 Human Remains and Burials

The 2016 Final EIR found that construction of the projects included in the 2016 CIP and TIM Fee Program Update could result in the discovery or disturbance of unknown human remains or burial sites. Each

project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review, and if it is determined there is potential for human remains to be disturbed, mitigation measure CR-2, as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measure CR-2 would be required if potentially significant impacts are identified at the project level. This mitigation measure would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to human remains and burials beyond those programmatically addressed in the 2016 Final EIR.

3.6 Geology

3.6.1 Seismicity

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update included projects that would be located in areas at risk of seismic ground shaking and resultant landslides. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures G-1 and G-2, as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are within similar proximity to known or inferred faults as the projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. The Bear Mountain Fault is located within close proximity to the Latrobe Road Widening project and the White Rock Road Widening project. Seismicity along this fault or other faults in the region could result in damage of project improvements, including damage from landslides. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measures G-1 and G-2 would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to seismic ground shaking and associated landslides beyond those programmatically addressed in the 2016 Final EIR.

3.6.2 Soil Erosion

The 2016 Final EIR found that construction of the projects included in the 2016 CIP and TIM Fee Program Update could remove vegetation cover and disturb soils, increasing the potential for erosion. Impacts were found to be less than significant with adherence to existing regulations and policies, including the County Grading, Erosion, Sediment Control Ordinance (Grading Ordinance) (Chapter 110.14 of the County Code), Stormwater Quality Ordinance No. 5022 (Chapter 8.79 of the County Code), the State's Construction General Permit Storm Water Pollution Prevention Plan (SWPPP) requirements, or the County Erosion and Sediment Control Plan, depending on the acres disturbed by each individual transportation project.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects. Adherence to existing regulations and policies, including those listed above would be required during construction of these projects. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to soil erosion beyond those programmatically addressed in the 2016 Final EIR.

3.6.3 Unstable Soils

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update included projects that could be located on unstable soils and subject to landslides associated with soil instability. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measure G-2, as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects could also be located in areas of unstable soils. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measure G-2 would be required if potentially significant impacts are identified at the project level. This mitigation measure would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to soil instability and associated landslides beyond those programmatically addressed in the 2016 Final EIR.

3.6.4 Septic Tanks

The 2016 CIP and TIM Fee Program Update does not include projects requiring the use of septic tanks or alternative wastewater disposal systems. Therefore, the 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would have less than significant impacts related to soils incapable of adequately supporting the use of septic tanks.

The proposed changes to the 2016 TIM Fee Program list do not include new or revised projects that would require the use of septic tanks or alternative wastewater disposal systems. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to soils incapable of adequately supporting the use of septic tanks beyond those programmatically addressed in the 2016 Final EIR.

3.7 Greenhouse Gas Emissions/Climate Change

3.7.1 Construction Emissions

The 2016 Final EIR found that greenhouse gas (GHG) emissions would be generated from truck trips and equipment required to construct the projects included in the 2016 CIP and TIM Fee Program Update. Each project included in the 2016 CIP and TIM Fee Program Update would be subject to a project-level environmental review. If project-level construction GHG emissions are determined to results in potential significant impacts, implementation of mitigation measure GHG-1, as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects would require similar types of construction equipment and comparable numbers of construction truck trips. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of GHG emission impacts that could result from the construction of these new and revised projects. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measure GHG-1 would be required if potentially significant impacts are identified at the project level. This mitigation measure would reduce impacts to less than significant. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to GHG emissions generated from project construction beyond those programmatically addressed in the 2016 Final EIR.

3.7.2 Operational Emissions

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would reduce GHG emissions on a per capita basis compared to existing conditions without the projects. The 2016 Final EIR also found that the per capita GHG emissions would be reduced when compared to future conditions in 2035 without the 2016 CIP and TIM Fee Program Update. Impacts were found to be less than significant without mitigation.

As described in the 2016 Final EIR, operational GHG emissions are primarily associated with on-road vehicle emissions (i.e., vehicle exhaust). Some of the projects included in the 2016 CIP and TIM Fee Program Update were specifically designed to promote active transportation or otherwise reduce overall VMT in El Dorado County, thereby reducing the number of vehicles on the road and/or the distance vehicles travel. The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list consist of road widening projects involving additional vehicle lanes, or safety improvement projects. These types of projects would not reduce VMT or directly promote additional active transportation, but safety improvements could improve conditions for pedestrian travel. The new and revised projects would also not directly generate new VMT or otherwise generate more vehicle exhaust and associated GHG emissions. Additionally, the proposed changes to the TIM Fee Program project list do not include removing any active transportation projects or projects that reduce VMT and therefore increase GHG emissions compared to the 2016 CIP and TIM Fee Program Update. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to operational GHG emissions beyond those programmatically addressed in the 2016 Final EIR.

3.7.3 GHG Reduction Goals

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would be consistent with the goals of applicable GHG reduction plans and policies, including Assembly Bill (AB) 32 and the adopted Environmental Visions for El Dorado County Resolution No. 29-2008. The findings of the 2016 Final EIR were based on the 2016 CIP and TIM Fee Program Update including projects that would reduce vehicle traffic and resultant GHG emissions.

As described above in Section 3.7.2, *Operational Emissions*, the new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list would not directly generate new or increased VMT or increased GHG emissions. The new and revised projects are intended to either improve safety or reduce traffic congestion and improve circulation. Reducing traffic congestion and improving circulation could reduce the time that vehicles are idling in traffic. Additionally, the proposed changes to the TIM Fee Program project list does not include removing any active transportation projects or projects that reduce VMT from the 2016 CIP and TIM Fee Program Update. Therefore, the proposed

changes to the TIM Fee Program project list would be consistent with applicable GHG reduction plans and policies considered in the 2016 Final EIR.

The Sacramento Area Council of Governments adopted its 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) on February 18, 2016. The objectives of the 2016 MTP/SCS are to reduce the VMT on the region's roads; reduce the level of congestion and delay for all modes of transportation; increase transit ridership and the share of trips made by transit modes; and increase travel by non-motorized travel modes (bike and walk) and the share of trips made by those modes. The primary goals of these objectives is to provide a sustainable transportation network as the region develops and grows in the future and reduce GHG emissions to achieve reduction standards established by the California Air Resources Board. Although the 2016 Final EIR was certified in December 2016, it was prepared prior to adoption of the MTP/SCS and did not analyze consistency of the 2016 CIP and TIM Fee Program Update with the goals of the MTP/SCS.

As described above, the new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list would not directly generate new or increased VMT or increased GHG emissions. The proposed changes also do not include removing any projects from the 2016 TIM Fee Program project list that would reduce VMT, transit ridership, or active transportation in the region. Therefore, the proposed changes to the TIM Fee Program project list would be consistent with applicable GHG reduction plans and policies that have been adopted but not previously included in the analysis in the prior 2016 Final EIR. The proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.8 Hazards and Hazardous Materials

3.8.1 Transport, Use, and Disposal of Hazardous Materials

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update could facilitate the transport of hazardous materials on roadways or railways in the Western Slope of El Dorado County. The 2016 Final EIR found that impacts would be less than significant with adherence to existing laws and regulations pertaining to the transport, use, and disposal of hazardous materials, such as the federal Resource Conservation and Recovery Act and the state Hazardous Waste Control Act and California Vehicle Code.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list would occur on roads that are already accessible to tractor trailers and other vehicles that are typically used to transport hazardous materials in bulk volumes. The new and revised projects are intended to improve traffic circulation and safety, and not to create new or additional truck routes. Therefore, the new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list would not directly increase the volume of hazardous materials transported on roadways in El Dorado County. The proposed safety improvements could reduce the risk of accidental upset or release of hazardous materials during transport. Additionally, adherence to existing laws and regulations pertaining to the transport, use, and disposal of hazardous materials would be required. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.8.2 Hazardous Sites

The 2016 Final EIR found that projects included in the 2016 CIP and TIM Fee Program Update that would involve modifying existing transportation facilities would not have impacts related to hazardous sites.

The 2016 Final EIR found that projects involving the development of new facilities on previously undisturbed land could impact hazardous sites, but impacts would be less than significant with adherence to existing laws and regulations pertaining to hazardous materials and contamination.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of road widening projects and safety improvements that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects involve the modification of existing roadways to add vehicle lanes, and safety improvements, such as guardrails, turn lanes, and enhance pedestrian crosswalks. New vehicle lanes would generally be constructed within the existing right-of-way of the roadways, which have typically been disturbed or developed with roadway shoulders and drainage. Safety improvements would also generally occur within the existing right-of-way of the roadways. Adherence with existing laws and regulations pertaining to hazardous materials, contamination, and remediation would be required when applicable. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.8.3 Airport Safety Hazards

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would not directly expose people to or create a new airstrip or airport safety hazard, nor would they conflict with airport land use plans and would adhere to all land use regulations set in place by those plans. Impacts were found to be less than significant in the 2016 Final EIR.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of road widening projects and safety improvements that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Additionally, the new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list would adhere to all land use regulations established in applicable airport land use plans. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.8.4 Emergency Response and Evacuation Plans

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would have no adverse impacts on adopted emergency response plans or emergency evacuation plans. The 2016 Final EIR also found that the projects included in the 2016 CIP and TIM Fee Program Update could have a beneficial impact on emergency response and evacuation because they would improve traffic circulation.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list would not interfere with adopted emergency response plans and emergency evacuation plans. The new and revised projects that would improve traffic circulation and reduce congestion could improve emergency response and evacuation, similar to the projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.8.5 Wildland Fire Hazards

The 2016 Final EIR found that impacts related to wildlife fire hazards would be less than significant because the projects included in the 2016 CIP and TIM Fee Program Update would not directly expose

people to new wildland fire hazards. The 2016 Final EIR also found that projects would improve the ability for fire protection services to adequately respond to wildfires.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list do not include development of habitable structures that would induce population growth or occupancy in wildland fire hazard areas. The new and revised projects consist of widening improvements to existing roads and would not create new roads or access to previously inaccessible wildland areas. The proposed safety improvements would also not provide accessibility to previously inaccessible wildland areas. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.9 Hydrology and Water Quality

3.9.1 Water Quality and Water Quality Standards

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update could significantly impact water quality. The 2016 Final EIR found that pollutants and chemicals associated with urban activities and vehicles could runoff the impervious surfaces created by the projects, and could discharge, potentially untreated, to downstream waters. The 2016 Final EIR also found the potential for short-term impacts to water quality resulting from erosion and sedimentation of waters downstream of project locations during project construction. Each project included in the 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review. If project-level impacts are determined to be potentially significant, implementation of mitigation measures W-1(a), W-1(b), and W-1(c), as described in the 2016 Final EIR, would be required. It should be noted that several of these mitigation measures pertain to regulatory requirements, such as implementation of a SWPPP, which would be required regardless of the potential significance of project impacts.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. The new and revised projects include road widening, which would increase impervious surface and potentially the volume or runoff containing urban pollutants. Safety improvements that include adding turn lanes or shoulder widening could also increase impervious surface and the associated volume of runoff. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measures W-1(a), W-1(b), and W-1(c) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects, and a new or substantial increase in the severity of impacts related to water quality beyond those programmatically addressed in the 2016 Final EIR would not occur.

3.9.2 Flooding

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update could be damaged by flood waters or from inundation resulting from a flood or dam failure. The 2016 Final EIR also found that some projects that would be subject to inundation are part of emergency evacuation plans. The 2016 Final EIR found that impacts would be potentially significant but mitigable. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a project-level environmental review. If project-level impacts are determined potentially significant, implementation of mitigation measures W-2(a) and W-2(b), as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR, and would be located within areas subject to flooding or inundation. According to the County's General Plan, part of the Highway 50 Auxiliary Lane project would be within a dam inundation area associated with Cameron Park Lake/Warren Hollister Dam. Safety improvements could also be constructed or installed in areas of 100-year floodplain mapped by the Federal Emergency Management Agency. These projects and improvements would not induce flooding or increase the potential for floods, nor would they introduce new residents or habitable structures to risk of inundation or flood hazards. However, the effects of flooding could include temporary inundation of these roadways, which could impede travel or damage the roadway improvements. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measures W-2(a) and W-2(b) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects, and a new or substantial increase in the severity of impacts related to flooding and inundation beyond those programmatically addressed in the 2016 Final EIR would not occur.

3.9.3 Drainage Patterns and Drainage Systems

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would alter drainage patterns, the course of a stream or river, in specific areas, and that these alterations would create the potential for erosion, siltation, or flooding on- or off-site. Impacts were found to be less than significant with adherence to existing regulations and permit requirements, including Section 401 and 404 permits under the Clean Water Act and the State Water Resources Control Board (SWRCB) general waste discharge requirement permit.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR, and would alter drainage patterns. Based on aerial photography and the National Wetlands Inventory mapping (U.S. Fish and Wildlife Service, 2017b), all of the new and revised projects included in Table 1 occur on road segments that cross rivers, creeks, and other linear drainage features. For example, the Highway 50 Auxiliary Lane project would add an auxiliary lane to a segment of Highway 50 that crosses Deer Creek. Therefore, depending on the final design of this project, placement of fill in the stream channel or floodplain of the creek could be required and could alter drainage patterns. However, these types of impacts are analyzed in the 2016 Final EIR, and new impacts not previously identified or analyzed in the 2016 Final EIR would not occur. Adherence to existing regulations and permit requirements, including those listed above would be required during construction of the new and revised projects. Therefore, the incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to drainage patterns and systems beyond those programmatically addressed in the 2016 Final EIR.

3.9.4 Groundwater Recharge

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would not require new water connections or the use of groundwater supplies. The 2016 Final EIR found that compliance with the post construction stormwater plan requirements of the existing Phase II MS4 National Pollutant Discharge Elimination System (NPDES) Permit would require retention of stormwater runoff onsite for groundwater infiltration when projects add or replace impervious surface. Impacts were found to be less than significant.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects would not require new water connections or the use of groundwater supplies, and would be subject to varying degrees of the post construction stormwater plan requirements of the NPDES permit, depending on the amount of impervious surface created or replaced by each project. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.9.5 Inundation by Seiche, Tsunami, or Mudflow

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would not be subject to inundation from tsunamis because El Dorado County is separated from the Pacific Ocean by mountain ranges. Additionally, the EIR found that seiches would not be an inundation risk to the projects or the Western Slope of El Dorado County. The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update projects would be subject to potential mudflows, but compliance with SWPPPs, post construction stormwater plan requirements of the NPDES permit, the California Building Code, and engineering and geotechnical reports specific to each project would reduce impacts to less than significant.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are located entirely in the Western Slope of El Dorado County, within proximity to the projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, these projects would also not be susceptible to impacts associated with inundation from tsunamis or seiches. Compliance with SWPPPs, post construction stormwater plan requirements of the NPDES permit, the California Building Code, and engineering and geotechnical reports specific to each new and revised project that is included in the proposed changes to the 2016 TIM Fee Program list would be required. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.10 Land Use

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would not divide an established community because most projects would involve existing roads and transportation facilities. The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list involve widening of existing roadways. New roadways or other transportation facilities that could otherwise divide existing communities are not included in the proposed changes to the 2016 TIM Fee Program project list. Therefore, the proposed changes to the TIM Fee Program project list would not result in new or a substantial increase in the severity of impacts related to dividing established communities beyond those programmatically addressed in the 2016 Final EIR.

The 2016 Final EIR notes that the County is in the process of updating the biological resources policies and implementation measures in its General Plan and Oak Resources Management Plan. When proposed transportation improvements under the 2016 CIP and TIM Fee Program Update become discretionary projects and undergo individual environmental review, they would be subject to all policies established by the aforementioned plans. The 2016 Final EIR found that specific projects included in the 2016 CIP and TIM Fee Program Update would occur within areas of oak woodlands, but would impact approximately 0.1 percent of the total oak woodlands within the planning area of the Oak Resources Management Plan, and impacts related to consistency with plans and policies to mitigate adverse environmental impacts would be less than significant.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list could also involve tree removal, including removal of oaks. The new and revised projects consist entirely of widening existing roads with vehicle lanes, or installation of safety improvements, generally within or adjacent to the existing road right-of-way. Thus, the additional tree removal required for the proposed changes to the 2016 TIM Fee Program list would not substantially increase the amount of oak woodlands within the planning area of the Oak Resources Management Plan that would be removed for road improvements. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related beyond those programmatically addressed in the 2016 Final EIR.

3.11 Mineral Resources

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would not impact available known mineral resources or locally-important mineral resource recovery sites.

According to Figure CO-1 of the County's General Plan, there are mineral resources present on the Western Slope of El Dorado County. However, the locations of the revised project and new projects that are included in the proposed changes to the 2016 TIM Fee Program list do not coincide with these mineral resource sites. Therefore, the proposed changes to the TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to minerals beyond those programmatically addressed in the 2016 Final EIR.

3.12 Noise

3.12.1 Construction Noise

The 2016 Final EIR found that construction of the projects included in the 2016 CIP and TIM Fee Program Update would temporarily increase noise levels and generate groundborne vibrations at discrete locations in the vicinity of the projects. The 2016 Final EIR found that impacts would be potentially significant but mitigable. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review, and if impacts were determined potentially significant, implementation of mitigation measure N-1(a), N-1(b), N-1(c), N-1(d), and N-1(e), as described in the 2016 Final EIR, would be required.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects are also similar in size as the projects included in the 2016 CIP and TIM Fee Program Update, which would require similar types of construction equipment over similar periods of time as analyzed in the 2016 Final EIR. Additionally, the new and revised projects would be located within similar proximity to residential receptors and other noise-sensitive land uses as was analyzed for the 2016 CIP and TIM Fee Program Update in the 2016 Final EIR. Therefore, these projects would contribute to the potentially significant but mitigable impacts related to temporary construction noise and vibration identified in the 2016 Final EIR. The new and revised projects would be subject to individual environmental review prior to their implementation, and mitigation measures N-1(a), N-1(b), N-1(c), N-1(d), and N-1(e) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, a new or substantial increase in the severity of impacts related to construction noise and vibration beyond those programmatically addressed in the 2016 Final EIR would not occur.

3.12.2 Operational Noise

The 2016 Final EIR found that certain road widening and extension projects in the 2016 CIP and TIM Fee Program Update would move traffic closer to sensitive noise receptors or noise-sensitive land uses next to roadways. The 2016 Final EIR found that impacts would be potentially significant but mitigable. Each project included in 2016 CIP and TIM Fee Program Update would be subject to a detailed project-level environmental review, and if impacts were determined to be potentially significant, implementation of mitigation measure N-2(a) and N-2(b), as described in the 2016 Final EIR, would be required.

Operational noise impacts from the new and revised projects included in the proposed changes to the 2016 TIM Fee Program project list would be expected to fall within the range of impacts previously identified in the 2016 Final EIR because they would include widening roads and potentially moving traffic closer to noise receptors next to roadways. The new and revised projects would be subject to individual environmental review prior to their implementation. Implementation of mitigation measures N-2(a) and N-2(b) would be required if potentially significant impacts are identified at the project level. These mitigation measures would reduce impacts to less than significant. Therefore, a new or substantial increase in the severity of impacts related to operational noise beyond those programmatically addressed in the 2016 Final EIR would not occur.

3.12.3 Airport and Airstrip Noise Levels

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would have less than significant impacts on noise levels at or near airports and airstrips because the projects would be subject to the applicable noise policies of the Airport Land Use Commission. This would ensure that noise attenuation features are implemented into the project as necessary.

Several of the projects included in the proposed changes to the 2016 TIM Fee Program project list would occur within proximity to an existing airport, such as the Cameron Park Road Widening project and the Cameron Airpark Airport. These projects would be required to adhere to the applicable noise policies of the Airport Land Use Commission. Additionally, the new and revised projects included in the proposed changes to the 2016 TIM Fee Program project list would not generate new sources of operational noise. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.13 Population and Housing

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would have less than significant impacts on population and housing. The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects do not include residential or commercial development. The projects would involve widening of existing roads and safety improvements to existing roads, and would not extend roads or vehicle access to areas currently inaccessible by vehicle. Widening and safety improvements would occur on and adjacent to the existing roadways, generally within the roadway right-of-way. No people or houses would be displaced as a result of the projects included in the proposed changes to the 2016 TIM Fee Program list. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts beyond those programmatically addressed in the 2016 Final EIR.

3.14 Public Services and Recreation

The 2016 Final EIR found that impacts related to public services and recreation would be less than significant because the projects included in the 2016 CIP and TIM Fee Program Update would not include or facilitate the intensification of land development in El Dorado County. The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Thus, these projects would not include or facilitate the intensification of land development in El Dorado County. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to police, fire, schools, parks, or other public services and facilities beyond those programmatically addressed in the 2016 Final EIR.

3.15 Transportation and Circulation

3.15.1 Vehicle Miles Travelled

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would reduce the total daily VMT on roads in the Western Slope of El Dorado County in the year 2035 compared to conditions that would exist in 2035 without the 2016 CIP and TIM Fee Program Update. Therefore, impacts were found to be less than significant without mitigation.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. These projects consist of widening roads with vehicle lanes, and installation of safety improvements. These types of projects would not directly generate new vehicle trips or increase VMT. The proposed safety improvement projects would also not generate new vehicle trips or increase VMT. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to VMT on roadways beyond those programmatically addressed in the 2016 Final EIR.

3.15.2 Level of Service Standards

The 2016 Final EIR found that roadways in the Western Slope of El Dorado County would operate at acceptable level of service (LOS) standards in 2035 with implementation of the projects included in the 2016 CIP and TIM Fee Program Update. Impacts were found to be less than significant without mitigation.

The new and revised projects included in the proposed changes to the 2016 TIM Fee Program project list consist of safety improvements and widening roadways with additional travel lanes to improve traffic operations and reduce congestion. These projects are intended to maintain or achieve acceptable LOS standards on roadways as future development and population growth envisioned in the County's General Plan occurs. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to LOS standards beyond those programmatically addressed in the 2016 Final EIR.

3.15.3 Alternative Transportation Plans and Policies

The 2016 Final EIR found that the 2016 CIP and TIM Fee Program Update would generally be consistent with applicable alternative transportation plans and policies, and impacts would be less than significant. The proposed changes to the 2016 TIM Fee Program project list would not remove or revise any projects

pertaining to alternative transportation. The new and revised projects included in the proposed changes to the 2016 TIM Fee Program project list that involve widening roadways with additional vehicle lanes would not interfere with existing transit facilities, pedestrian and bicycle facilities, or airport facilities. The proposed safety improvements would include enhanced pedestrian crosswalks and shoulder widening, which would improve pedestrian travel. Therefore, the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to consistency with alternative transportation plans and policies beyond those programmatically addressed in the 2016 Final EIR.

3.16 Utilities and Service Systems

The 2016 Final EIR found that the projects included in the 2016 CIP and TIM Fee Program Update would not generate substantial demand for water services, electricity, or other utilities because the projects consist of improvements to transportation facilities and do not include population growth or residential and commercial land development. The 2016 Final EIR found that construction of the projects may temporarily require minimal water use for dust control and may also generate minor amounts of solid waste. Impacts were determined to be less than significant because demand would be temporary and minimal.

The new and revised projects that are included in the proposed changes to the 2016 TIM Fee Program list are the same type of projects that are included in the 2016 CIP and TIM Fee Program Update and analyzed in the 2016 Final EIR. Therefore, the analysis in the 2016 Final EIR adequately addresses the range of impacts that could result from these new and revised projects. The incorporation of the proposed changes to the 2016 TIM Fee Program project list would not result in a new or substantial increase in the severity of impacts related to utilities and service systems beyond those programmatically addressed in the 2016 Final EIR.

4 Comparison of Alternatives

The proposed changes to the 2016 TIM Fee Program project list would not significantly change the alternatives analysis and comparison of alternatives in the 2016 Final EIR. Potential impacts from the proposed changes to the 2016 TIM Fee Program project list, as described in Section 2, *Project Description*, of this Addendum, are within the scope of the programmatic-level comparison among the alternatives already considered in the 2016 Final EIR. These alternatives include: 1) 2035 No Project Alternative; 2) No Project: No Build Alternative; 3) No Parallel Capacity Facilities Alternative; and 4) Historical Growth Alternative.

The Alternatives section of the previously certified 2016 Final EIR adequately addresses the range of alternatives to the proposed 2016 CIP and TIM Fee Program Update. As no new or more severe impacts have been identified as a result of the proposed changes to the 2016 TIM Fee Program project list, incorporation of the new and revised projects included in the proposed changes to the 2016 TIM Fee Program project list would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the 2016 Final EIR. Therefore, no additional alternatives or further comparison of alternatives is required.

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5 Long-Term CEQA Considerations

The proposed changes to the 2016 TIM Fee Program project list would not significantly change the scope of the discussion presented in the Section 5.0, *Long-Term Effects*, of the 2016 Final EIR, which includes an assessment of programmatic level irreversible impacts and growth inducing impacts. Unavoidable and irreversible impacts from inclusion of the proposed changes to the 2016 TIM Fee Program project list are reasonably covered by the irreversible impacts and growth inducing impacts already discussed in the previously certified 2016 Final EIR.

Implementation of the new and revised projects included in the proposed changes to the 2016 TIM Fee Program project list would not induce additional economic or population growth. Therefore, at the programmatic level, any growth inducing impacts from the projects included in the proposed changes to the project list are expected to be approximately equivalent to those previously disclosed in the 2016 Final EIR. Overall, the proposed changes to the 2016 TIM Fee Program project list are within the scope of the broad, programmatic-level regional impacts identified and disclosed in the 2016 Final EIR. Thus, the proposed changes to the project list would not be expected to result in new or more severe long-term impacts that have not been analyzed in the previous 2016 Final EIR.

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6 Conclusion

In accordance with Section 15164 of the *State CEQA Guidelines*, the County has determined that this Addendum to the 2016 Final EIR is necessary to document changes or additions that have been proposed to the 2016 TIM Fee Program project list since the 2016 Final EIR was originally prepared and then certified. The County has reviewed and considered the information contained in this Addendum in its consideration of the 2016 Final EIR and finds that the preparation of a subsequent EIR or supplemental EIR is not necessary.

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7 References

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