

EL DORADO COUNTY BOARD OF SUPERVISORS
AGENDA ITEM TRANSMITTAL
Meeting of

#53

AGENDA TITLE: A Resolution Endorsing the Recommendations of the 50 Corridor Mobility Group for Road and Transit Improvements that will Reduce Congestion and Traffic Delay Along the Highway 50 Corridor

DEPARTMENT: Transportation

CONTACT: Richard Shepard

DATE: Nov. 28, 2006 **PHONE:** x5981

DEPT SIGNOFF:



CAO USE ONLY:

DEPARTMENT SUMMARY AND REQUESTED BOARD ACTION:

The Department of Transportation (Department) recommends the Board of Supervisors:

Approve Resolution endorsing the recommendations of the group known unofficially as the 50 Corridor Mobility Group for road and transit improvements that will reduce congestion and traffic delay along the Highway 50 Corridor.

CAO RECOMMENDATIONS:

Financial impact? Yes No

BUDGET SUMMARY:

Total Est. Cost	-0-
Funding	
Budgeted	
New Funding	
Savings	
Other	
Total Funding	
Change in Net County Cost	-0-

Funding Source: Gen Fund Other
Other:

CAO Office Use Only:

4/5's Vote Required	<input type="checkbox"/> Yes <input type="checkbox"/> No
Change in Policy	<input type="checkbox"/> Yes <input type="checkbox"/> No
New Personnel	<input type="checkbox"/> Yes <input type="checkbox"/> No

CONCURRENCES:

Risk Management
County Counsel
Other

*Explain

BOARD ACTIONS:

Vote: Unanimous

Or

I hereby certify that this is a true and correct copy of an action taken and entered into the minutes of the Board of Supervisors

Ayes:

Date:

Noes:

Attest: Cindy Keck, Board of Supervisors Clerk

Abstentions:

Absent:

By:



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November 30, 2006

Board of Supervisors
 330 Fair Lane
 Placerville, California 95667

Title:

A Resolution Supporting Recommendations for Road and Transit Improvements that will Reduce Congestion and Traffic Delay Times along the Highway 50 Corridor

Meeting Date: December 12, 2006

District/Supervisor: All

Dear Members of the Board:

Recommendations:

The Department of Transportation (DOT) recommends that the Board of Supervisors:

Approve Resolution endorsing the recommendations of the group known unofficially as the 50 Corridor Mobility Partnership for road and transit improvements that will reduce congestion and traffic delay along the Highway 50 Corridor.

Reasons for Recommendations:

On February 14, 2006 your Board, through Agenda Item #32, directed DOT to:

- (1) Participate in sub-regional efforts to improve White Rock Road with representatives from Rancho Cordova, Sacramento County and the City of Folsom to develop a cohesive circulation "system" that focuses on alleviating congestion on U.S. Highway 50;
- (2) Work with Sacramento Area Council Of Governments (SACOG) for the Elk Grove-Rancho Cordova-El Dorado Connector Road (Connector) regional planning process;
- (3) Actively participate with SACOG and other agencies affected by the Connector Road in the formation of a Joint Powers Authority (JPA); and
- (4) Return to the Board with recommendations concerning scope, authority and appropriate formation steps for the aforementioned JPA.

Since that time, DOT staff has been working closely with the affected agencies to coordinate the transportation planning activities of the two related projects; the SACOG Connector from Elk Grove to US 50 and the more localized effort to relieve US 50 congestion through shared efforts to improve White Rock Road. The SACOG Connector is being addressed in a parallel agenda item. Both projects share White Rock Road as a common alignment within El Dorado County and a significant portion of the eastern part of Sacramento County. Expediting the construction of these projects is a common goal of the impacted jurisdictions within these transportation corridors.

DOT is now returning to the Board with request for approval of the attached resolution to endorse the recommendations of a group that has formed informally and is known as the 50 Corridor Mobility Partnership. It is important to point out that this group is not a legally formed partnership and will therefore be hereinafter referred to in this staff report as the 50 Mobility Group or "*The Group*".

Discussion:

Highway 50 is the key transportation corridor linking downtown Sacramento to western El Dorado County. The local jurisdictions of the County of El Dorado, the County of Sacramento, the City of Rancho Cordova, and the City of Folsom (the "Local Agencies"), have experienced dramatic growth in housing and jobs over the past decade. The roadway network already experiences significant peak period traffic congestion. With forecasted growth of nearly 80,000 dwelling units and 53,000 more jobs over the next 25 years, traffic conditions in this area will continue to worsen.

To more proactively address these challenges, the four Local Agencies joined together in 2005 to evaluate necessary road and public transit improvements that would alleviate existing congestion along the Highway 50 Corridor. The Local Agencies were joined in this collaborative transportation planning effort by SACOG, Sacramento Regional Transit (RT) and Caltrans (collectively, the "Advisory Agencies"). Four area landowners (AKT Properties, GenCorp, Elliott Homes, and Carpenter Ranch) also participated in and supported the transportation planning effort. This informal public-private partnership has become known as the 50 Corridor Mobility Partnership but as stated earlier will be referred to as "*The Group*". The Study Area was defined roughly by Bradshaw Road on the west, American River on the north, El Dorado Hills on the east, and Jackson Highway on the south.

Phase One of the transportation planning effort was to develop a coordinated transportation plan for the Study Area that reduces congestion and improves mobility. Many transportation projects are being planned along the Highway 50 corridor by several agencies. "*The Group*" recognized that these projects need to be considered holistically, and not just within jurisdictional boundaries, to address overall mobility and transportation system performance. After over a year of weekly meetings, the Local Agency professional staff and the Advisory Agencies jointly developed a list of both near and long term improvements. The list of improvements, which includes both road and transit investments, is expected to reduce vehicle hours of delay in the corridor by 30 per cent. "*The Group*" is soliciting the support and endorsement from each of the Local Agencies engaged in the effort for the identified improvements as being important regional projects. Endorsement of these improvements does not constitute a final review or approval of any project.

The purpose of seeking endorsement by each of the Local Agencies is to ensure consensus at the policy making level to move the list of projects forward for consideration as part of the SACOG Metropolitan Transportation Planning process that is currently underway. Endorsement of the list of projects will also allow for detailed analysis of total cost of projects and funding options. Within the next few months, the Local Agencies expect to report back to each board/city council with funding and implementation recommendations.

The technical work of "*The Group*" focused on the development of a travel demand model for the Study Area that would allow travel forecasts for near term (2012) and long range (2030) time horizons. Transportation improvements that best addressed the projected growth in the study area were evaluated in the travel model. Road and transit improvements were separated into

three categories: (1) Near Term Expected Improvements; (2) Near Term Priority Improvements; and (3) Long Term Improvements. The technical work also included preliminary analysis of cost and funding options.

1. Near Term Expected Road and Transit Improvements.

The Near Term Expected Improvements are identified on the attached Resolution. This list of improvements was regarded as "readily expected" because the particular improvement 1) had been tied to expected development, 2) already was part of near-term capital improvement programs and 3) would not be subject to lengthy environmental/ funding/approval processes. Although the Near Term Expected Improvements are not included in the funding or implementation plans of "*The Group*", it is important to emphasize that each of the Near Term Expected Improvements is a critical component to the overall goal of congestion relief along the Highway 50 corridor. In addition there are other key regional improvements that extend beyond the study area with important relief benefits. This is particularly true with respect to the extension of HOV lanes from downtown Sacramento to Hazel Avenue, and the easterly extension of HOV lanes in El Dorado County. The attached resolution highlights the significance of these Near Term corridor improvements.

2. Near-Term Priority Improvements.

The Near Term Priority Improvements (both road and transit) are identified on the attached Resolution. This section provides a general overview of those improvements:

a. Road Improvements.

The Local Agencies identified seven major roadways and several enhancements along Highway 50 as priorities for near-term road improvements. Most importantly, the Local Agencies have recommended each of the improvements identified below as a package that would both provide system-wide travel benefits and help mitigate traffic increases that would be caused by the individual projects that make up this package. The transportation and public works directors strongly recommend including this entire group of improvements as a package, in order to achieve the 30 percent reduction in vehicle hours of delay as identified by the study's technical analysis.

The Local Agencies recognize that as land use patterns shift in the future (either by timing or shifts in land use boundaries) the projects on this list may require further analysis. However, the Local Agencies strongly recommend that any changes to or additions to projects on this corridor be subject to the same analysis as conducted for each of the projects on the Priority Near Term Improvement list. This will not only assist with funding priorities, but will ensure that the regional effect of transportation improvements receives an appropriate level of consideration as development occurs.

b. Transit Improvements.

With the development of about 15,000 dwelling units through 2012, some bus service can be expected to serve the new growth areas east of Sunrise Boulevard. However, the ability to provide new bus service will be limited by scarce funding for operations. Thus, RT's ability to expand operations is effectively capped by operating funding. Anything beyond a modest and gradual expansion of service would require new operation funds.

"*The Group*" recommends implementation of both north-south and east-west Bus Rapid Transit (BRT)/Express Bus routes through the study area in the long-term. "*The Group*" has decided that it is important to establish some initial elements of that BRT/Express

Bus system in the near-term in the Rancho Cordova / Sunrise Boulevard area and the future Easton Valley Parkway.

One significant enhancement to the light rail system is recommended as a near-term improvement. The Folsom City Council placed a high priority on the installation of "passing tracks" on RT's Gold Line east of the Sunrise station. The design and construction work for this project has been included as a Near-Term Priority Transit Improvement in order to ensure that design work commences as soon as possible. The Local Agencies, and in particular Folsom, recognize that a significant operations and maintenance issue must be bridged to ensure project success.

3. Long-Term Roadway and Transit Improvements.

The travel demand model was used to forecast 2030 traffic volumes for alternative long-term roadway/transit systems to help "The Group" define a roadway system that attempts to meet those demands. While additional studies will be needed to fine-tune the long-range transportation system, the key roadway elements identified by "The Group" are identified in greater detail in the Phase One Report. Design costs for long-term improvements will be included in the funding analysis.

4. Cost Estimates and Funding for the Projects.

The Phase One Report includes a general estimate of costs for the Near-Term Improvements. The estimates were provided by the responsible jurisdiction from existing capital improvement program data or were estimated using generic "per lane mile" unit costs. Where an improvement was expected to be constructed incrementally, such as building two lanes in the near term and widening to four lanes in the long term, costs were allocated proportionally.

Both capital and operational cost estimates were developed for proposed transit improvements in the study area. The capital costs were derived from a combination of cost estimates provided by RT and estimates developed using representative unit costs from other sources. The operating costs of BRT/Express Bus, trunk line and local bus service, and modifications to LRT service were based on operating assumptions for each type of transit service.

The initial estimate is that Near Term Priority Improvements costs total \$424 million. "The Group" is currently working with an economic consultant to verify the cost figures and develop recommendations for funding. After endorsement of the Near-Term Priority Improvement list by each Local Agency, this funding analysis will be finalized as Phase Two of "The Group's" effort.

Potential funding sources for the projects include the following:

- Transportation Development Fees (Sacramento County, Rancho Cordova, Folsom, El Dorado County)
- Measure A
- Infrastructure Bond (Corridor Management, State and Local Partnership)
- State and Local Partnership
- State Transportation Improvement Program (STIP)
- State Highway Operation and Protection Program (SHOPP)
- Federal Earmarks
- Transportation Development Act (TDA)
- Fare Box Revenue (for transit operations)
- Other

5. Community Outreach

The Local Agencies and the private developers have been actively working on briefing stakeholder groups and business organizations on a one-on-one basis. After endorsement of the Near Term Priority Project list, the outreach effort will continue with more formal neighborhood and stakeholder outreach meetings.

Fiscal Impact:

There is no fiscal impact.

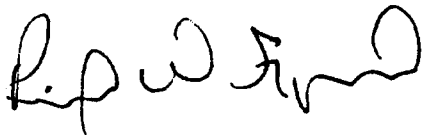
Net County Cost:

There is no net cost to the County.

Action to be Taken Following Approval:

- 1) The Chairman of the Board of Supervisors will sign the resolution.
- 2) Staff will take all necessary steps to include those El Dorado County projects identified by "The Group" in the upcoming Metropolitan Transportation Plan that are not already included.
- 3) Staff will seek state bond funding if available.
- 4) Staff will work with the "The Group" to complete a Phase Two process that includes funding recommendations and implementation steps and will return to the Board with request for concurrence.

Sincerely,



Richard W. Shepard, P. E.
Director of Transportation

RWS: m
Attachment(s):