

[..Title](#)

Department of Transportation (Department) recommending the Board receive information and provide direction on the Master Circulation and Funding Plan for the Missouri Flat Corridor.

(Est. Time: 1 hour)

FUNDING: N/A

[..Body](#)

Fiscal Impact/Change to Net County Cost:

There is no fiscal impact or change to net County Cost associated with this item.

Background:

The Missouri Flat Master Circulation and Financing Plan (MC&FP) was established to provide a funding mechanism to address existing road deficiencies within the existing and proposed commercial development along the Missouri Flat Road corridor (corridor).

Commercial development is necessary to enable the County to achieve the following goals:

1. Expand retail shopping opportunities, keeping more sales tax revenue in El Dorado County
2. Build much-needed road improvements without increasing taxes or fees on County residents
3. Generate tax revenues in excess of costs for the County General Fund
4. Increase job and business opportunities in the County

The main problems identified in the original analysis of the corridor were the Missouri Flat Road over-crossing at U. S. Highway 50 and adjacent arterial and collector roads. Due to the existing traffic congestion at the time, the roads capacity was insufficient to meet County General Plan Level of Service (LOS) standards. Therefore, the County was unable to approve new commercial development within the region. The County adopted urgency ordinances limiting new commercial development in the Missouri Flat region for two years between April 16, 1996 and April 15, 1998 (Ordinance Numbers: 4417, 4420, and 4446).

Through the General Plan update process in the early 1990's, policies and plans evolved to create a specific circulation and funding program for the Missouri Flat area. The MC&FP was adopted on December 15, 1998 and planned to use a range of funding sources to resolve the County's transportation needs, including:

- Private Financing (developer constructed facilities)
- Traffic Impact Mitigation (TIM) Fees
- MC&FP incremental sales and property taxes
- Mello-Roos Community Facilities District (CFD) infrastructure bonds
- State and federal transportation grants

The MC&FP anticipated two major phases of development. However, Measure Y

(approved by the voters on November 3, 1998) caused certain improvements (including the extension of Headington Road), to become ineligible for funding. Therefore, the Board only approved Phase I of the MC&FP. MC&FP Phase I involved transportation improvements to address existing level of service deficiencies and to allow for approximately 732,278 square feet of additional commercial development. Five primary road improvements were identified as follows:

1. Missouri Flat Widening from U.S. Highway 50 to Forni Road
2. Missouri Flat Widening from Forni Road to Pleasant Valley Connector (Diamond Springs Parkway)
3. U.S. Highway 50/Missouri Flat Road Interchange Improvements (Phase I)
4. Missouri Flat Road/Pleasant Valley Connector Roadway (two lanes)
5. U.S. Highway 50 and El Dorado Road Interchange Improvements

Status of MC&FP Phase I:

As an adopted plan, MC&FP Phase I requires a set of continuing positive actions by the County in order for the plan to succeed. These actions include:

1. Discretionary approvals for development projects in the area
2. Establishing funding mechanisms and funding commitments
3. Initiating road improvements funded by the program

At this point, the County has achieved success by completing the following positive actions:

1. Discretionary approvals: The County approved a number of discretionary projects in the area, including WalMart, El Dorado Villages (Safeway shopping center), Sundance Plaza (now The Crossings at El Dorado, and not yet constructed). The County approved additional commercial development in the Golden Center Drive area, Panda Express, and Walgreens. Total square footage built to date is 511,000.

Pending Discretionary Approvals:

Sundance (The Crossings at El Dorado), Z11-09/PD97-11R(3)/P11-09/DA11-05) is proposing a revised project for a total of 407,000 square feet. The current approved project is 535,000 square feet, with only 394,278 anticipated in MC&FP Phase I. The developer submitted an application for revision in December 2011.

Creekside Plaza (PD10-05/P10-12/Z10-09) was approved at 21,000 square feet by the Board on April 3, 2012.

The Diamond Dorado Retail Center project (A07-18/Z07-54/PD07-34/P08-17) is proposing 280,515 square feet. The Draft Environmental Impact Report (EIR) was released for a 45-day review period on December 23, 2011 and closed February 6, 2012. The final EIR is being prepared, and a Planning Commission hearing is anticipated in late summer/early fall 2012, with a Board hearing in fall 2012.

2. Funding: The Board has established funding mechanisms in the MC&FP area. The sources and status are below:

- The MC&FP tax increment (85% of property taxes and 85% of 1% of new sales taxes) was established in 2001 and is currently generating approximately \$900,000 per year.
- The MC&FP CFD was established in 2002. No special tax has been set and no bonding incurred at this time. We estimate \$10 million in bonding capacity.
- The use of TIM fees for road improvement projects within the MC&FP area.
- The County has successfully received State and federal grants for road improvement projects within the MC&FP area.

3. Initiating Road Improvements: The following road improvements have been completed, are under construction, or have some level of planning, design, or environmental review completed:

1. Missouri Flat Widening from U.S. Highway 50 to Forni Road
Status: Completed - 1999
2. Missouri Flat Widening from Forni Road to Pleasant Valley Connector
Status: Completed - 1998
3. Missouri Flat Interchange Phase 1A:
Status: Completed - 2009
4. Missouri Flat Interchange Phase 1B:
Status: Under construction, Estimated Completion - Fall 2012
5. U. S. Highway 50/ El Dorado Road Interchange:
Status: A future program project (outside 10 year planning horizon)
6. Missouri Flat/Pleasant Valley Connector (2 lanes)(Diamond Springs Parkway)
Status: EIR certified May, 2011, 50% design complete, and some right-of-way parcels have been acquired. (The Highway 49 realignment portion of this project is included in the 2012 CIP)

Conclusion:

The MC&FP Phase I has been successfully implemented to this date. The County was fortunate to receive substantial funding through the State Transportation Improvement Program (STIP) for the Missouri Flat Interchange improvements. The MC&FP sales and property tax funding mechanism generates approximately \$900,000 per year for future MC&FP road improvements. Current records since July 1, 2001 indicate that 511,000 square feet of new commercial development has been built in the corridor. The Department's new Travel Demand Model will provide an updated baseline analysis of the Missouri Flat Corridor using new traffic counts once the Missouri Flat Interchange Phase 1B is completed.

Remaining road improvements included in MC&FP Phase I are:

1. U. S. Highway 50/El Dorado Road Interchange

Status: not needed until the Sundance (The Crossings at El Dorado) project is built out.

2. The Missouri Flat/Pleasant Valley Connector (2 lanes)(Diamond Springs Parkway)

Status: the 2012 CIP funds the Highway 49 realignment portion of this project. Funding for the project is anticipated to be through TIM fees, MC&FP (tax increment and bonds), and developer funding.

The December 2003 EIR for U.S. Highway 50/Missouri Flat Road Interchange and Supplemental EIR for the Missouri Flat Area Master Circulation and Funding Plan included the analysis of Phase 2 of the Missouri Flat Road Interchange. The preferred alternative was the Single Point Diamond Interchange (SPDI) with the 6-Lane Tight Diamond as a secondary alternative. It was anticipated, at that time, that the SPDI would be the ultimate phase for improvements of the Missouri Flat Road Interchange. The SPDI:

- Would convert the tight diamond U.S. Highway 50/Missouri Flat Road Interchange (Phase 1) to a single point diamond interchange;
- Intended to be completed as additional commercial development occurs and travel demand increases to alleviate LOS; and,
- Would be constructed upon availability of funding.

The SPDI is not a part of the MC&FP Phase I plan and would be considered as part of the analysis of the MC&FP Phase II plan. The SPDI is currently referred to as the Single Point Urban Interchange (SPUI).

Recommendation:

Based on the above, staff recommends:

1. The Board identifies the following projects as top priorities for funding and completion based on economic development impact and impact to future projects in the area:
 - U.S. Highway 50/Missouri Flat Road (SPUI):
Status: Currently not programmed.
 - Missouri Flat/Pleasant Valley Connector (2 lanes) (Diamond Springs Parkway)
Status: EIR certified May, 2011, 50% design complete, and some right-of-way parcels have been acquired. The Highway 49 realignment portion of this project is approved for the 2012 CIP.
2. Direct staff to identify funding sources for these projects, including grants, bonding, internal loans and developer reimbursement.
3. Direct staff to initiate scoping and planning to initiate MC&FP Phase II. This would likely include traffic analysis, environmental review, and consideration for General Plan and Zoning amendments.

Contact:

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