

AGENDA ITEM 2 B
Action Item

MEMORANDUM

DATE: February 2, 2017

TO: El Dorado County Transit Authority

FROM: Mindy Jackson, Executive Director
Matt Boyer, Planning Consultant

SUBJECT: **2017 El Dorado County Transit Authority Park-and-Ride Master Plan and Implementation**

REQUESTED ACTION:

BY MOTION,

- 1. Receive and file the *DRAFT 2017 El Dorado County Transit Authority Park-and-Ride Master Plan* and direct staff to circulate the document for comments.**
- 2. Accept the *White Paper: El Dorado Hills Transit Facility* for planning purposes, direct staff to return at the March 2, 2017 El Dorado Transit Board meeting with recommendations to ensure that a suitable parcel for a new Park-and-Ride facility can be acquired or preserved through an option-to-purchase agreement, or other means, as quickly as possible.**

BACKGROUND

In 2007 the El Dorado County Transit Authority prepared a Park-and-Ride Master Plan for facilities along the U.S. Highway 50 Corridor, including improvement to, and expansion of, existing facilities, and construction of new facilities.

The approved Park-and-Ride Master Plan identified, and prioritized, twelve (12) improvements needed over a twenty-year horizon, but with capacity to serve well beyond. In 2014 the board accepted The Draft Western El Dorado County Park-and-Ride Facilities Study and requested staff to update the 2007 Park and Ride Master Plan with updated projects, priorities, and policies.

DISCUSSION

Included as a separate attachment and available as electronic download at the El Dorado Transit website under the Agendas and Minutes section, is the Draft 2017 Park and Ride Master Plan. This document does the following.

- u Quantifies the need for additional parking capacity, by location;
- u Estimates the cost of constructing the needed capacity;
- u Identifies specific and general financing strategies; and,
- u Establishes a series of policies and implementation measures to guide daily, short-term, and long-term implementation.

Included in this agenda item is a *White Paper: El Dorado Hills Transit Facility* which recommends that El Dorado Transit move forward with land acquisition for a replacement Park-and-Ride facility in the El Dorado Hills area, while funding for a larger study of other facilities is sought by the El Dorado County Transportation Commission (EDCTC), and, if successful, a grant-funded study is completed.

The EDCTC study would consider the need and location of a multi-jurisdictional County Line Transit Center and a Regional Fueling Facility that could supply some combination of solar/electric, hydrogen, and compressed natural gas energy to public agency, utility company fleets, and private vehicles.

1. INTRODUCTION

Issue

The existing El Dorado Hills Multi-Modal Transfer Facility, with approximately 120 parking spaces, has been several over capacity for more than 10 years.

Preserving the property for a new, replacement Park-and-Ride facility in El Dorado Hills has become a critical issue as the inventory of suitable properties has shrunk in recent years, and may be down to a single parcel.

Recommendation

Review this White Paper, and direct staff to return at the March 2 2017 El Dorado Transit Board meeting with recommendations to ensure that a suitable parcel can be acquired or preserved through an option-to-purchase agreement, as quickly as possible.

Further studies of the potential for a major inter-service bus transfer facility and regional fueling station can be studied as planning funds become available.

Background

In 2007 El Dorado Transit accepted the Park-and-Ride Master Plan. The Park-and-Ride Master Plan identified twelve (12) high-priority capital improvement projects along the U.S. Highway 50 Corridor from Placerville to El Dorado Hills that were projected to be needed within a ten-year period (fiscal year 2007/08 through 2016/17).

As shown in Table 1, substantial progress has been made to complete most of the twelve priority projects:

- ▶ Three (3) projects are complete;
- ▶ Two (2) additional projects have completed final design and are scheduled to begin construction in the next 18 months;
- ▶ Two (2) projects are largely funded by new developments that were delayed due to the recession; and,
- ▶ Two (2) projects have been deferred because the demand has not materialized as quickly as anticipated.

Planning has been initiated for the remaining three (3) projects, all clustered in El Dorado Hills near the intersection of White Rock Road and Latrobe:

- ▶ County Line Multi-Modal Transit Center (County Line Transit Center);
- ▶ County Line Regional Fueling Station (Regional Fueling Station); and,
- ▶ El Dorado Hills Multimodal Parking Structure.

There are two, related reasons for the concentration of so many similar facilities in El Dorado Hills.

- ▶ The existing Multi-Modal Transfer Facility on the northeast corner of White Rock and Latrobe Roads is at capacity, and has been for nearly a decade. Moreover, there is likely an undetermined latent demand for parking that has been suppressed by the lack of consistently-available parking.

Table 1 Existing Park-and-Ride Facility Project Priorities		
Priority	Facility	Status
1	Bass Lake Road Multi-Modal Facility	Deferred. Included in Bass Lake Specific Plan to be constructed as a condition of approval on new development.
2	Ponderosa Park-and-Ride Reconstruction	Complete
3	Placerville Multi-Modal Station - Phase II	Deferred by the City of Placerville
4	Central Transit Center	Complete
5	Missouri Flat Road Park-and-Ride	Complete (short-term solution - upgrades to the existing bus transfer center on Missouri Flat Road). The long-term Park-and-Ride parking capacity is assumed to be done as part of new commercial development north of U.S. 50 along Missouri Flat Road.
6	County Line Multi-Modal Transit Center	Planning initiated. Concept for new State funding source developed and being discussed. A grant application was submitted by the El Dorado County Transportation Commission (EDCTC) to Caltrans for discretionary planning funding starting in FY 2017/18. EDCTC expects to be notified in Spring, 2017 regarding whether this planning grant application will be funded.
7	Fairgrounds Transit Center	Eliminated. 20-year demand now expected to be met by the Park-and-Ride component of the Western Placerville Interchanges project scheduled for construction in starting in 2018.
8	County Line Regional Fueling Station	Planning initiated. An application has been submitted by the EDCTC for planning funding starting in FY 2017/18. (Priority #6 above).
9	Cameron Park Drive Park-and-Ride Facility	Deferred. Facility previously considered as part of County studies to improve the Cameron Park Drive Interchange. No financially-feasible interchange solutions were found.
10	Forni Road Interchange Park-and-Ride Facility	Eliminated. 20-year demand now expected to be met by the Park-and-Ride component of the Western Placerville Interchanges project scheduled for construction in 2017.
11	Western Placerville Interchanges Park-and-Ride Facility (formerly Ray Lawyer Drive Park-and-Ride Facility).	Construction scheduled for 2018.
12	El Dorado Hills Multi-Modal Parking Structure	Planning initiated. An application has been submitted by the EDCTC for planning funding starting in FY 2017/18. (Priority #6 above).

Source: El Dorado Transit Park-and-Ride Master Plan, 2007

- ▶ The intersection of White Rock Road and Latrobe Road has been, and is projected to continue to be, the most-congested intersection within unincorporated El Dorado County. This intersection is the point at which several regional roads intersect.
 - **Latrobe Road to the south** is not only a major local connection to the El Dorado Hills Business Park and Blackstone development, but is also the connection into Amador County, and points beyond. Travelers originating along the Highway 49 corridor, as far south as Sonora, often use Highway 49 to the Highway 16 intersection near Plymouth, and then reach the Highway 50 / Latrobe Road interchange via State Route 16 and Latrobe Road.
 - **Latrobe Road through El Dorado Hills (onto El Dorado Hills Boulevard)** is a key facility for this Highway 49 traffic to reach Interstate 80, and points further north, particularly in the winter months when facilities like State Routes 120, 4, and 88 are closed over the Sierra Nevada summit.
 - **White Rock Road, to the east and north**, connects to U.S. Highway 50 interchange at the newly-completed Silva Valley Road interchange, and continues north as a major artery to the Serrano development and Green Valley Road.
 - **White Rock Road to the west** is not only a local connection into commercial areas in Folsom, Intel, and Aerojet, but it is also the eastern end of the 34-mile long Southeast East Connector expressway into Southern Sacramento County, terminating in Elk Grove.

The County of El Dorado has enacted special policies to limit certain types of development in the vicinity to partially address this situation.

Exhibit 1 below is a map of these regional connections.

Just as this intersection, and the vicinity, are expected to continue to see heavy volumes of local, regional, and inter-regional vehicular traffic, it is expected to become a major intersection of existing and future transit systems that are likely to be provided by more than one service provider.

2. DISCUSSION

Existing Facilities

The existing El Dorado Hills Multimodal Transfer Facility was constructed by the County of El Dorado using Proposition 116 funds. This facility has approximately 120 parking spaces and has been out of capacity for more than 10 years.

To address the lack of capacity, in 2013 El Dorado Transit entered a lease agreement for additional, temporary parking in Town Center East, near the movie theater. The owner has a proposed multi-family development on the site of the temporary overflow parking that could well be underway in less than three years, pending resolution of existing litigation and/or approval of a new development application.

Once the apartment project moves into construction, the lease for the temporary overflow parking would be terminated, and El Dorado Transit would need to find alternative parking locations for existing commuter bus riders.

Exhibit 1

Regional Roadways Converging at the White Rock Road/ Latrobe Road Intersection



Original map courtesy of The Capital South East Connector Joint Powers Authority,
<http://www.connectoripa.net/project-overview.html>

Existing Priority Projects

As above, the 2007 Park and Ride Master Plan envisioned three new projects in the El Dorado Hills area.

- ▶ ***County Line Transit Center***, a new park-and-ride facility with a major inter-service bus transfer facility (priority #6).
- ▶ ***Regional Fueling Station*** (priority #8) that could include some combination of electric vehicle charging stations, compressed natural gas fueling for transit vehicles and public and utility vehicle fleets, and hydrogen fueling.
- ▶ ***El Dorado Hills Multi-Modal Parking Structure*** which is the vertical expansion of the existing El Dorado Hills Multimodal Transfer Facility into a multi-story parking garage (priority #12).

The potential to convert the existing facility into a parking garage does not specifically meet the needs of El Dorado Transit, or other transit providers, although it could be a significant community asset.

More specifically, the location has several constraints that make it very difficult to expand into a parking garage and still accommodate significant numbers of large buses. These constraints include high voltage overhead power lines that cannot practically be relocated.

The County has previously expressed a strong interest in retaining the property which is valuable as either a commercial area, and provides right-of-way that might be needed in the future to improve the adjacent White Rock Road/Latrobe Road intersection.

Planning Since the 2007 Park-and-Ride Master Plan

The County Line Transit Center and Regional Fueling Station projects are each potentially as complex as they are ambitious and these complexities have delayed addressing the urgent need for a new, permanent replacement Park-and-Ride facility with adequate parking capacity to meet existing and long-term parking demand.

- ▶ In 2014, the Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites quantified existing parking capacity deficits in the El Dorado Hills and Cameron Park areas as shown in Table 2, referencing an earlier study by LSC Transportation Consultants, Inc.
- ▶ Several efforts have occurred to move the County Line Transit Center project forward, including meetings with potential transit and funding partnering agencies (Sacramento Regional Transit, City of Sacramento, Sacramento Area Council of Governments, the El Dorado County Transportation Commission (EDCTC), and The Capital South East Connector Joint Powers Authority).
- ▶ In 2016 EDCTC submitted a grant application to further study the County Line Transit Center and Regional Fueling Station. However, the grant was not approved. EDCTC staff has updated and re-submitted the application for discretionary FY 2017/18 planning grant funding. EDCTC should be notified in Spring 2017 as to whether or not the planning grant is approved.

There may now be only a single parcel near the existing facility that is suitable in location, size, and zoning, for a new Park-and-Ride facility, regardless of the interest in, or viability of, the County Line Transit Center and Regional Fueling Station.

Table 2							
Existing Parking Capacity Deficits							
Community	Existing Utilization			Year 2010		Year 2027	
	Existing Spaces	Existing Use	Existing Deficit	Additional Short-Term Need	Total Deficiency	Additional Long-Term Demand	Total Need
El Dorado Hills	120	143	23	9	60	170	230
Cameron Park	33	47	14	15	30	40	70

* Calculation prior to expansion of Cambridge Road Park-and-Ride facility, completed in 2006.

Sources: U.S. Highway 50 Corridor Short Term Transit Plan (LSC Transportation Consultants, Inc, March 2006), Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites (Matthew C. Boyer and Associates, 2014)

Site Criteria for a Permanent El Dorado Hills Park-and-Ride Facility

The new Park-and-Ride facility would need to meet the following three criteria.

- ▶ ***Minimizes Impact on El Dorado Transit Operating Costs and on Transit Passenger Travel Times.*** Given the high number of commuter transit runs per day and the number of passengers traveling through the El Dorado Hills, any increase in travel distance and time has a substantial impact both on the transit system’s operating costs as well as the passenger’s perception of the quality of transit service.
- ▶ ***Adequate Size.*** Operationally, it is important for the new facility to accommodate all transit, Park-and-Ride, public carpool/vanpool, and other shared-ride needs, avoiding the need to schedule and operate service to multiple sites (and the issues arising from passengers who mistakenly find themselves on a bus serving the wrong site). Preliminary planning indicates the need for 230 park-and-ride spaces, along with space for up to nine buses. Depending on physical layout and need for other site functions such as stormwater retention, this will require a site of at least 4 acres.
- ▶ ***Compatible Neighbors.*** As the site with the greatest level of transit service, it is desirable for the new facility to be within a convenient walking distance of key trip destinations (major employers, commercial centers, etc.). On the other hand, some aspects (the noise impacts, in particular) can make a park-and-ride/transit facility a poor neighbor to adjacent, relatively sensitive land uses such as residences.

Although it is likely that similar criteria would drive location of a County Line Transit Center, this White Paper recommends that this be considered a separate project, with several key project partners, and should be studied separately from the urgent need to preserve property for a replacement Park-and-Ride facility.

Limited Remaining Parcels

The following images show the evolution of development in the immediate area of the White Rock Road / Latrobe Road intersection, and exactly why the need to preserve adequate land for a facility is so critical.

The existing El Dorado Hills Multimodal Transfer Facility (EDHMTF) at this location was acquired and constructed by El Dorado County in 1994 using Proposition 116 transportation bond revenues. Proposition 116 was approved by California voters in 1990. El Dorado Transit operates the EDHMTF under an agreement with the County.

In 1993 there was virtually no land development between the El Dorado Hill Business Park and U.S. Highway 50. See Exhibit 2.



Source: Google Earth

Soon after the El Dorado Hills Multimodal Transfer Facility opened in 1994, land development began immediately north of White Rock Road, on both sides of Latrobe Road began. See Exhibit 3.

As shown in Exhibit 4, by June 2007, during the time the Park-and-Ride Master Plan was being written, development in the same vicinity had continued to fill in around the existing EDHMTF.

In 2014 the Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites identified the remaining potential, unbuilt, locations, as shown in Exhibit 5 below. Parcels labeled “1,” “4,” and “5” had other projects envisioned by the land developer / ownership group. The parcel labeled “3” may have significant potential environmental limitations.

Exhibit 6 is the most-recently available aerial photograph (April 2015). And, does not show the new multi-family housing project that is under construction.

Exhibit 3
Development in the Vicinity as of August, 1998



Source: Google Earth

Exhibit 4
Development in the Vicinity as of June, 2007



Source: Google Earth

Exhibit 5

**2014 Exhibit of Potential Locations for a New Park-and-Ride Facility/
County Line Transit Center**



Sources: *Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites* (Matthew C. Boyer and Associates, 2014), Google Earth

Exhibit 6

Development in the Vicinity as of April, 2015



Source: Google Earth

Exhibit 7 taken from the most-recent EDCTC grant application identifies the only 3 remaining properties that could accommodate a replacement Park-and-Ride facility. The property in the far northwest portion of the exhibit (labeled “4” in the discussion above) is challenging because of the adjacent single-family residential neighborhood). The property south of White Rock Road can be considered, but does not provide the type of adjacent, walkable uses that the property between White Rock Road and Town Center Boulevard.



Source: El Dorado County Transportation Commission

3. OPTIONS

For the reasons described above, it appears imperative that El Dorado Transit move quickly to preserve the ability to acquire property to construct a new Park-and-Ride Facility to replace the over-capacity El Dorado Hills Multimodal Facility.

Whether the location selected for the permanent Park-and-Ride facility is appropriate for a County Line Transit Center, or Regional Fueling Facility, or whether either of these facilities are necessary, should be studied separately as planning funds become available.

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