



Transportation Workshop in El Dorado Hills

Prepared for the Board of Supervisors

October 5, 2009

Legistar Item #09-1189

On August 25, 2009, the Board approved a special meeting* to discuss transportation, transit and other issues affecting El Dorado Hills, to include:

- DOT Capital Improvement Plan (CIP) for El Dorado Hills area (informational only)
- US 50/Corridor Mobility Partnership (informational only)
- Quarry Truck Traffic Management Plan (informational only)
- US 50/Silva Valley Interchange, DOT will request direction from the Board; and
- Capital Southeast Connector Joint Powers Authority (JPA), DOT will request direction from the Board.

**** Agenda Item 09-1082***

Agenda

- • Background
 - DOT Projects in El Dorado Hills
 - Silva Valley Interchange
 - E. Sacramento Region Aggregate Mining Truck Management Plan
 - US 50 Corridor Mobility Partnership
 - Capital Southeast Connector JPA
 - Recommendations and Next Steps

CIP Purpose and Background

- The Board of Supervisors annually adopts the CIP and provides direction to DOT.
- The purpose of the CIP is to provide strategic direction regarding DOT's capital project priorities over a 10 to 20 year horizon:
 - 20 year horizon for road improvement projects
 - 10 year horizon for all other projects.
- DOT updates the CIP annually as new information becomes available regarding priorities, funding sources, design alternatives, project cost estimates and timing.
- CIP projects are prioritized based on a number of factors such as safety, capacity, traffic circulation patterns, level of service (LOS) requirements, available funding, and economic development needs.


There are many variables which may affect DOT's projects or that are outside of the County's direct control.

- The Economy
- The Capital Southeast Connector JPA
 - Draft Program EIR – update due by Spring 2010
- Highway 50 Corridor Mobility Partnership
- Truck traffic from mining (SACDOT)
 - Update due by Winter 2009
- Folsom Sphere of Influence (SOI)

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DOT plans to make major CIP investments in the El Dorado Hills area over the next 20 years:

U.S. 50/HOV Lane (EDH to Bass Lake Rd)	
U.S. 50/El Dorado Hills Blvd Interchange (final phase)	
Saratoga Extension	
U.S. 50/Silva Valley Parkway Interchange/Country Club Dr Connector	
White Rock Rd Widening/Realignment	
New Connector Rd from EDH Business Park to the West	

SOUTH EL DORADO HILLS COMPLETED PROJECTS

Since 1992



LATROBE ROAD - SOUTH OF HWY 50
EDC C.I.P. PROJECTS AND SUBDIVISIONS

EL DORADO COUNTY COMPLETED CIP PROJECTS

- C1 - LATROBE RD WIDENING - SUNCAST LN TO GOLDEN FOOTHILL PKWY 2 TO 4 LANES (72403)
- C2 - LATROBE RD WIDENING - WHITE ROCK RD TO SUNCAST LN 2 TO 4 LANES (72335)
- C3 - LATROBE RD - HWY 50 SIGNALIZATION (73314)
- C4 - LATROBE RD - WHITE ROCK ROAD SIGNALIZATION (73313)
- C5 - LATROBE ROAD WIDENING - US HWY 50 TO WHITE ROCK ROAD 4 TO 6 LANES (72402)
- C6 - LATROBE RD - INTERSECTION IMPROVEMENTS AT INVESTMENT BLVD (72338)
- C7 - WHITE ROCK RD WIDENING & REALIGNMENT - MANCHESTER DR TO POST ST 2 TO 4 LANES (72401)
- C8 - WHITE ROCK RD WIDENING & REALIGNMENT (71329)
- C9 - WHITE ROCK RD WIDENING & REALIGNMENT - WEST COUNTY LINE TO MANCHESTER DR (72360)
- C10 - WHITE ROCK RD IMPROVEMENTS - EAST OF LATROBE ROAD (72348)
- C11 - WHITE ROCK RD - VALLEY VIEW PKWY TO SILVA VALLEY PKWY PH 2 (72349)
- C12 - US 50 - EL DORADO HILLS BLVD INTERCHANGE ENHANCEMENTS PH 1-2B (71322)
- C13 - US 50 - EL DORADO HILLS BLVD INTERSECTION SARATOGA REALIGNMENT PH 1-2A (71321)
- C14 - US 50 HOV LANES PH 1 - EL DORADO HILLS TO BASS LAKE GRADE (53110)
- C15 - US 50 - EL DORADO HILLS BLVD INTERCHANGE DESIGN/SOUNDWALL (71318)
- C16 - US 50 - BASS LAKE GRADE CLIMBING LANE (53103)
- C17 - EL DORADO HILLS BLVD - IMPROVEMENTS (72114)
- C18 - US HWY 50 ADD 2 LANES COUNTY LINE TO EL DORADO HILLS BLVD (53104)
- C19 - EL DORADO HILLS BLVD - SERRANO REIMBURSEMENT (71342)

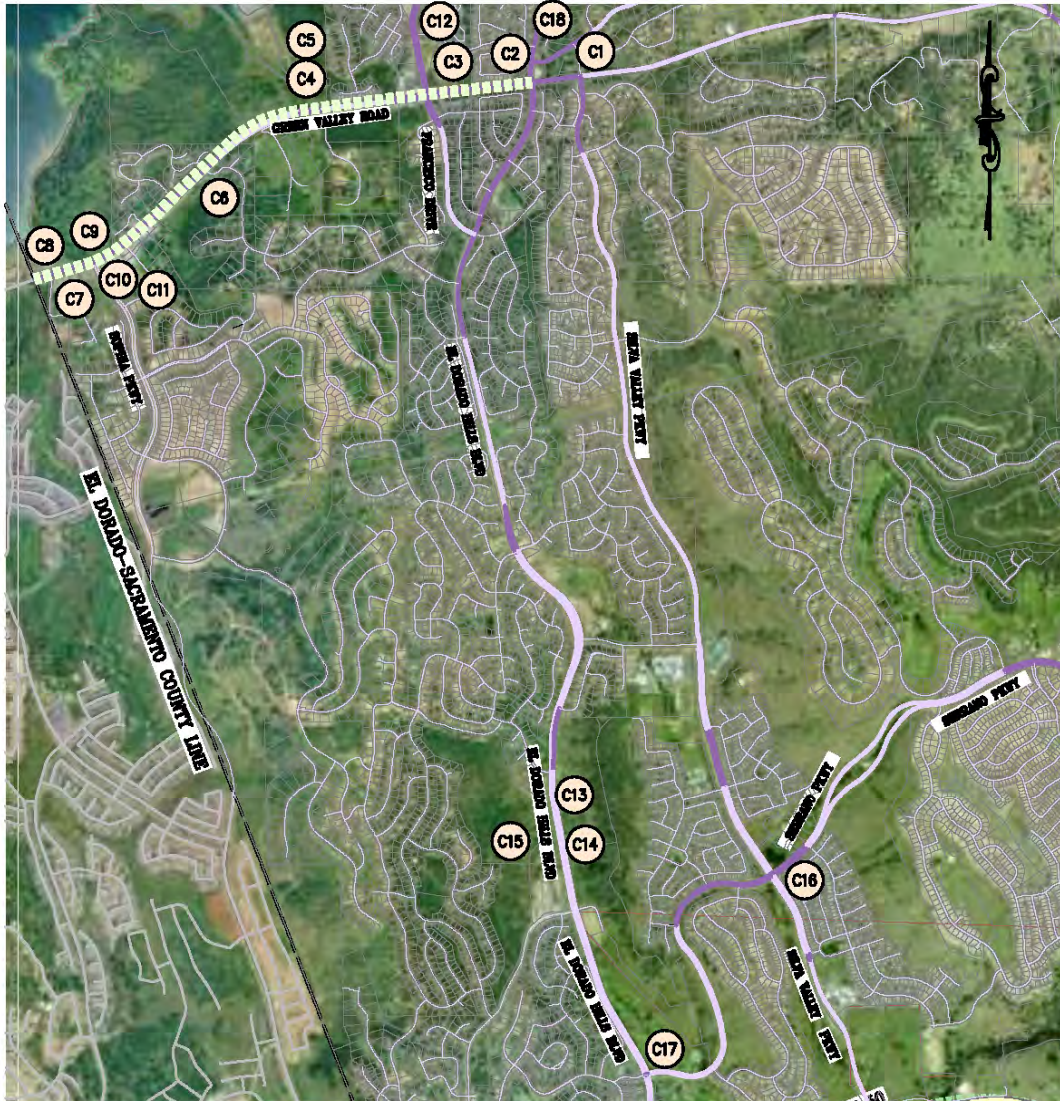
SEPTEMBER 2009



EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION

NORTH EL DORADO HILLS COMPLETED PROJECTS

Since 1994



**EL DORADO HILLS BLVD/GREEN VALLEY RD - NORTH OF HWY 50
EDC C.I.P. PROJECTS AND SUBDIVISIONS**

EL DORADO COUNTY COMPLETED CIP PROJECTS

- (C1)** - GREEN VALLEY RD - SILVA VALLEY PKWY SIGNALIZATION (73312)
- (C2)** - GREEN VALLEY RD - CORRIDOR (72342)
- (C3)** - GREEN VALLEY RD - WIDENING AT FRANCISCO DR (72303)
- (C4)** - GREEN VALLEY RD - MORMON ISLAND TO FRANCISCO DR (72355)
- (C5)** - GREEN VALLEY RD - SIGNALIZATION AT MORMON ISLAND DR (73349)
- (C6)** - GREEN VALLEY RD - ELEMENT "A"
- (C7)** - GREEN VALLEY RD - ELEMENT "B"
- (C8)** - GREEN VALLEY RD - ELEMENT "B" RETAINING WALLS (72356)
- (C9)** - GREEN VALLEY RD - COUNTY LINE TO BROWNS RAVINE PH 2 (72339)
- (C10)** - GREEN VALLEY RD - COMMERCIAL AREA "A" (72353)
- (C11)** - GREEN VALLEY RD - COMMERCIAL AREA "B" (72354)
- (C12)** - LAKE FOREST PLAZA - RETAINING WALLS REIMBURSEMENT (71110)
- (C13)** - EL DORADO HILLS BLVD - WIDENING PHASE I (72129)
- (C14)** - EL DORADO HILLS BLVD - WIDENING PHASE II (72301)
- (C15)** - EL DORADO HILLS BLVD - OLSON LANE/WILSON BLVD SIGNALS (73129)(73317)
- (C16)** - SERRANO AND SILVA VALLEY PARKWAY - REIMBURSEMENT (71341)
- (C17)** - EL DORADO HILLS BLVD - SERRANO PKWY REIMBURSEMENT (71342)
- (C18)** - SALMON FALLS ROAD - RECONSTRUCTION (72345)

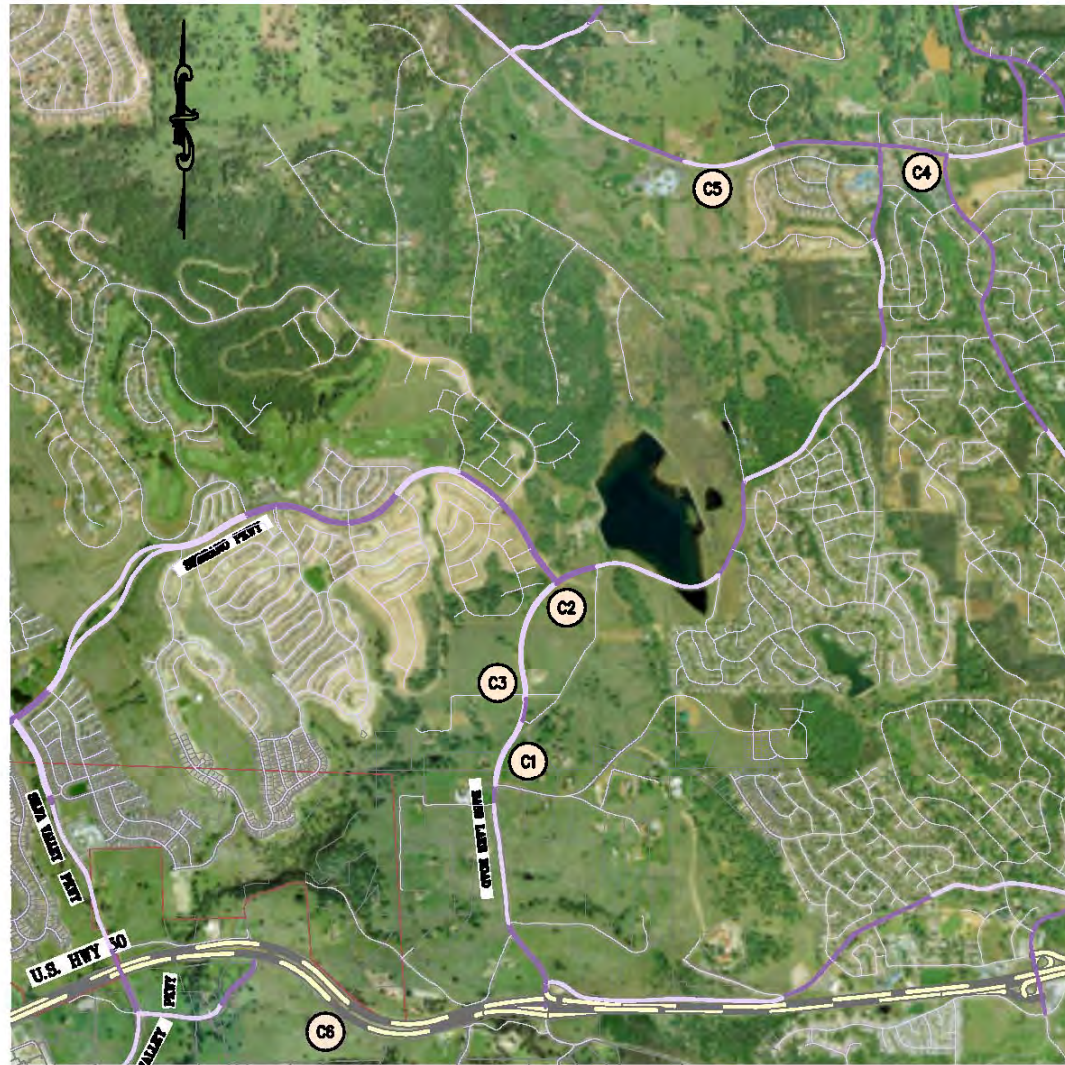
JUNE 2008



**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

EAST EL DORADO HILLS COMPLETED PROJECTS

Since 2000



**BASS LAKE RD/SERRANO/GREEN VALLEY RD
EDC C.I.P. PROJECTS AND SUBDIVISIONS**

EL DORADO COUNTY COMPLETED CIP PROJECTS

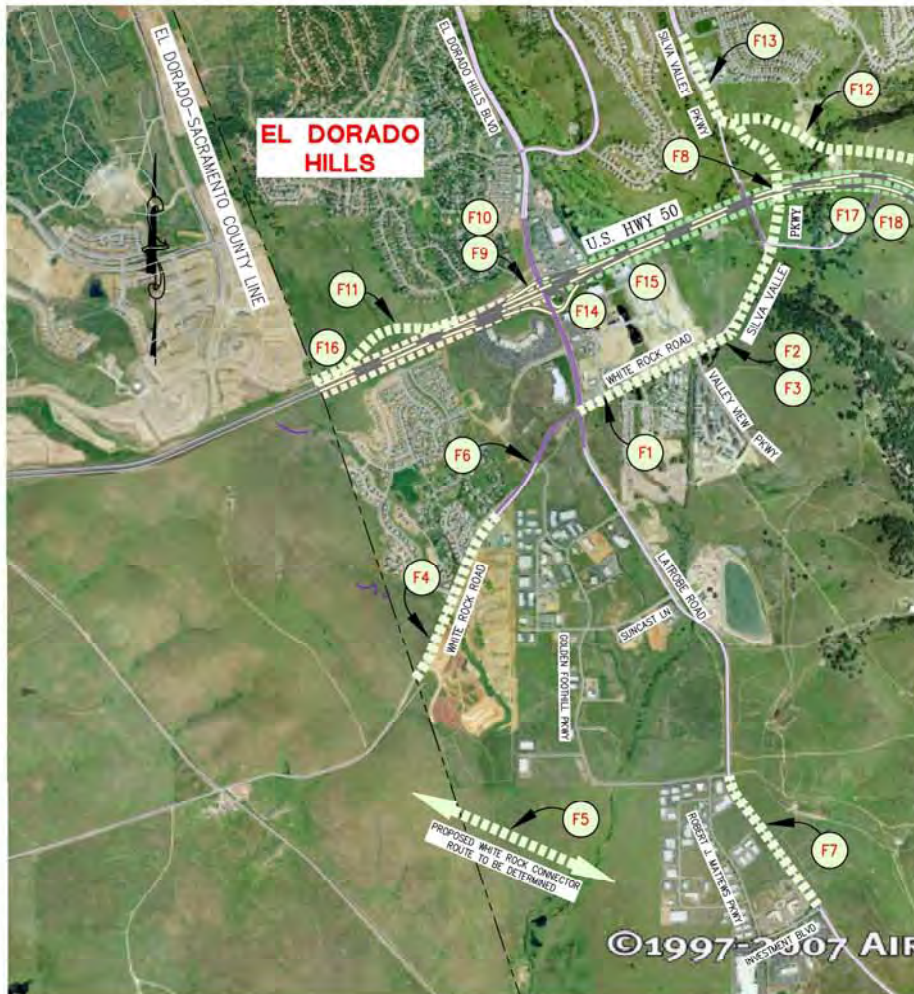
- (C1) - BASS LAKE RD - CONSTRUCTION FOR REALIGNMENT
- (C2) - BASS LAKE RD - CONNECTION TO SERRANO PKWY (71355)
- (C3) - BASS LAKE RD - SPECIFIC PLAN PHASE 1 (71353)
- (C4) - GREEN VALLEY RD - CAMBRIDGE RD INTERSECTION SIGNAL (73315)
- (C5) - GREEN VALLEY RD SIDEWALKS (73113)
- (C6) - US HWY 50 - BASS LAKE GRADE CLIMBING LANE (53103)

JUNE 2009



**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

SOUTH EL DORADO HILLS PROJECTS UNDER CONSTRUCTION & PROPOSED THROUGH 2025



**LATROBE ROAD - SOUTH OF HWY 50
EDC C.I.P. PROJECTS AND SUBDIVISIONS**

EL DORADO COUNTY CIP PROJECTS UNDER CONSTRUCTION AND PROPOSED

- F1 - WHITE ROCK RD/POST ST SIGNAL (73310)
- F2 - WHITE ROCK RD WIDENING - LATROBE RD TO SILVA VALLEY INTERCHANGE 2 TO 4 LANES (72372, 72374)
- F3 - WHITE ROCK RD WIDENING - LATROBE RD TO SILVA VALLEY INTERCHANGE 4 TO 6 LANES (GP152)
- F4 - WHITE ROCK RD WIDENING - MANCHESTER DR TO SACRAMENTO COUNTY LINE 2 TO 4 LANES (GP137)
- F5 - LATROBE RD/WHITE ROCK RD CONNECTOR (66116)
- F6 - WHITE ROCK RD/WINDFIELD WY SIGNAL (GP181)
- F7 - LATROBE RD WIDENING - GOLDEN FOOTHILL PKWY TO INVESTMENT BLVD 2 TO 4 LANES (72350)
- F8 - US HWY 50/SILVA VALLEY PKWY INTERCHANGE PH II (71328)
- F9 - US HWY 50/EL DORADO HILLS BLVD INTERCHANGE (71323)
- F10 - US HWY 50/EL DORADO HILLS BLVD INTERCHANGE PEDESTRIAN OVERCROSSING (71340)
- F11 - SARATOGA WY EXTENSION AND WIDENING (GP147)
- F12 - COUNTRY CLUB DR/SILVA VALLEY PKWY TO THE "OLD LINCOLN HIGHWAY" (71335)
- F13 - SILVA VALLEY PKWY WIDENING 2 - 4 LANES (71335A, 72370)
- F15 - US HWY 50 - HOV LANE EL DORADO HILLS BLVD TO BASS LAKE GRADE (53110)
- F16 - US HWY 50 - WESTBOUND AUXILIARY LANES (53115)
- F17 - US HWY 50 - HOV LANE BASS LAKE GRADE TO CAMERON PARK DR (53113)
- F18 - US HWY 50 - CORRIDOR MANAGEMENT (53121)

SEPTEMBER 2009



**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

EL DORADO COUNTY CIP PROJECTS UNDER CONSTRUCTION AND PROPOSED

- F1** - EL DORADO HILLS BLVD - FRANCISCO REALIGNMENT (72332)
- F2** - GREEN VALLEY RD WIDENING - FRANCISCO DR TO SALMON FALLS RD (GP178)
- F3** - GREEN VALLEY RD WIDENING - COUNTY LINE TO FRANCISCO DR (72355)

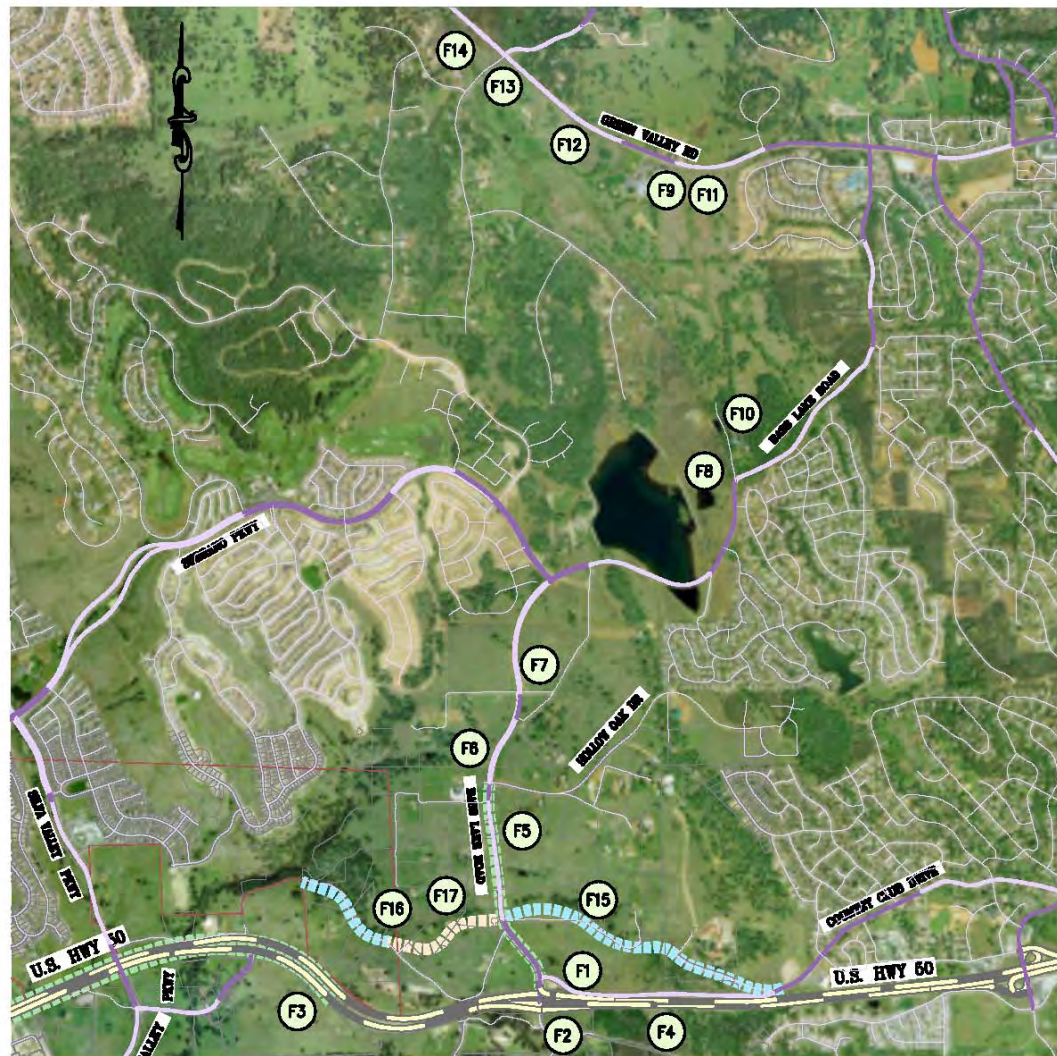
**EL DORADO HILLS BLVD/GREEN VALLEY ROAD - NORTH OF HWY 50
EDC C.I.P. PROJECTS AND SUBDIVISIONS**

JUNE 2009

**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

EDH Presentation
09-1189.A.12

EAST EL DORADO HILLS PROJECTS UNDER CONSTRUCTION & PROPOSED THROUGH 2025



**BASS LAKE RD/SERRANO/GREEN VALLEY RD
EDC C.I.P. PROJECTS AND SUBDIVISIONS**

EL DORADO COUNTY CIP PROJECTS UNDER CONSTRUCTION AND PROPOSED

- (F1) - US HWY 50/BASS LAKE RD - INTERCHANGE IMPROVEMENTS PHASE 1 (71330)
- (F2) - US HWY 50/BASS LAKE RD - INTERCHANGE IMPROVEMENTS PHASE 2 (GP148)
- (F3) - US HWY 50 - CORRIDOR MANAGEMENT
- (F4) - US HWY 50 - HOV LANE BASS LAKE GRADE TO CAMERON PARK DR (53113)
- (F5) - BASS LAKE ROAD FULL IMPROVEMENTS - PHASE 1A (66109)
- (F6) - BASS LAKE RD - SPECIFIC PLAN PHASE 1A
- (F7) - BASS LAKE ROAD WIDENING - US HWY 50 TO SILVER SPRINGS PKWY, PHASE 1B (GP166)
- (F8) - BASS LAKE RD - FRONTAGE IMPROVEMENTS AT SILVER SPRINGS (66115)
- (F9) - SILVER SPRINGS PKWY TO GREEN VALLEY ROAD - NORTH SEGMENT (66107)
- (F10) - SILVER SPRINGS PKWY TO BASS LAKE ROAD - SOUTH SEGMENT (66108)
- (F11) - GREEN VALLEY ROAD/SILVER SPRINGS PKWY INTERSECTION SIGNALIZATION (66106)
- (F12) - GREEN VALLEY ROAD WIDENING - DEER VALLEY RD EAST TO LOTUS RD (GP179)
- (F13) - GREEN VALLEY ROAD/DEER VALLEY RD WEST INTERSECTION IMPROVEMENTS (66114)
- (F14) - GREEN VALLEY ROAD WIDENING FROM SALMON FALLS TO DEER VALLEY RD (GP159)
- (F15) - COUNTRY CLUB DRIVE EXTENSION - BASS LAKE ROAD TO SILVER DOVE ROAD (GP124)
- (F16) - COUNTRY CLUB DRIVE EXTENSION - SILVER DOVE ROAD TO WEST BASS LAKE HILLS SP BOUNDARY (GP125)
- (F17) - COUNTRY CLUB DRIVE EXTENSION - BASS LAKE ROAD TO EAST BASS LAKE HILLS SP BOUNDARY (GP126)

JUNE 2009



**EL DORADO COUNTY
DEPARTMENT OF TRANSPORTATION**

DOT's Capital Improvement Program Strategy:

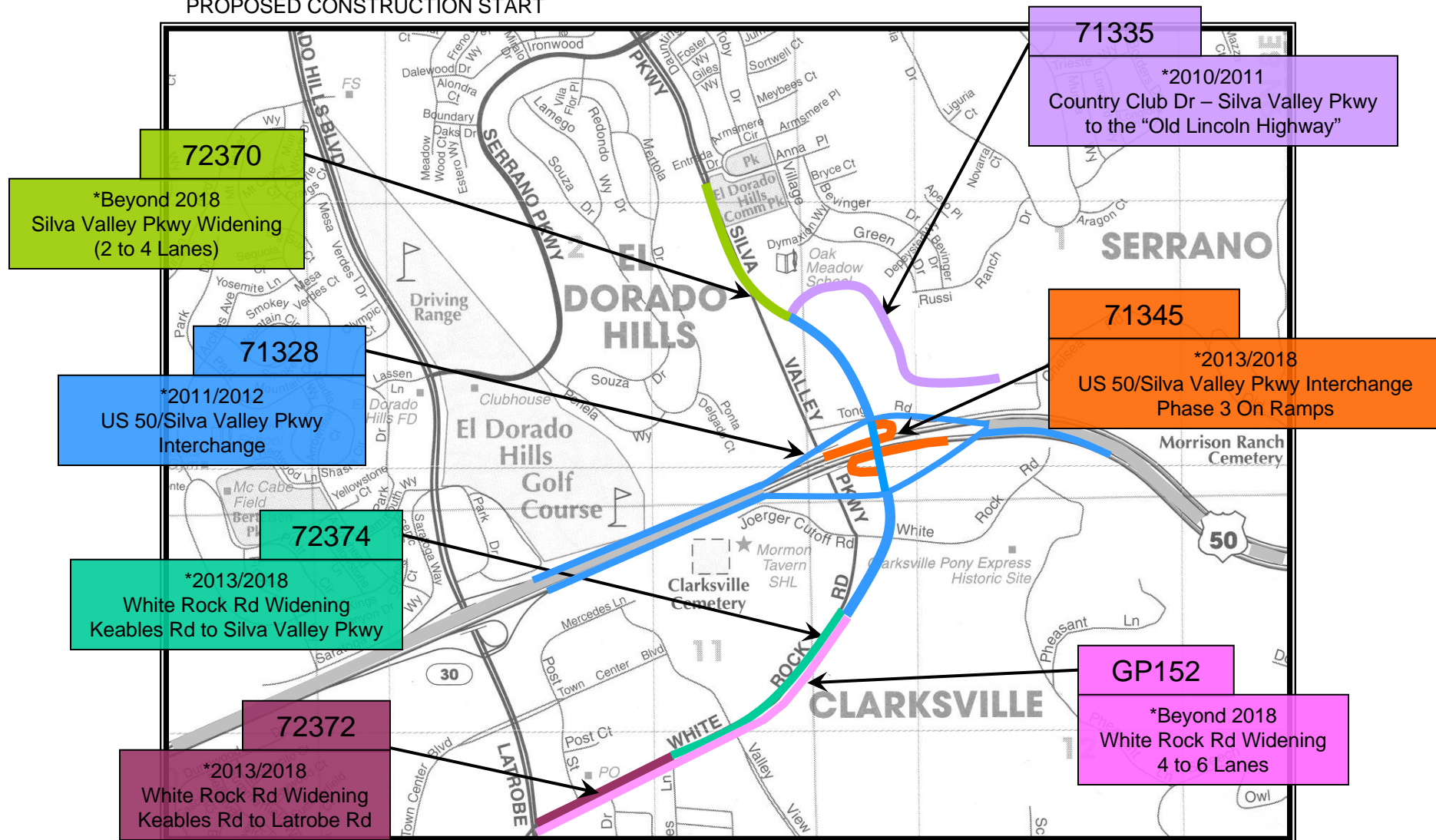
- Keep delivering projects;
- Continue to look for ways to reduce costs;
- Work with other agencies to resolve common transportation needs;
- Work with the Business and Development Communities to resolve transportation needs;
- Seek additional grant opportunities;
- Keep everyone updated.

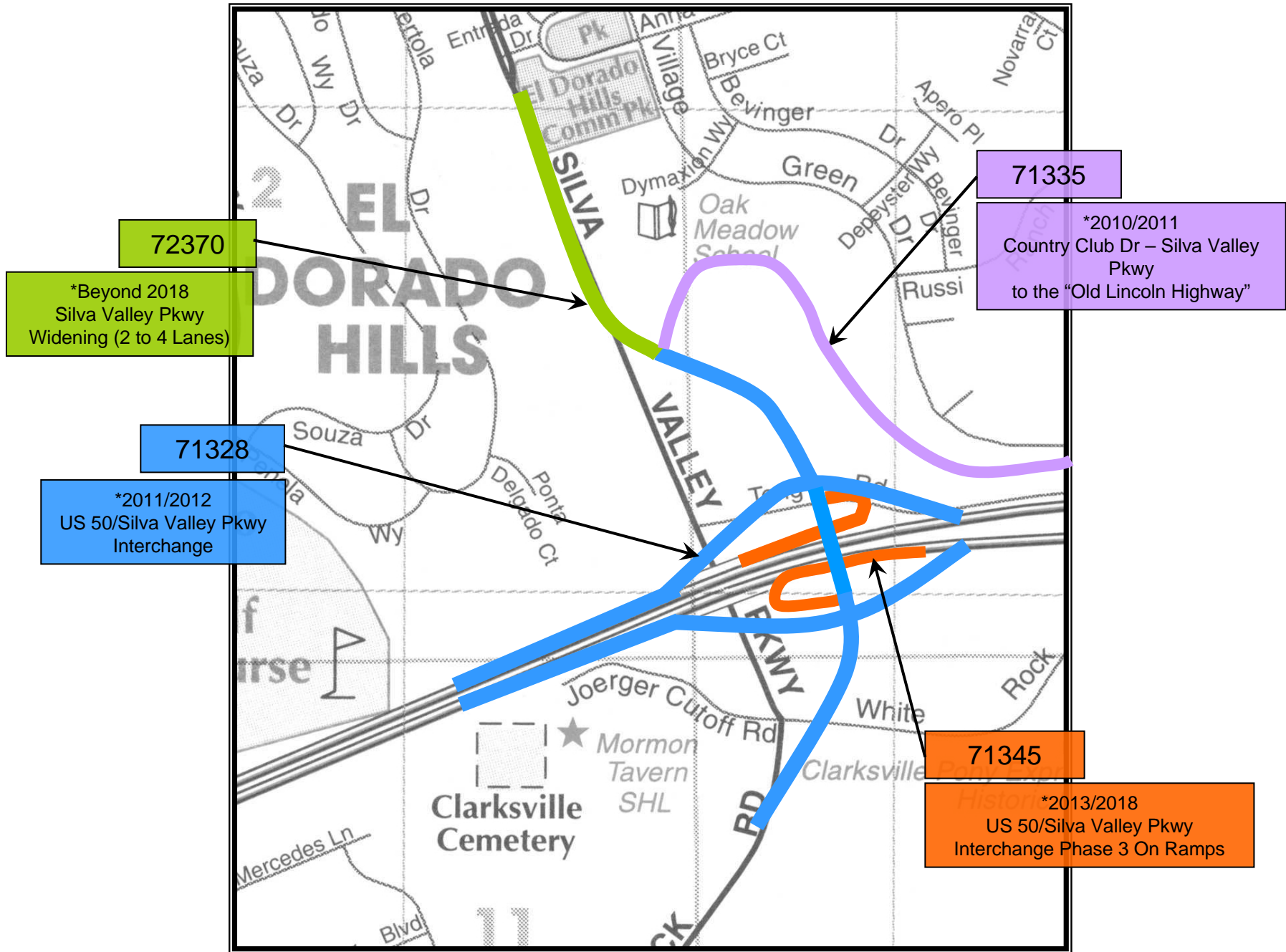
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Current Plan for Silva Valley Interchange Projects:

* PROPOSED CONSTRUCTION START





Current Situation (I):

Currently, there are insufficient revenues to build the Silva Valley interchange and its required supporting projects at this time:

- \$27.5M in the Silva Valley set aside account
- Potentially \$1.9M remaining in the EDH TIM/Blackstone prepaid accounts
- \$67.1M needed to build Country Club, Silva Valley Parkway, and the interchange (including the overcrossing) but without the loop ramps.

Net Needed: \$37.7M [i.e., \$67.1M – (\$27.5M + \$1.9M)]

- Given current permit/revenue forecasts, it will take until the 2014/2019 time period to accumulate enough money to build these projects.

Current Situation (II):

- There are many complexities involved with the Silva Valley Interchange:
 - Tong Road relocation;
 - Environmental and cultural resource mitigation;
 - EIR document is from 1990;
 - Timing of funding;
 - Other alternatives are being considered.
- Multiple parties are involved who need to be coordinated:
 - Private property owners;
 - Outside agencies.
- Estimates are in progress.
- Traffic studies are underway.

DOT is seeking Board concurrence on DOT's continuing on with next steps for the Silva Valley Interchange:

1. Refresh the environmental document;
2. Continue to explore alternatives;
3. Complete designs for the Interchange, Country Club, and Silva Valley Parkway;
4. Review phasing of improvements to coincide with available funding:
 - Work with private partners to minimize costs and accelerate delivery;
5. Seek other funding to backfill the shortfall;
6. Return to the Board with an update as part of the 2010 CIP Workshop (or earlier).

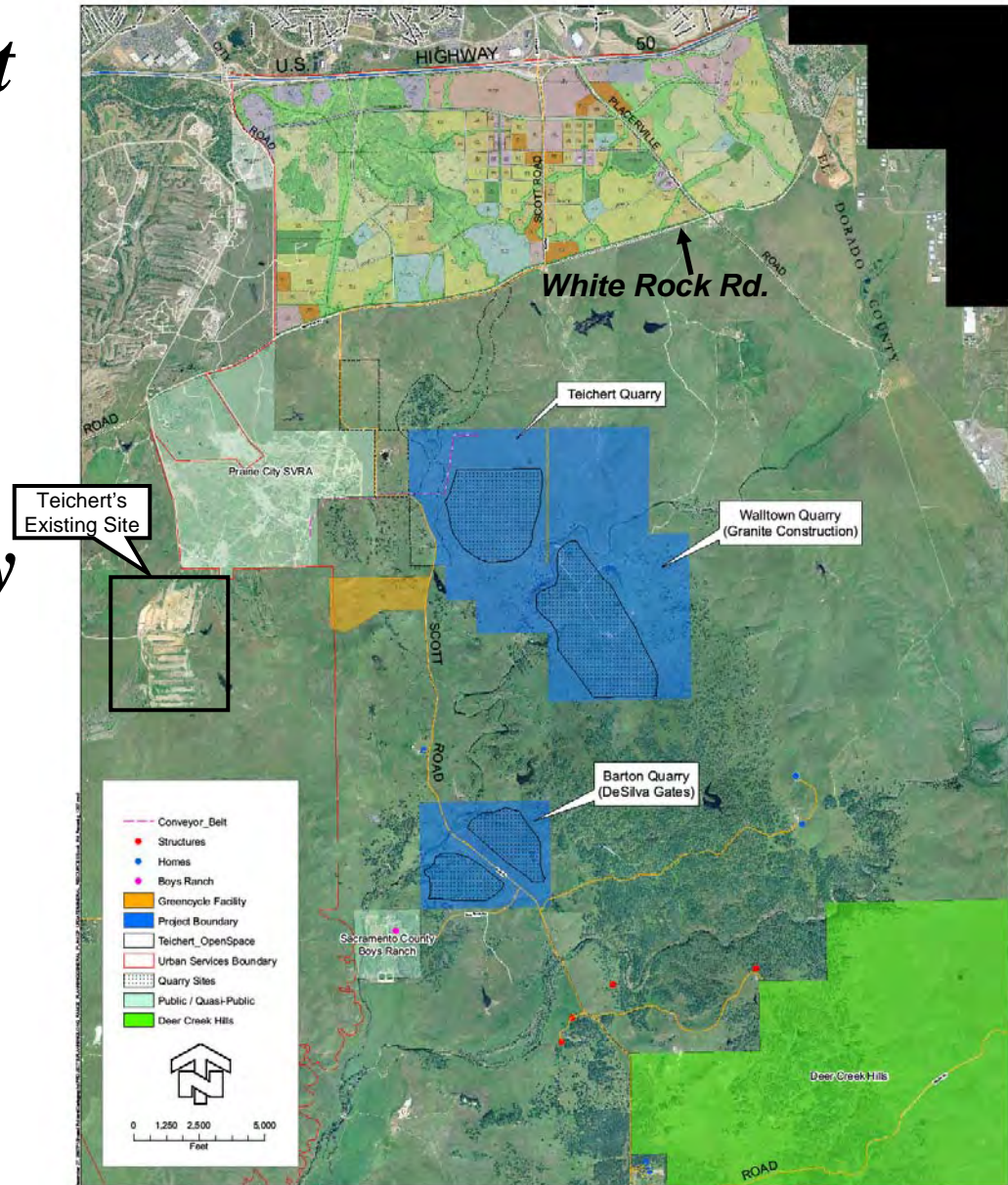
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Sacramento County has a planning effort underway to permit new rock quarries (“mines”) in its eastern area.

- The permits require environmental impact analyses.
- Traffic, and the impacts of that traffic, along various routes are being analyzed over a 20+ year time horizon, yet to be determined.
- Participants include:
 - Sacramento County
 - City of Folsom
 - City of Rancho Cordova
 - El Dorado County
 - Teichert
 - Granite
 - DeSilva Gates
 - SE Connector JPA
 - DKS (Consultant)

*SACDOT's East
Sacramento
Region Mining
Truck
Management
plan is driven by
EIRs for the
quarries in
Sacramento
County.*



DOT's involvement:

- Participating in meetings with other agencies:
 - City of Folsom is actively engaged because this impacts their sphere of influence
 - Technical level
 - Policy level;
- Looking at impacts (traffic, air quality, noise), mitigations, and benefits to the County;
- DOT's current position is to try to minimize pass-through truck traffic on White Rock Rd to Highway 50;
- Finding the “best” routing for the trucks from the perspective of all stakeholders (e.g., public, quarries).
- There are still questions of compatibility of the quarries with existing land uses.

DOT intends to report back to the Board on findings as information becomes available, and to get Board direction.

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- • **US 50 Corridor Mobility Partnership**
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Highway 50 Corridor Mobility Partnership

GOAL: Develop a coordinated transportation plan for Highway 50 Corridor area – including phasing, funding and implementation strategies – that reduces congestion and improves mobility.

Participants

- City of Rancho Cordova
- City of Folsom
- County of Sacramento
- County of El Dorado
- Private landowners

Coordinating Agencies

- Caltrans
- Sacramento Area Council of Governments (SACOG)
- Sacramento Regional Transit

El Dorado County's involvement in the Highway 50 Corridor Mobility Partnership:

- White Rock Rd. widening is the key project of interest to the Partnership.
- DOT's CIP and the General Plan already include the planned widening (to 6 lanes from Latrobe to Silva Valley Interchange) of White Rock Rd. by 2025.
 - This meets the Partnership's goal for White Rock.
 - This would be the bulk of El Dorado County's contribution.
- El Dorado County's participation in the Partnership will also help DOT attract State/Federal grants.

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- • **Capital Southeast Connector JPA**
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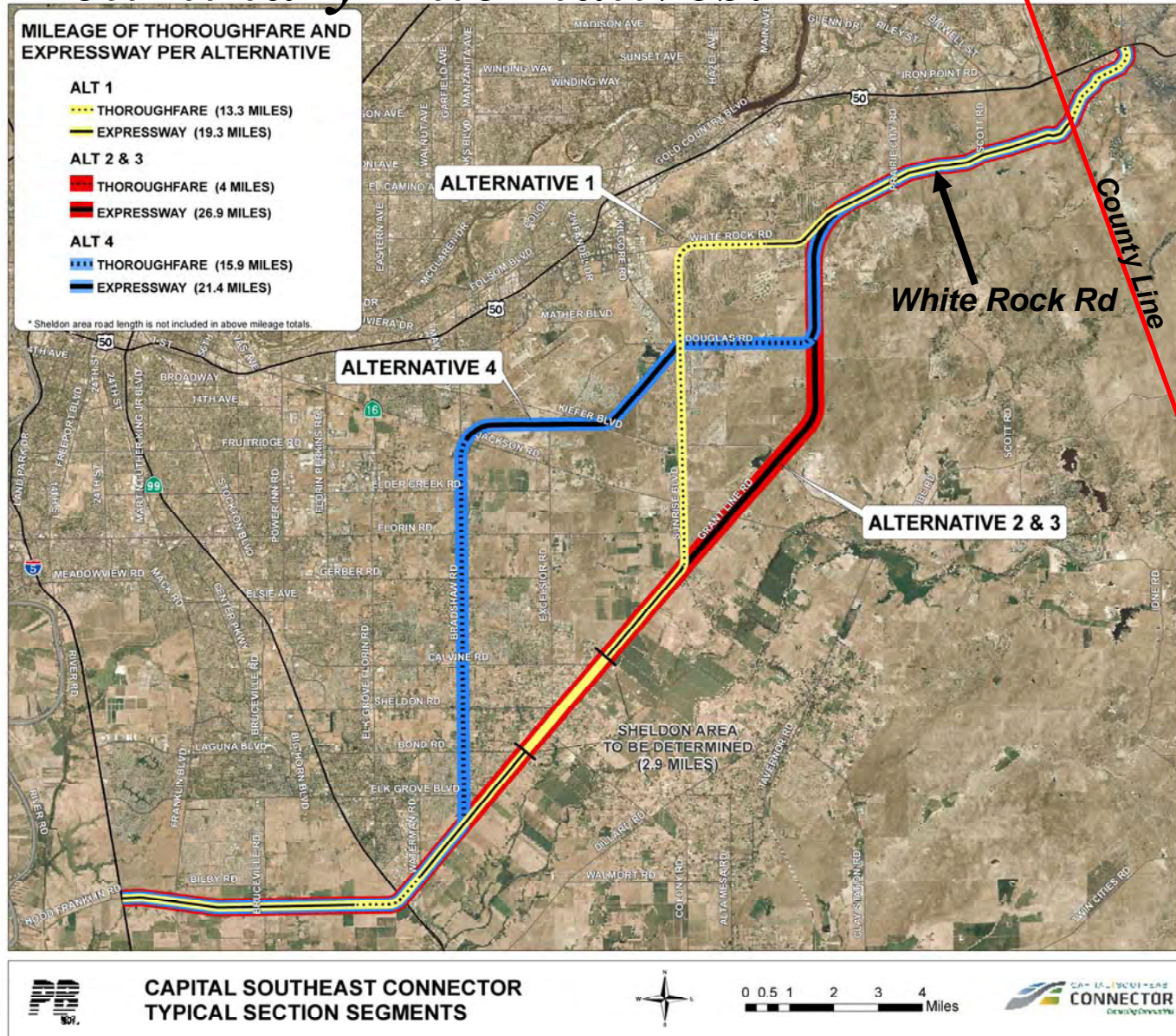
Background

- In December 2006, a Joint Powers Authority was formed to plan, design, and construct a “Elk Grove-Rancho Cordova-El Dorado Connector”.
- Dec. 12, 2006: EDC Board authorizes agreement with JPA*
- Feb. 27, 2009: JPA Board approves funding MOU (in concept)
- Participants:
 - City of Elk Grove**
 - City of Folsom**
 - City of Rancho Cordova**
 - El Dorado County**
 - Sacramento County**
 - Sacramento Transportation Authority
 - SACOG

*** Resolution 432-2006**

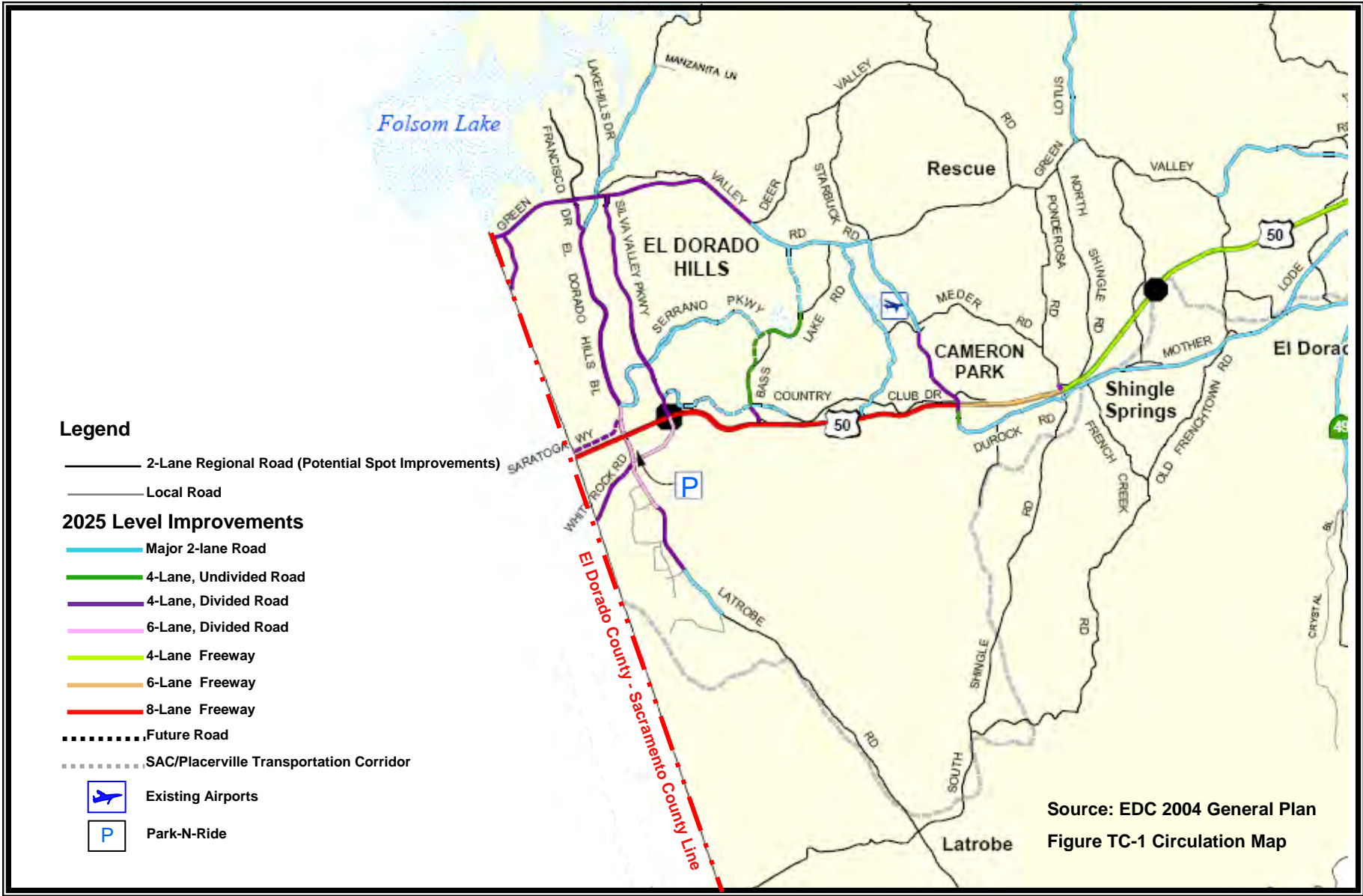
**** Indicates JPA Board Members**

Preliminary Alternatives:



- The JPA Board will approve the conceptual alignment for the Corridor.
- Each member jurisdiction approves the final alignment within its jurisdiction.

The General Plan Circulation Map illustrates the future road system.



Benefits to El Dorado County of participating in the Southeast Connector JPA*:

- Help El Dorado County attract grant funding to pay for Silva Valley Interchange and White Rock Road projects:
 - TIM Fee funds could then be used for other projects in El Dorado Hills;
- Foster economic development in the El Dorado Hills Business Park by:
 - Providing another route into/out of the Business Park;
 - Helping to advance the Business Park connection with the proposed Empire Ranch Interchange, or other Highway 50 interchanges;
- Reduce traffic on El Dorado County's interchanges by helping Folsom attract grant funds for their proposed interchange improvements (e.g., Empire Ranch Interchange, Oak Avenue Interchange), through joint agency applications;
- Provides the opportunity to influence regional transportation plans.

**** aka: "SE Connector JPA" or "JPA"***

The JPA is very early in the planning process, expecting to have an Environmental Notice of Preparation ready in 3 to 4 months.

	<u>Estimated Start Year</u>	<u>Estimated Costs</u>
• Planning/Environmental	2008*	\$8.5M (through 2011)
• Design	2009	TBD
• Right of Way Acquisition	2009	TBD
• Construction	2013	TBD

** Draft EIR currently expected by end of 2011*

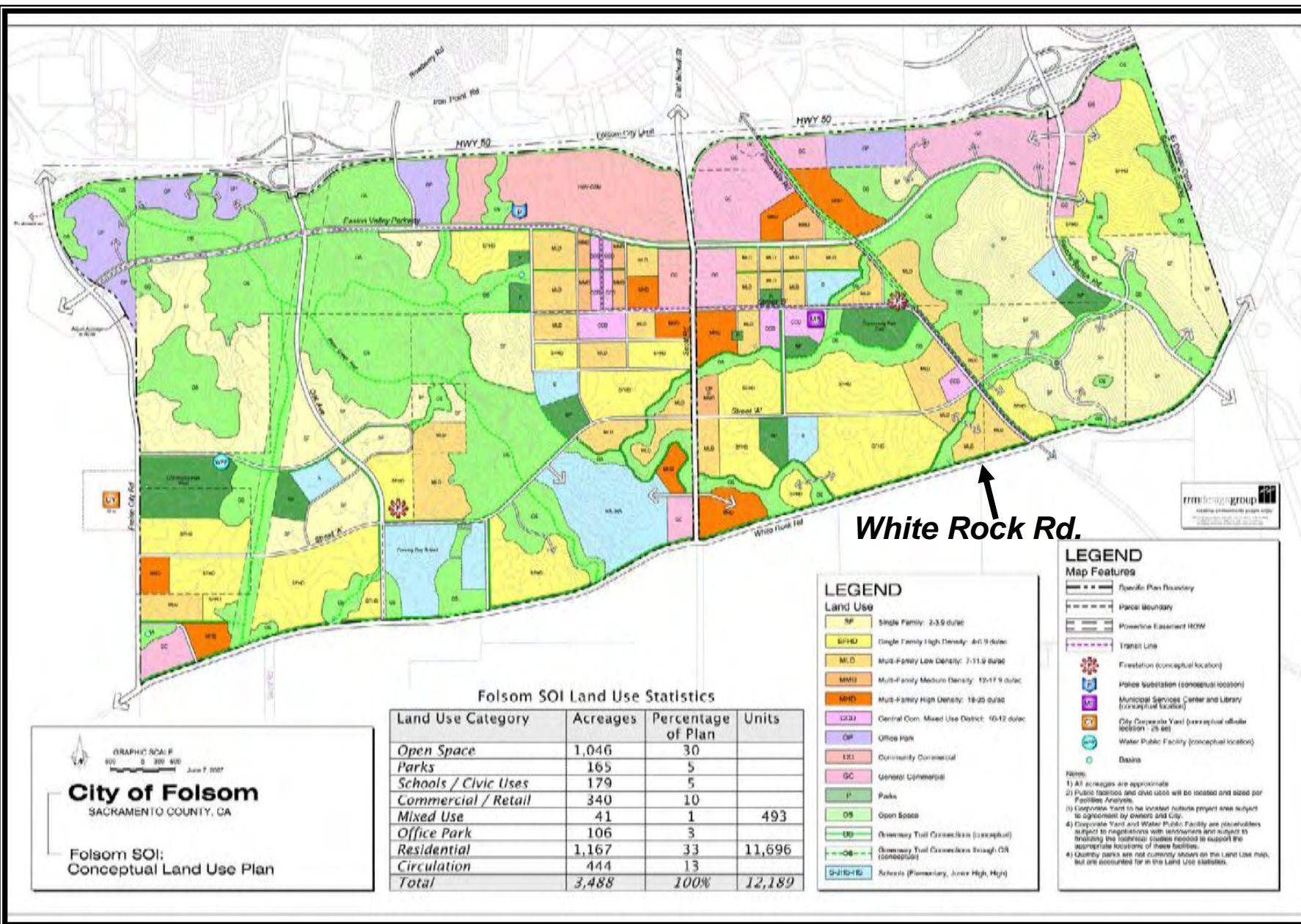
Note: The current plan is to build the project in discrete segments and those depend on funding, R/W, environmental, local jurisdiction priorities, etc.

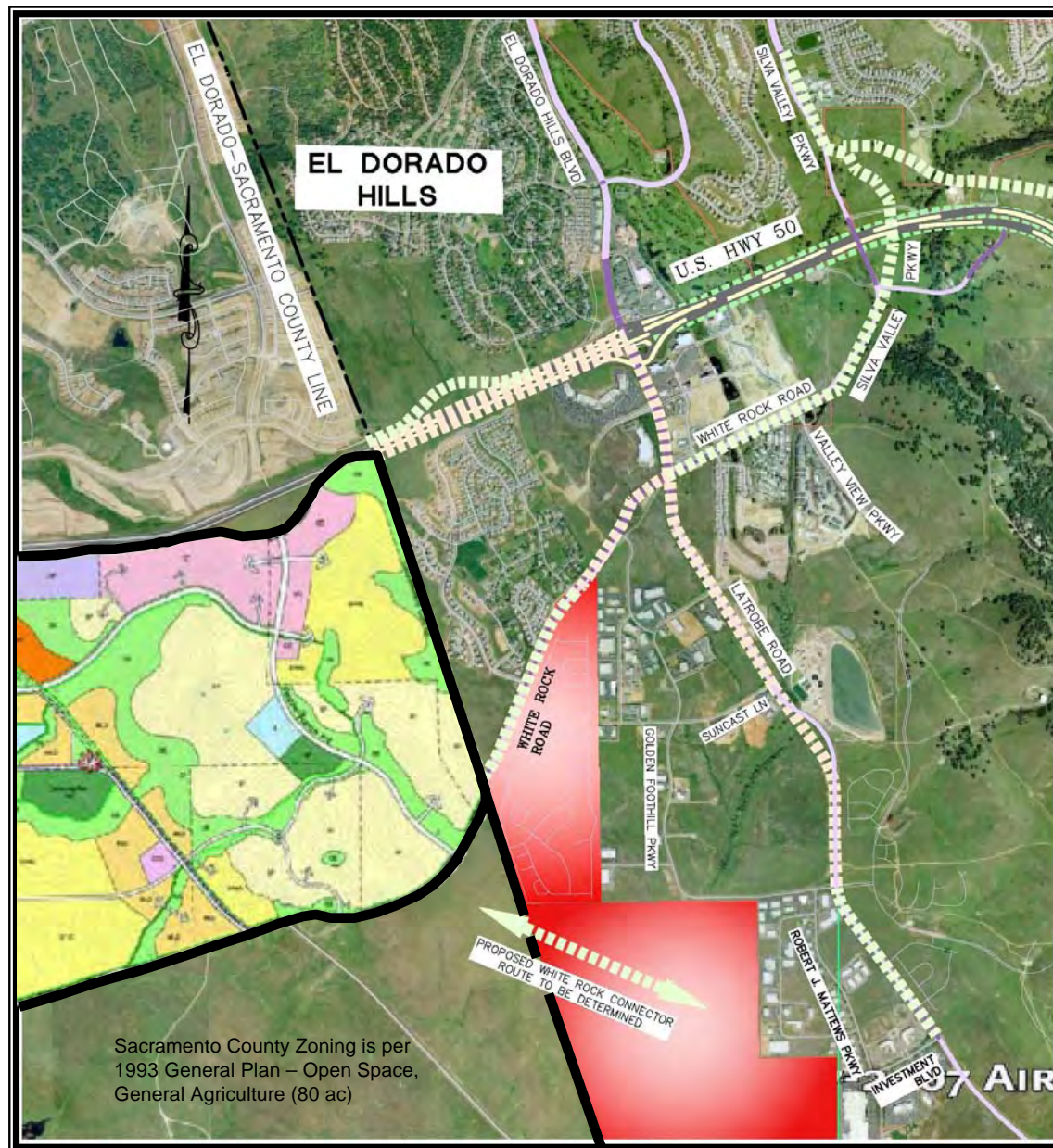
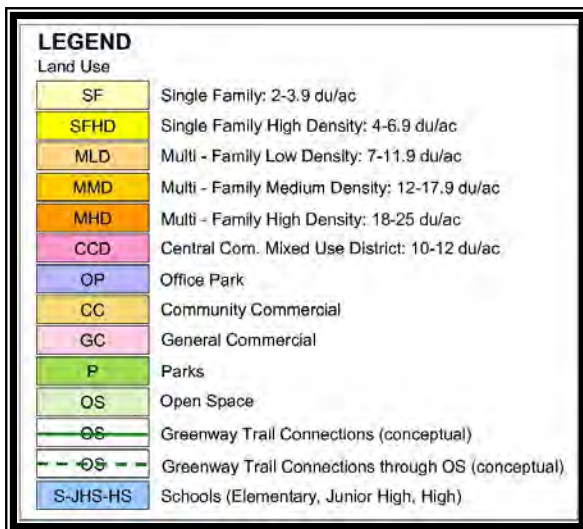
JPA Funding Sources: \$105.7M is planned to come from Measure A funds through 2019.

- When the JPA develops estimates for the cost of the project, it will begin discussions with members over how to share the costs.
- If Federal/State funds can be attracted by the JPA, EDC's prorata portion would be counted toward its contribution.
- DOT proposes that planned improvements in its CIP be counted toward EDC's contribution (e.g., White Rock Rd widening, Silva Valley Interchange).

In addition to working with the SE Connector JPA, DOT is also working with the City of Folsom on items of mutual interest, some of which overlap with the JPA's.

- The El Dorado County/City of Folsom Joint Powers Authority was set up to look at issues of importance to both entities including:
 - Traffic
 - Airport Noise (Mather)
 - Land Use (e.g., Folsom's Sphere of Influence and El Dorado County's western area that borders Folsom south of Highway 50)
 - Cross County-City boundary connections (roads, sidewalks, trails, pedestrian/bike routes, etc.)
- In the coming months, DOT expects to work cooperatively with the City of Folsom on these issues, to include the SE Connector JPA.





DOT is recommending that the Board direct DOT to:

1. Return with a Resolution supporting the SE Connector JPA;
2. Provide up to \$10,000* per year for SE Connector JPA operating costs for a maximum of five years;
3. Pursue individual grants for projects in the County that support the Connector;
4. Work with the SE Connector JPA to receive contribution credit for County CIP projects that may ultimately be part of the Connector;
5. Work with the SE Connector JPA and the EDC/City of Folsom JPA to include alternatives that terminate at points other than just White Rock Rd/Silva Valley Interchange;
6. Utilize DOT staff for coordination with both the SE Connector and the EDC/City of Folsom JPA;
7. Provide periodic updates to the El Dorado County Board of Supervisors.

****DOT proposes to fund these efforts from the Road Fund.***

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DOT is seeking Board concurrence on DOT's continuing on with next steps for the Silva Valley Interchange:

1. Refresh the environmental document;
2. Continue to explore alternatives;
3. Complete designs for the Interchange, Country Club, and Silva Valley Parkway;
4. Review phasing of improvements to coincide with available funding:
 - Work with private partners to minimize costs and accelerate delivery;
5. Seek other funding to backfill the shortfall;
6. Return to the Board with an update as part of the 2010 CIP Workshop (or earlier).

With respect to the SE Connector JPA, DOT is recommending that the Board direct DOT to:

1. Return with a Resolution supporting the SE Connector JPA;
2. Provide up to \$10,000* per year for SE Connector JPA operating costs for a maximum of five years;
3. Pursue individual grants for projects in the County that support the Connector;
4. Work with the SE Connector JPA to receive contribution credit for County CIP projects that may ultimately be part of the Connector;
5. Work with the SE Connector JPA and the EDC/City of Folsom JPA to include alternatives that terminate at points other than just White Rock Rd/Silva Valley Interchange;
6. Utilize DOT staff for coordination with both the SE Connector and the EDC/City of Folsom JPA;
7. Provide periodic updates to the El Dorado County Board of Supervisors.

****DOT proposes to fund these efforts from the Road Fund.***

QUESTIONS???