



EL DORADO TRANSIT

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December 12, 2012

Ms. Eileen Crawford, Senior Civil Engineers
County of El Dorado
Department of Transportation
2820 Fairlane Court
Placerville, CA 95667

Sent via email
eileen.crawford@edcgov.us

RE: Park-and-Ride component of the Draft Report – Bass Lake Hills Specific Plan public Facilities Financing Plan, November 19, 2012

Dear Ms. Crawford:

The El Dorado County Transit Authority (El Dorado Transit) appreciates the opportunity to work with El Dorado County Department of Transportation (DOT) staff and developers through the authority of the Bass Lake Hills Specific Plan (BLHSP) and the related Public Facilities Financing Plan (PFFP) on the obligations of new development within the plan boundaries. Following are El Dorado Transits' primary interests in the park-and-ride condition of approval:

- Construction of a park-and-ride facility with convenient access near U.S. Highway 50 and Bass Lake Road
- Identifying public funds for full build out
- Participation in location, design and construction of park-and-ride
- Potential dedication of park-and-ride property to County of El Dorado
- Use agreement for park-and-ride facility

The following conditions are in the Improvement Plans and General Conditions for the Development Plan and Tentative Map PD00-0007/TM01371:

“22. J. Acquire approximately two acres for the park-and-ride lot. Construct a portion of the lot to the satisfaction of the El Dorado County Transit Authority, the number of parking spaces shall be proportionate to the number of subdivision lots developed. The proposed construction shall be shown appropriately in the improvement plan,

25. The Phase 1A projects, collectively, shall be responsible for design of the total park-and-ride lot (100 spaces) and the construction of no less than 35 spaces together with related on-site travel ways, facilities, and standard encroachment into the County roadway all to the satisfaction of the El Dorado County Transit Authority. These improvements must be substantially complete, as determined by the Department of Transportation, prior to issuance of a certificate of occupants for any number of units greater than one half of the units for the subdivision project advancing the construction unless alternative arrangements have the

agreement of the El Dorado County Transit Authority and the Department of Transportation. The improvement plans must be approved concurrently with the approval of the improvement plans for the internal subdivision improvements. In order for these improvements to be eligible for either credit or reimbursement from the Bass Lake Hills Public Facilities Fee, the project must be publically bid consistent with the Public Contracts Code of California.”

The Bass Lake Hills Specific Plan Public Facilities Financing Plan (PFFP) 2006 includes the following:

“Phase 1A – Hollow Oak

- *Participate through payment of the BLH PFF in the funding of:*
 - *Excerpt - Park & ride Facility*
- *Phase 1A – Combination of Hawk View, Bell Woods and/or Bell Ranch*
 - *Excerpt - Acquire land for Park and Ride lot*
- *Participate through payment of BLH PFF in the funding of:*
 - *Excerpt - Park & Ride Facility*

Phases 2 and 3 – Remaining Units and Build out at 600 Units

- *Excerpt – Construction 100 parking spaces in Pak and Ride Lot”*

Within the obligations placed upon new development by the BLHSP and the PFFP is the acquisition of a 2-acre site (approximate size) for a new Park-and-Ride facility sufficient to accommodate 200 parking spaces, construction of the first 100 parking spaces and potential dedication of the facility to the County of El Dorado.

There is a trigger within the BLHSP that requires map-owners/developer, to acquire the 2-acre site and construct 34 of the initial 100 park spaces, in Phase 1-A.

The design and construction of the additional 66 parking spaces (35-100) are a condition of development consistent with the requirements of the BLHSP and PFFP, to fulfill the obligations of new development with respect to the Phase 1 project. This is referred to as Phase 1-B. El Dorado Transit is uncertain on the timing of Phase 1-B.

Construction of parking spaces 101 through 200 are not the responsibility of the new development and are apparently unfunded. It appears that these spaces are to be constructed in a subsequent phase by the County or another agency, using public funds as per Phase 2. The El Dorado Transit Board may consider including this as a capital improvement project pending identification of a funding.

A new Draft Bass Lake Hills Specific Plan Public Facilities Financing plan 2012 Update, November 19, 2012 references the park-and-ride condition throughout the document.

Table 2 clearly identifies the park-and-ride under Other Public Facilities as “Park & Ride – 100 vehicles Finished/200 Spaces Graded \$918,948”. We are not clear if this includes design of the ultimate 200-space park-and ride. We believe the entire park and ride should be designed in Phase 1-A, even if the construction occurs in different phases

Table 4 is the Lands Use Summary and notes under Public /Other “Park & Ride 2.0 acres”.

Table 7 DOT Conditioning Priority Matrix BLH PFF includes - Item 3 Park and Ride Lot – Acquisition and Construction.

Page 37 reads as follows:

“Park-and-Ride Facility

The Specific Plan requires approximately a 2-acre site for a park-and-ride lot capable of initially accommodating 100 vehicles with expansion to 200 vehicles. One potential site has been designated on the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road. The lot will double as parking areas for the east-west pedestrian trial.

The BLF PFF will fund the 2-acre site acquisition and construction of 100 parking spaces. Expansion to 200 spaces will be funded by other funding sources. The total cost of land acquisition and contraction of 100 spaces is estimated at \$831,000. See Appendix B for detail of the cost estimate.”

Page 55 Section 9. Operations and Maintenance Funding. This section is silent on the maintenance of the park-and-ride lot.

Table 17 Bass Lake Hills 2012 PFFP Operations and Maintenance Funding Sources shows the Transit Authority as the funding source. Although this may be the funding source it is only a consideration at this time. There are two (2) similar park-and-ride lots owned by the County of El Dorado and maintained by El Dorado County.

Page B-16 Table B-16 Preliminary Engineer’s Opinion of Cost for 100 finished /200 graded space parking. Although this is only a preliminary opinion; we request that the engineer review the Transit Design Standards manual found at <http://www.eldoradotransit.com/assets/pdf/Reports/EDCTATransitDesignManual.pdf>. Items that do not appear to be included in the preliminary opinion are lot lighting; landscaping; bicycle racks and access to a bus pull out for two (2) 45’ commuter coaches.

El Dorado County management considers this project an opportunity to collaborate with the County of El Dorado DOT and the developer to fund the additional 100 spaces through El Dorado Transit. There are challenges to private-public partnerships that require significant cooperation between the County of El Dorado DOT, developer and El Dorado Transit.

It is the opinion of the El Dorado Transit Executive Director that constructing the ultimate facility at one time will be the most cost effective, will ensure an integrated design and will eliminate future inconvenience to the public and disruption to transit operations during a second stage of construction. The project will be in a high visibility area adjacent to state highway 50 therefore; completing the project in one construction stage guarantees that the area will have a finished look. Construction a 200-space facility in this vicinity creates opportunities for ridesharing and transit services.

Exhibit I

The Executive Director is preparing to submit this issue of a possible private-public partnership at the next regularly schedule El Dorado County Transit Authority Board meeting on February 7, 2013. Management will research possible funding for the project.

Next steps would include: Meeting with developers for consensus on a collaborative process; identification of a potential site to El Dorado Transit staff; identification of a public funding source to allow completion of the entire 200 space facility at one time and submitting the project to the El Dorado County Board of Directors for approval and direction. We would appreciate the opportunity to vet the issues and with El Dorado County DOT and the developer prior to January 20, 2013.

Please feel free to contact me with any comments or questions (530) 642-5383 extension 210 or mjackson@eldoradotransit.com.

Sincerely,



Mindy Jackson
Executive Director

cc: William Wright, El Dorado Transit Legal Counsel
Matt Mauk, Planning and Marketing Manager, El Dorado Trasnit