

# Park-and-Ride Master Plan



Prepared by:  
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## 1. INTRODUCTION

### **Purpose**

The purpose of this report is to update the 2007 Park-and-Ride Master Plan.

This update identifies the policies, actions, and financing needed to ensure a continuous, adequate supply of parking capacity in El Dorado County to support the El Dorado County Transit Authority's (El Dorado Transit's) commuter bus service, as well as carpooling, vanpooling, and other forms of shared rides.

Implementing the plan will require significant cooperation and action by many agencies, including El Dorado Transit, the El Dorado County Transportation Commission, the City of Placerville, the County of El Dorado, the Sacramento Area Council of Governments, and Caltrans. Many additional public and private interests will also play key roles in actualizing this plan.

In its simplest form, this Park-and-Ride Master Plan:

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

### ***Vision***

Park-and-Ride facilities with ample parking capacity are:

- provided concurrent with demand;
- integrated with carpool lanes, commuter bus service, and other shared ride programs;
- easily accessible by pedestrians, cyclists, motorists, and transit vehicles;
- community assets that complement adjacent land uses; and,
- well-maintained and safe for users.

This Plan is organized into the following sections:

1. Introduction
2. Policies
3. Capital Improvement Program
4. Maintenance and Operations Program
5. Financing Strategies
6. Implementation Measures

### **Changing Planning Requirements**

2017 represents a “turning point” in transportation planning, and the inter-relation between transportation, land use, and air quality planning are continuing. Several factors are combining to sustain a rapidly changing context for planning and providing transit services.

- ▶ Increased market demand for new styles of residential and mixed-use development.

- ▶ Requirements to link discretionary funding allocations to outcome-based performance measures.
- ▶ Continued increases in traffic congestion and a growing backlog of projects to improve the movement of people, goods, and services.
- ▶ Evolving requirements to address climate change and achieve greenhouse emission reductions, resulting from the California Global Warming Solutions Act of 2006 (Assembly Bill 32), and subsequent implementation measures, including the “Cap-and-Trade” program<sup>1</sup>.
- ▶ Dwindling supplies of undeveloped, centrally-located parcels for new transit facilities.
- ▶ Increasing pressures to direct transportation funding to overdue replacement and rehabilitation projects – potentially reducing the funding available to provide new transportation capacity.
- ▶ Emerging private-sector carsharing services like Lyft and Uber.
- ▶ The potential rapid integration of autonomous vehicles into all vehicle types.

It is likely that the basis of transportation and land use planning law will continue to change dramatically. The implications for public transportation and supporting infrastructure such as Park-and-Ride facilities are difficult to project. However, it is reasonable to assume that these factors will not reduce – and more likely will increase – the demand and need for Park-and-Ride facilities.

### **Existing El Dorado Transit Services**

El Dorado Transit and its customers are the primary beneficiaries of the existing Park-and-Ride facilities in El Dorado County. El Dorado Transit has a long tradition of also providing leadership to ensure that the needs of carpoolers, vanpoolers, and others sharing rides are being met.

The El Dorado Transit commuter bus service has been highly successful for more than 20 years. El Dorado Transit currently provides eleven (11) daily commuter routes to the Sacramento downtown area, and a connection in Folsom to Sacramento regional light rail service. Both services access a series of Park-and-Ride facilities along the U.S. Highway 50 corridor, in El Dorado County.

A key constraint to expanding commuter bus service is the lack of Park-and-Ride capacity in El Dorado Hills and Cameron Park.

### **Existing Park-and-Ride Facilities and Use**

There are fourteen (14) existing Park-and-Ride facilities within El Dorado Transit’s service area, eleven (11) of which are in the U.S. Highway 50 Corridor. The other Park-and-Ride facility is at the intersection of State Routes 49 and 193 in Cool. Exhibit 1 identifies the locations of Park-and-Ride facilities in the U.S. Highway 50 Corridor and Table 1 summarizes key characteristics.

### **U.S. Highway 50 Corridor Carpool Lanes**

Carpool lanes currently exist on U.S. Highway 50 from Cameron Park Drive west to Watt Avenue. Over time, these carpool lanes are expected to be extended west to downtown Sacramento.

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<sup>1</sup> See Appendix F for the text of California Global Warming Solutions Act of 2006, and <https://www.arb.ca.gov/cc/ab32/ab32.htm> for regulations and other information.

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Exhibit 1

EXISTING PARK AND RIDE FACILITY LOCATIONS

LEGEND

U.S. HIGHWAY 50

EXISTING PARK AND RIDE LOT

EXISTING FACILITIES

1. FRANCISCO DRIVE PARK-&-RIDE FACILITY
2. EL DORADO HILLS MULTI-MODAL TRANSFER FACILITY (EDHMTF)
3. EDHMTF - OVERFLOW LOT
4. CAMBRIDGE ROAD PARK-&-RIDE
5. PONDEROSA ROAD PARK-&-RIDE (WILD CHAPARRAL)
6. PONDEROSA ROAD PARK-&-RIDE (N. SHINGLE RD.)
7. SOUTH SHINGLE ROAD PARK-&-RIDE (DUROCK RD.)
8. SHINGLE SPRINGS DRIVE PARK-&-RIDE
9. GREENSTONE ROAD PARK-&-RIDE
10. MISSOURI FLAT ROAD PARK-&-RIDE
11. FAIRGROUNDS PARK-&-RIDE
12. PLACERVILLE STATION (MOSQUITO PARK-&-RIDE)
13. CAMINO HEIGHTS PARK-&-RIDE
14. CENTRAL TRANSIT CENTER
15. STATE ROUTE 49/ 193 PARK-&-RIDE

DATE: JANUARY 2017

SCALE: NO SCALE

PREPARED BY:

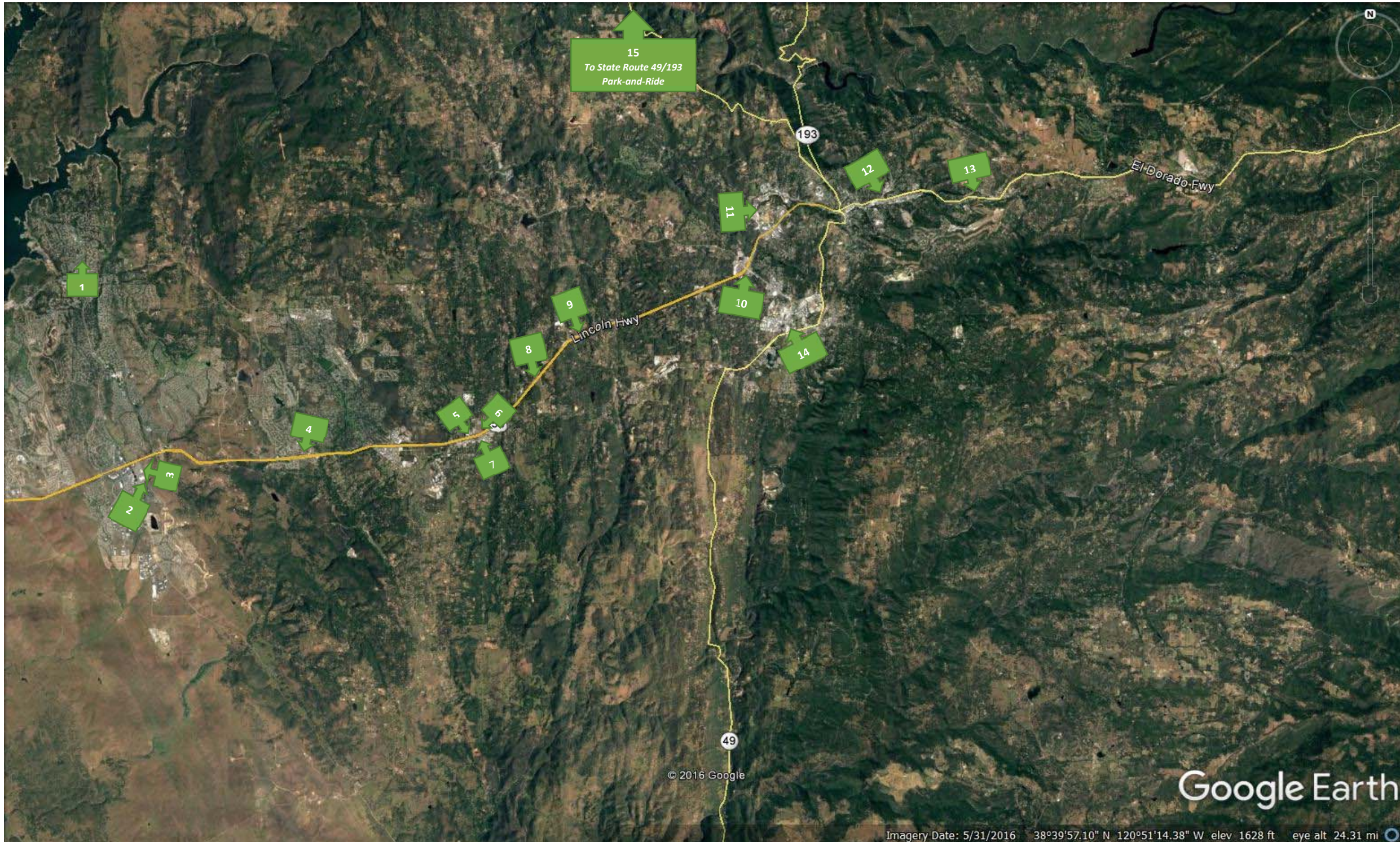




Table 1  
Summary of Existing Park-and-Ride Facilities

Community	EDCTA Transit Service?	Usage		Amenities				Access				Condition	Security			Notes
		Spaces	Use	Shelters	Benches	Bike Storage	Lighting	Signage	Vehicle Access	Ped Access	Bike Access	Maintenance	Lighting	Visibility	Activity	
<b>El Dorado Hills Multi-Modal Facility</b> <i>NE corner of White Rock Rd. and Latrobe Rd.</i> Ownership: County Maintenance: EDCTA	Yes - Commuter Service	120	110-130	Yes (4)	Yes (5)	Lockers (10)	Yes	Adequate	Good	Good	Yes	Fair	Excellent	Good	High	1. At capacity during peak use. 2. Long standing drainage/irrigation problems have resulted in accelerated pavement deterioration. 3. Parking is being used as overflow for area businesses.
<b>Francisco Drive Park-and-Ride Facility</b> <i>West side of Francisco Drive, South of Village Center Drive</i> Ownership: County Maintenance: EDCTA	No	20	6	No	No	No	No	Poor	Good	Good	Yes	Fair	Excellent	Good	High	1. No off-site way-finding signage. 2. No existing transit service.
<b>Cambridge Road Park-and-Ride</b> <i>NE quadrant of US 50/Cambridge Rd. Interchange</i> Ownership: County Maintenance: EDCTA	Yes - Commuter Service	73	60-65	Yes	Yes	Lockers (2)	Yes	Excellent	Good	Poor	Poor	New	Excellent	Excellent	High	
<b>Ponderosa Road Park-and-Ride (Wild Chaparral)</b> <i>NW quadrant of US 50/Ponderosa Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	Yes - Commuter Service	111	55-75	No	No	No	Yes	Adequate	See Notes	Poor	Poor	Poor	Good	Good	Moderate	
<b>Ponderosa Road Park-and-Ride (N. Shingle Rd.)</b> <i>NE quadrant of US 50/Ponderosa Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	No	19	5-10	No	No	No	Yes	Adequate	Poor	Poor	Poor	Poor	Poor	Good	High	No existing transit service.
<b>South Shingle Road Park-and-Ride (Durock Rd.)</b> <i>NW quadrant of US 50/Ponderosa Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	No	57	20-30	No	No	No	Yes	Adequate	Adequate	Poor	Poor	Poor	Poor	Good	High	No existing transit service.
<b>Shingle Springs Drive Park-and-Ride</b> <i>NW quadrant of US 50/Shingle Springs Dr. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	No	19	5-10	No	No	No	No	Adequate	Adequate	Poor	Poor	Poor	Poor	Poor	Low	No existing transit service.
<b>Greenstone Road Park-and-Ride</b> <i>NW quadrant of US 50/Greenstone Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	No	22	3-5	No	No	No	No	Adequate	Adequate	Poor	Poor	Poor	Poor	Poor	Low	1. Considered the least safe park-and-ride due to extremely low level of activity in area and poor visibility from freeway. 2. No existing transit service.
<b>Missouri Flat Road Park-and-Ride</b> <i>SW quadrant of US 50/Missouri Flat Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	No	50	50	Yes (2)	Yes (2)	No	Yes	Adequate	See Notes	Poor	Poor	Fair	Good	Moderate	Excellent	
<b>Fairgrounds Park-and-Ride</b> <i>North side of Fairgrounds on Armory Drive</i> Ownership: County Fair Association Maintenance: County Fair Association	Yes - Commuter Service	200+	35-45	No	No	Yes (6)	Yes	Poor	Adequate	Good	Poor	Poor	Good	Poor	Low	
<b>Placerville Station (Mosquito Park-and-Ride)</b> <i>West of Mosquito Road on the north side of US 50</i> Ownership: City Maintenance: City	Yes - Commuter Service	130	45-55	Yes	Yes	Yes	Yes	Yes	Excellent	Good	Excellent	Excellent	Excellent	Excellent	High	Current facility includes 56 permanent parking spaces and an interim expansion area for a total of approximately 130 spaces.
<b>Camino Heights Park-and-Ride</b> <i>East of Camino Heights Drive, on the south side of US 50</i> Ownership: County Maintenance: EDCTA	No	24	5-10	No	No	No	No	Excellent	Excellent	Excellent	Excellent	Excellent	Poor	Poor	Low	
<b>Central Transit Center</b> <i>Commerce Way, Diamond Springs</i> Ownership: County Maintenance: EDCTA	No	84	5-10	Yes	Yes	Yes	Yes	Adequate	Adequate	Good	Poor	Fair	Poor	Poor	Excellent	
<b>State Route 49 / 193 Park-and-Ride</b> <i>SE corner of State Route 193 and State Route 49 in Cool</i> Ownership: Caltrans Maintenance: Caltrans	No	14	3-5	No	No	No	Yes	Adequate	Adequate	Poor	Poor	Poor	Excellent	Excellent	Moderate	

**Prior Work**

This Master Plan is designed to synthesize and advance – rather than revisit – a substantial amount of work completed in recent years.

- ▶ 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. See Table 2.
- ▶ Most important of the previously-completed planning studies is the *Western El Dorado County Short Range and Long Range Transit Plan Study*, (LSC Transportation Consultants, Inc, March 2014) which builds upon additional prior work including the *U.S. Highway 50 Corridor Short Term Transit Plan* (LSC Transportation Consultants, Inc, March 2006). A complete list of prior studies is included in Appendix C (References).

See Table 3 for a summary of the existing Park-and-Ride facility parking deficits.


LSC Transportation Consultants assessed existing deficiencies in Park-and-Ride capacity, and generated short-term (5 year) and long-term (20 year) forecasts of Park-and-Ride facility use to project future parking deficiencies. Key findings of this work include the following.

- There is currently a shortage of more than 23 parking spaces in El Dorado Hills. (Note: as above Summer, 2017, the average daily use of the “overflow” parking area is approximately 40 vehicles.
  - Additional parking deficits exist in the Cameron Park area.
  - No appreciable change in Park-and-Ride demand in other communities is forecast based on the SACOG model data.
  - A portion of existing Park-and-Ride activity in El Dorado Hills is generated by residents of communities to the east that drive to the El Dorado Hills lot to reduce their overall travel time by avoiding the delays associated with transit service into El Dorado Hills, or for other reasons.
  - A total of 60 additional spaces are needed currently in El Dorado Hills and 30 new spaces in Cameron Park. Over the next 10 years these deficiencies are anticipated to grow to 172 spaces in El Dorado Hills and 70 in Cameron Park. The long-standing lack of parking capacity in these areas is believed to have suppressed potential transit use and carpooling, and the actual deficiencies might be higher.
  - Every effort should be made to expand the existing facilities or provide facilities within a few-hundred-yard walking distance of the existing facilities, so that each community can be served by a single commuter bus stop, minimizing impact on transit route scheduling.
  - The last lot served before heading west out of El Dorado County will always be the most convenient (by providing the shortest overall travel time) and therefore will be filled to or beyond capacity. A second lot in El Dorado Hills would not be expected to reduce demand below supply at the existing lot and it would add roughly five minutes of running time for passengers traveling through El Dorado Hills.
- ▶ Based upon the LSC study, Matthew C. Boyer & Associates prepared the Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites (2014). This report is included in Appendix C.



**Table 2  
Existing Park-and-Ride Facility Project Priorities**

Priority	Facility	Status
1	Bass Lake Road Multi-Modal Facility	<b>Deferred.</b> Included in Bass Lake Specific Plan to be constructed as a condition of approval on new development.
2	Ponderosa Park-and-Ride Reconstruction	<b>Complete</b>
3	Placerville Multi-Modal Station - Phase II	<b>Deferred by the City of Placerville</b>
4	Central Transit Center	<b>Complete</b>
5	Missouri Flat Road Park-and-Ride	<b>Complete</b> (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	<b>Planning initiated.</b> Concept for new State funding source developed and being discussed. A discretionary grant application submitted by the El Dorado County Transportation Commission (EDCTC) has been funded by Caltrans. The study will commence in mid-FY 2017/18.
7	Fairgrounds Transit Center	<b>Eliminated.</b> 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	<b>Planning initiated.</b> A discretionary grant application submitted by the El Dorado County Transportation Commission (EDCTC) has been funded by Caltrans. The study will commence in mid-FY 2017/18.
9	Cameron Park Drive Park-and-Ride Facility	<b>Deferred.</b> 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	<b>Eliminated.</b> 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).	<b>Construction scheduled for 2018.</b>
12	El Dorado Hills Multi-Modal Parking Structure	<b>Planning initiated.</b> A discretionary grant application submitted by the El Dorado County Transportation Commission (EDCTC) has been funded by Caltrans. The study will commence in mid-FY 2017/18.
Source: El Dorado Transit <u>Park-and-Ride Master Plan</u> , 2007		

<b>Table 3 Existing Parking Capacity Deficits</b>							
Community	Existing Utilization			Year 2010		Year 2027	
	Existing Spaces	Existing Use	Existing Deficit	Additional Short-Term Need	Total Deficiency	Additional Long-Term Demand	Total Deficiency
El Dorado Hills	120	143+	23+	37	60**	112	172**
Cameron Park	33	47+	14+	15	30**	40	70**
<p>* Calculation prior to expansion of Cambridge Road Park-and-Ride facility, completed in 2006.</p> <p>** Parking demand has exceeded capacity throughout El Dorado Hills and Cameron Park, for more than 10 years. The amount of suppressed demand (those that have ‘given up’ due to the lack of consistently-available parking, is very difficult to estimate. This is most acute at the El Dorado Hills Multi-Modal Transfer Facility. The deficit in El Dorado Hills has been addressed with the addition of a short-term overflow facility. Future development is likely to eliminate the opportunity for this facility.</p> <p><i>Source: U.S. Highway 50 Corridor Short Term Transit Plan (LSC Transportation Consultants, Inc, March 2006).</i></p>							
El Dorado Transit <u>Park-and-Ride Master Plan</u> , September 2017							

The purpose that report was as follows.

- Provide focused data to update to the 2007 Park-and-Ride Facilities Master Plan;
- Identify in more detail the opportunities and constraints to advancing each priority project in the western portion of the U.S. 50 Corridor, from the Cameron Park Drive interchange to the Sacramento County line; and,
- Recommend a series of next steps, and obtain direction from the El Dorado County Transit Authority, on how to proceed.

In 2014, El Dorado Transit leased up to 100 additional parking spaces as an interim expansion of the El Dorado Hills Multi-Modal Transfer Facility, relieving the substantial over-crowding at the El Dorado Hills Multi-modal Facility.

## **2. POLICIES**

Development of the Park-and-Ride Master Plan requires a set of guiding principles and a policy framework. In general, the following reflect historic operating principles of El Dorado Transit.

### **Guiding Principles**

The following principles have been used in preparing this Plan.

- ▶ Public transportation – particularly services for commuters – are a significant component of the existing transportation system and expected to become an even greater component of an

integrated and managed transportation system as the El Dorado County population and employment increase.

- ▶ Transit infrastructure is very difficult to retrofit into an existing built environment. Right-of-way constraints, utility conflicts, lack of adequate funding, and other factors ensure that adding a Park-and-Ride facility after development has occurred is significantly more expensive than constructing the facility 'up front.'
- ▶ To ensure that new transit infrastructure, including new Park-and-Ride facilities, is constructed as part of new development, El Dorado Transit and its member agencies should establish clear policies guiding the specific location of new transit facilities, new development's responsibility to contribute construction funding to new Park-and-Ride facilities, and El Dorado Transit's responsibility to provide public funding for construction and maintenance of new transit facilities associated with new development.
- ▶ This plan needs to look beyond a traditional 20-25-year horizon, if locations for long-term transportation demand are to be preserved and future changes in transit demand are to be accommodated. There are many possible future scenarios, depending on how personal vehicle ownership, car-sharing services, autonomous vehicles and vehicle electrification evolve.

El Dorado Transit's challenge in the Park-and-Ride Master Plan is to accommodate the widest variety of scenarios and to look far enough in the future to be able to project the largest reasonable need for Park-and-Ride facilities, and develop priorities and a funding strategy.

The preferred approach is to maintain the 20-25 horizon, but revisit the plan as the implications for impending possibilities become clearer. In that way, El Dorado Transit remains aware of the potential need, and preserves needed lands, but does not unnecessarily plan for overbuilding.

- ▶ Opportunities for joint-use facilities (public/private) should be explored, with careful consideration to the functionality for transit customers.
- ▶ El Dorado Transit prefers to own any Park-and-Ride facility to which it provides transit service. For Park-and-Ride facilities served by El Dorado Transit that it does not own, it prefers to be the operator, under a contractual arrangement with the owner. Appendix B is an example of an existing agreement that is considered by El Dorado Transit to be a "model" or template for future inter-agency agreements to operate Park-and-Ride facilities.
- ▶ El Dorado Transit prefers being the operator of all of the Park-and-Ride facilities it serves.
- ▶ Park-and-Ride facilities, and land preservation at key regional intersections, provide options for future bus transfer facilities.

This master plan requires implementation through local and regional plans, and financing programs, to achieve these objectives. Moreover, significant additional implementation steps are necessary, and it is critical that El Dorado Transit, the County, the City of Placerville, and future communities continue to consider and review future developments as key decision points for choosing to implement the program described herein.

### **Regional Planning Policies**

- ▶ Policies, projects, and financing strategies of this plan should be incorporated into the next Regional Transportation Plan, Metropolitan Transportation Plan, Short and Long Range Transit Plans, as well as other local, regional, and State plans.

- ▶ El Dorado Transit will continue its comprehensive evaluation of proposed land use and capital projects.

El Dorado Transit will review proposed developments and capital improvement projects for potential mitigation measures, and conditions of approval. This review will consider the full range of transit supporting infrastructure, including, but not limited to Park-and-Ride facilities.

Review of proposed developments and capital projects will consider several elements, including existing and future services, existing and future demographics, and existing and future land uses.

Review of proposed developments and capital projects will consider other elements critical to the success of public transportation, including safe and convenient connections from transit facilities to auto, bicycle, and pedestrian facilities.

El Dorado Transit will not provide formal comments on projects or proposed actions that are outside of El Dorado County, without prior Board direction, except as is consistent with Board-approved planning documents.

The scope of the El Dorado Transit review will also include recommendations that support other forms of shared rides, including carpooling and vanpooling.

The El Dorado County Transit Authority Transit Design Standards Manual (2007) will be the primary source for determining the location, dimension, and features of transit improvements.

On a case-by-case basis, El Dorado Transit will consider providing developers the option to pay a fee in lieu of constructing a transit facility. Cases where payment of an in-lieu fee might be particularly appropriate include:

- Where the facility is 'off-site' from the proposed development or capital project; and,
- Where the size or location of a facility contemplated in a mitigation measure or condition of approval needs to be modified based upon a change of circumstance between the time at which the mitigation measure or condition of approval was recommended to the County, and the time the measure or condition is being fulfilled.

Except as noted above, El Dorado Transit staff is authorized to review proposed development and capital projects, attend meetings with local agency staff and project proponents, and send correspondence recommending specific features to be included in the project, as well as mitigation measures and conditions of approval.

### **Policies for Planning and Locating Park-and-Ride Facilities**

Location is a critical factor in determining the use of a proposed facility.

Potential sites that meet general planning requirements may not be suitable due to existing land use(s), and environmental and topographic constraints.

New Park-and-Ride facilities should be located consistent with the following policies and guidelines.

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- ▶ In general locations where both a Park-and-Ride facility and a transit transfer facility are required, every effort to co-locate these facilities will be made.
- ▶ The optimum Park-and-Ride sites are those that best satisfy the greatest number of considerations.
- ▶ Principal factors to consider when planning Park-and-Ride or other multimodal facilities are as follows.
  - *Impact on Existing Parking Supply.* Transit facilities are often considered for sites currently used wholly or in part for off- or on-street parking. Any proposal that would reduce parking supply in activity centers with a "tight" parking supply requires that a parking study be conducted to ensure that adequate parking can be provided for adjacent land uses.
  - *Impact on Community Design.* Transit facilities (particularly in downtown core areas) can be an important "tool" in improving the community design of established activity centers. By providing a generator of pedestrian activity, a transit facility can revitalize an underutilized portion of a commercial district. In addition, the building can fill a gap in development that can encourage increased pedestrian activity. Any such facility should therefore consider the potential to stimulate redevelopment of adjacent properties.
  - *Impact on Passenger In-Vehicle Travel Time.* Constructing and serving new transit facilities can significantly impact route travel times if located off an existing route or if traffic congestion results in delays in accessing the facility. As in any route change, the potential benefits to the transit system (such as improved amenities to existing riders or opportunities to attract new riders) needs to be balanced against any increase in overall travel time for existing "through" riders.
  - *Impact on Transit Vehicle "Deadheading."* Transit facilities are often used as the start or end of a transit route. The distance traveled by transit vehicles running out-of-service to and from the vehicle storage yard ("deadhead") can, over time, add substantial costs to the operation of a transit program.
  - *Provision of Adequate Land Area.* In addition to providing space for passenger loading and bus bays, a transit passenger facility must also accommodate vehicle circulation, interior space, any setbacks required by local regulation, and landscaping. A list of facility requirements (program) should be developed prior to the identification of potential sites, and used as criteria for site evaluation.
  - *Pedestrian Access.* This factor is critical to the success of a transit facility in generating new ridership in the surrounding area. Transit facilities should be located to maximize the number of potential rider destinations (such as stores, public facilities, and social service agencies) within a one-fourth mile walk distance.
  - *Adjacent Land Uses.* It is preferable for transit passenger facilities to be located near commercial establishments, such as drycleaners, convenience stores, and banks, to allow passengers to complete personal errands as part of their transit trip. Some transit properties have also found it beneficial to locate passenger facilities adjacent to day-care centers.
  - *Vehicle Access.* Given the high number of transit vehicle movements through a passenger facility over the course of the day, safe and efficient transit access to and from adjacent arterial streets is a crucial consideration. Delays to transit vehicles such as left-turn

movements onto busy streets can cause substantial delay to the entire transit system. To avoid this delay, a signalized intersection may be required to provide adequate access. Vehicle travel paths must also be carefully designed to minimize conflict with pedestrians.

- *Hazardous Materials.* To best serve established commercial centers, transit facilities are often located on "brownfield" sites that have historically been used for industrial or commercial purposes. These sites have a high potential for the presence of hazardous materials, which can dramatically increase the amount of financial resources as well as time needed to complete a project.
- *Environmental Impact.* Transit passenger facilities must also be located and designed to avoid or minimize any potential negative impact of their construction or operation.

The appropriate location of a transit passenger facility requires a careful balancing between these factors. A successful site selection process entails a quantitative assessment of a wide range of potential sites, as well as a strong public input process.

### **Financing Policies (Capital and Maintenance Projects)**

- ▶ The primary funding sources for capital rehabilitation projects, and construction of the highest priority new Park-and-Ride facilities in the next 10 years are State Transit Assistance (STA) funds -- which includes additional funding added to STA under the provisions of Senate Bill 1 (statutes of 2017) -- and a possible new multi-county transit facility funding program (see Appendix G).
- ▶ El Dorado Transit should use Local Transportation Funds and State Transit Assistance funds in its operating budget to fund annual operations and maintenance, and long-term maintenance of the facilities it serves.
- ▶ Full funding for the expansion, operation, and maintenance of the system of Park-and-Ride facilities should be identified and programmed.
- ▶ Park-and-Ride facilities should be planned and built concurrently with new development.
- ▶ Funding should be allocated to preserve adequate areas for future facilities along corridors most likely to be heavily used as commuter routes, even where commuter transit services are not expected to be provided for several years.
- ▶ Where possible, Park-and-Ride facilities should use standard hardware – such as lighting fixtures – to provide cost efficiencies in maintenance.
- ▶ Park-and-Ride facilities should be comprised of landscaping that minimizes need for on-going maintenance, and structural elements that minimize vandalism.
- ▶ Garbage collection systems should only be installed at Park-and-Ride facilities that are located within walking distance of commercial areas/fast food restaurants.
- ▶ Where possible, Park-and-Ride facilities should be included in lighting and landscaping, or other maintenance districts, to fund some or all long-term operations.
- ▶ El Dorado Transit desires to work with the City and County to combine annual Park-and-Ride facility surface treatment with the local annual road surface treatment programs to achieve cost efficiencies.

**Facility Administration Policies**

- ▶ El Dorado Transit has changed its preference from preferring to be an operator of City- and County-owned Park-and-Ride facilities to preferring to own the facilities. As discussed above, for Park-and-Ride facilities served by El Dorado Transit that it does not own, it prefers to be the operator, under a contractual arrangement with the owner. Appendix A is an example of an existing agreement that is considered by El Dorado Transit to be a “model” or template for future inter-agency agreements to operate Park-and-Ride facilities.
- ▶ The conditional relinquishment of associated State right-of-way for the Cambridge Park-and-Ride facility expansion is the arrangement that should be replicated to transfer ownership of other U.S. Highway 50 Corridor Park-and-Ride facilities from the State to the County, particularly those served by El Dorado Transit.
- ▶ All new Park-and-Ride facilities should be constructed as locally-owned (City or County) facilities.
- ▶ Where possible, Park-and-Ride capacity should first be used for public transportation users. Carpooling, vanpooling, and other forms of shared rides should be directed to secondary facilities, including joint- use parking facilities and designated parking spaces in large commercial parking lots.

**3. CAPITAL IMPROVEMENT PROGRAM**

Over the last 20 years, El Dorado Transit has led most efforts within El Dorado County to improve and expand the network of Park-and-Ride facilities. These efforts consist of two types of projects.

1. Land development-related projects. These are projects required as a condition of approval or mitigation measure on new development; and,
2. Agency-sponsored projects. These are projects being developed funded primarily with transit funds and transportation grants.

The complete Capital Improvement Program is included as Table 4.

**Development-Related Projects**

El Dorado Transit reviews proposed developments and capital improvement projects, and recommends potential mitigation measures and conditions of approval. El Dorado Transit routinely has discussions with local agency staff and development representatives to ensure that existing mitigation measures and conditions of approval are fulfilled, and to identify additional new facilities that are necessary to meet El Dorado Transit 's operational objectives.

As part of this work, several Park-and-Ride Facility improvements are in development or are being considered.

- ▶ ***Bass Lake Hills Multi-Modal Facility*** is a condition of development in the Bass Lake Hills Specific Plan area. Under the Bass Lake Hills Specific Plan Public Facilities Financing Plan (El Dorado County, 2004), new development is required to acquire a site suitable for the construction of a 200-space Park- and-Ride facility.

Table 4 Capital Improvement Program							
Priority	Lead Agency	Phase	5 Year 2016/17 - 2020/21	6-10 Year 2021/22 - 2025/26	11-20 Year 2026/27 - 2035/36	Notes	
			Total	Total			
1	City of Placerville	Western Placerville Interchanges Park-and-Ride (formerly Ray Lawyer Drive Park-and-Ride) <i>Construct new 170-space Park-and-Ride facility in coordination with new Western Placerville Interchanges (Phase 2) project.</i>	PE R/W R/W Eng Const Const Eng Total	Completed Completed Completed \$1,100,000 Included above \$1,100,000		\$0 \$0 \$0 \$1,100,000 Included above \$1,100,000	Construction to Begin in 2018
2	El Dorado County / City of Folsom	County Line Multi-Modal Transit Center - Phase 1 <i>Construct new 250-space Park-and-Ride facility in vicinity of the Sacramento/El Dorado County line, south of U.S. Highway 50, near the Empire Ranch Interchange. Project would be developed as a partnership of agencies from Sacramento and El Dorado Counties.</i>	PE R/W R/W Eng Const Const Eng Total	\$600,000 \$1,875,000 \$50,000 \$3,275,000 \$275,000 \$6,075,000		\$600,000 \$1,875,000 \$50,000 \$3,275,000 \$275,000 \$6,075,000	Assume ENV/PE is 18% of construction Assume R/W of 5 acres at \$8.50/acre Assume CON ENG is 10% of construction Assume Construction - Phase 1 - 250 spaces at \$15 square foot, including amenities All numbers rounded up to nearest \$25k
3	El Dorado County	Bass Lake Road Multi-Modal Facility - Phase 1 <i>Private land development to acquire and dedicate land sufficient for an ultimate 200 -space Park-and-Ride Facility, and construct and operable Park-and-Ride facility with 100 parking spaces. Facility could be constructed within the Bass Lake Hills Specific Plan area or the Marble Valley Specific Plan vicinity</i>	PE R/W R/W Eng Const Const Eng Total		Funded by new development	Funded by new development \$0	
4	El Dorado Transit / El Dorado County	Cambridge Road Park-and-Ride Facility <i>Construct new 80-space Park-and-Ride and bus transfer facility.</i>	PE R/W R/W Eng Const Const Eng Total	\$300,000 \$550,000 \$50,000 \$1,650,000 \$175,000 \$2,725,000		\$300,000 \$550,000 \$50,000 \$1,650,000 \$175,000 \$2,725,000	Assume ENV/PE is 18% of construction Assume R/W is 2.5 acres at \$5/acre Assume CON ENG is 10% of construction Assume Construction at \$15 square foot, including amenities All numbers rounded up to nearest \$25k
5	City of Placerville	Placerville Station - Phase II Expansion <i>Complete construction of 75-space permanent expansion at location of interim facility construction in 2006.</i>	PE R/W R/W Eng Const Const Eng Total	Completed Completed Completed \$606,222 \$75,778 \$682,000		\$606,222 \$75,778 \$682,000	Scheduled for construction in 2018
6	El Dorado County	Missouri Flat Road Park-and-Ride Facility <i>Construct new 100-space Park-and-Ride and bus transfer facility</i>	PE R/W R/W Eng Const Const Eng Total		Project to be coordinated with new commercial development.	\$0 \$0 \$0 \$0 \$0 \$0	Project to be coordinated with new commercial development.
7	El Dorado County	Cameron Park Drive Park-and-Ride Facility <i>Construct 100 space Park-and-Ride Facility in conjunction with future reconstruction of the Cameron Park Drive interchange.</i>	PE R/W R/W Eng Const Const Eng Total		\$500,000 \$900,000 \$50,000 \$2,000,000 \$200,000 \$3,650,000	\$500,000 \$900,000 \$50,000 \$2,000,000 \$200,000 \$3,650,000	Location to be coordinated with El Dorado County DOT as part of a reconstructed Cameron Park Drive interchange.
8	El Dorado County	County Line Regional Fueling Station <i>Construct fueling station for transit vehicles and/or alternative fuel station for light-duty vehicles (CNG, hydrogen, other).</i>	PE R/W R/W Eng Const Const Eng Total		\$1,125,000 \$1,875,000 \$50,000 \$9,275,000 \$950,000 \$13,275,000	\$1,125,000 \$1,875,000 \$50,000 \$9,275,000 \$950,000 \$13,275,000	Assume ENV/PE is 12% of construction Assume R/W is 5 acres at \$8.50/acre Assume CON ENG is 10% of construction Assume Construction at \$25 square foot, including amenities All numbers rounded up to nearest \$25k

Note: All figures in current (2017) dollars. No escalation factor for inflation.

El Dorado Transit Park-and-Ride Master Plan, September 2017





New development is also required to construct the first 100 spaces of the facility.

***Marble Valley Park-and-Ride*** on the south side of U.S. Highway 50 at the Bass Lake Road Interchange is also being considered as an option to provide the required parking spaces as the Bass Lake Hills Multi-Modal Facility is uncertain. It is a required condition of the original Marble Valley Specific Plan development approved by the County and has been recommended as a condition of approval on the proposed Village of Marble Valley project.

These two projects are related, as shown in Exhibit 3 of the Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites included in Appendix C.

Should the Bass Lake Hills facility be further delayed or discontinued, the Marble Valley facility will be critical. However, for the moment, El Dorado Transit should continue its current effort to work with the Village of Marble Valley developer and the County to obtain a payment in-lieu of the required Park-and-Ride facility construction, if approved and developed. This payment could be used by El Dorado Transit towards the non-developer share of the Bass Lake Hills Multi-Modal Transfer Facility or the County Line Multi-Modal Transfer Facility.

- ▶ ***Missouri Flat Road Transit Center.*** When it was approved by El Dorado County the previously-approved Sundance Plaza project was required to dedicate a parcel and construct a transit facility that would serve as both a Park-and-Ride and bus transfer facility. The new transfer facility was to replace a transfer point in the Prospector Plaza shopping center. The Sundance Plaza project was never constructed and the Prospector Plaza transfer facility was moved to an interim curbside facility along Missouri Flat Road, south of Forni Road.
- ▶ Replacing the interim Missouri Flat Road bus transfer facility is a long-term priority.

### **Local Agency-Sponsored Projects**

- ▶ ***Western Placerville Interchanges (formerly Ray Lawyer Drive Park-and-Ride Facility).*** The City of Placerville has completed the Western Placerville Interchanges Supplemental Project Report #2 in March 2017. Final design of the Park-and-Ride facility with 170-space Park and Ride facility was completed in August 2017 and will be delivered as part of the Western Placerville Interchanges Phase 2 Project that is scheduled to begin construction in early 2018.

The new Park and Ride facility is expected to be a significant staging area for transit shuttles to special events at locations such as the County Fairgrounds and Apple Hill.

- ▶ ***Placerville Multi-Modal Station (formerly Mosquito Road Park-and-Bus).*** The City of Placerville is expanding the existing Placerville Station to accommodate projected growth in commuter service and downtown shuttle service. The City has completed State and Federal environmental approvals, and constructed an interim expansion.

**El Dorado Transit Sponsored Park-and-Ride Facilities**

The above projects under development address many operational and capacity issues. A major deficiency in parking capacity will still exist at the El Dorado Hills Multi-Modal center. The temporary over-flow parking is not a viable long-term solution.

The projected future Park-and-Ride demands identified by LSC Transportation Consultants in the U.S. Highway 50 Corridor Short Term Transit Plan were based in solid transportation planning principles and based upon existing land use and transportation forecasts.

For several reasons, it is recommended that El Dorado Transit and its partnering agencies continue to identify additional facilities to ensure an adequate long-term supply of parking to meet the objectives of this Master Plan.

- ▶ Park-and-Ride facilities of any size are very difficult to retrofit into an existing developed area. Right-of-way constraints, utility conflicts, lack of adequate funding, and other factors ensure that adding a Park-and-Ride facility after development has occurred is significantly more expensive than constructing the facility ‘up front’, or at least preserving the locations.
- ▶ Evolving requirements to address climate change and achieve greenhouse gas emission reductions.
- ▶ Continued focus on ‘smart growth’ and ‘blueprint’ planning.
- ▶ Future vehicle energy sources, and the implications for transportation, are unclear.
- ▶ Multiple factors suggest that residential land use densities will continue to increase, including in El Dorado County, making transit service more feasible.
- ▶ Development pressure south along Latrobe Road combined with expansion of the City of Folsom south of Highway 50, potential relinquishment of the State Route 16 corridor, redevelopment of portions of the Aerojet complex, and expansion of the City of Rancho Cordova east will necessitate significant new east-west transportation corridors south of Highway 50. For example, the Capital South East Connector Project includes significant rubber-tired transit along the White Rock Road corridor.
- ▶ The further into the planning horizon, the more uncertain the need for future Park-and-Ride facilities. In recognition of the increasing rate of change in employment and housing an increasing number of planning efforts are looking beyond the traditional 20-25-year planning horizon.

For these reasons, the following additional projects have been prioritized.

- ▶ ***County Line Multi-Modal Transit Center and Regional Fueling Station.*** 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. EDCTC was awarded grant funding in April 2017 and the study is scheduled to begin in late 2017.

See Appendix H for White Paper that addresses this project in more detail.

- ▶ ***Cameron Park Drive Park-and-Ride Facility.*** The remaining area in the County that needs a new Park-and-Ride facility is eastern Cameron Park – near the Cameron Park Drive interchange.

No specific facility is recommended now, in part because the County of El Dorado continues to investigate ways to improve short-term and long-term operations at the U.S. Highway 50 Cameron Park Drive Interchange. No preferred solution has been identified.

Opportunity areas that have been identified are shown in Exhibit 1 of the Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites included in Appendix F.

- ▶ ***New, Additional Cambridge Road Park-and-Ride Facility.*** A new facility was not previously planned for this location, but is now considered important to serve this community. This facility would provide capacity for commuter bus patrons, with the existing, at-capacity facility at U.S. Highway 50 and Cambridge Road serving carpools, vanpools, and other forms of shared rides. This facility could supplement the existing, over-capacity facility on the north side of U.S. Highway 50, or replace that facility with a single, much-larger Park-and-Ride lot.

Opportunity areas that have been identified are shown in Exhibit 2 of the Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites included in Appendix F.

### **Future Facilities Off the U.S. Highway 50 Corridor**

Finally, although the Highway 50 corridor continues to be the primary commute route, the long-term future suggests that other corridors could become significant enough commute corridors that additional Park-and-Ride facilities should be considered. El Dorado County's topography limits the number of transportation connections to neighboring areas. In addition to U.S. Highway 50, there are several corridors that should be monitored for possible future Park-and-Ride facilities.

- ▶ Green Valley Road at Sophia Parkway in El Dorado Hills. Capacity at this location would double as a trailhead for bicycling and walking with the Folsom Lake recreation area and the American River Trail.
  - ▶ Latrobe Road south of El Dorado Hills towards Sacramento and Amador Counties.
  - ▶ State Route 49 south of El Dorado towards Amador County.
  - ▶ State Route 49 north of Coloma towards Placer County. This could be an expansion of the existing facility at the intersection of State Routes 49 and 193 in Cool, or a new facility.
-

#### **4. MAINTENANCE AND OPERATIONS PROGRAM**

Maintenance and operations includes each of the following.

- ▶ Short-term, annual maintenance (such as minor pavement repairs)
- ▶ Annual operations (such as lighting and irrigation costs)
- ▶ Long-term maintenance (such as pavement overlays)

El Dorado Transit has added several new facilities in recent years, and rehabilitated others. Still, many of the existing facilities are starting from a deficit of accumulated maintenance needs, often referred to as “deferred maintenance.” Table 5 is a detailed estimate of deferred maintenance, annual maintenance over a 30-year cycle, and annual operations for each existing facility.

The program shown in Table 5 represents a 30-year maintenance cycle. Surface treatment is recommended to be under taken every 7 years, alternating between slurry seals and asphalt concrete overlays. Actual wear will determine the optimum points for surface treatment and conditions will vary based upon use, drainage and subsurface water, and other factors.

*The average annual cost to maintain and operate all existing facilities is currently \$135,037, up from \$112,000 in 2007. Deferred maintenance is estimated at \$0.810 million, down from \$1.3 million in 2007 due to an aggressive facility rehabilitation program and elimination of poor-condition facilities from commuter bus routes.*

#### **5. FINANCING STRATEGIES**

Funding to build, rehabilitate, and maintain Park-and-Ride facilities remains challenging. This Plan estimates funding needs in the next 20 years to be almost \$28.5 million.

- ▶ \$12.45 million to construct El Dorado Transit’s share of new Park-and-Ride facilities in Cameron Park and El Dorado Hills.
- ▶ An additional \$13.275 to construct a Regional Fueling Station.
- ▶ \$300,000 to address high-priority deferred maintenance, including the El Dorado Hills Multimodal Transfer Facility.

Obtaining funding at these levels is highly possible, but requires El Dorado Transit, its member agencies, EDCTC, SACOG, and Caltrans to work together to identify appropriate funding sources, and commit to jointly advocating for discretionary funds.

Table 5  
Summary of Maintenance and Operations Costs

	Deferred Maintenance			30-Year Maintenance Cycle						Annual Operations					Total	Notes
	Pavement	Other	Total	On-Going (Annual)	Slurry Seal (Each) (Year 7, 21)	AC Overlay (Each) (Year 14, 28)	Long-Term Replacement (30-Year Depreciation) (Annual)	30-Year Total	30-Year Average	Irrigation	Electrical	Landscaping	Other	Total	Total Annual Operations and Maintenance	
<b>El Dorado Hills Multi-Modal Facility</b> <i>NE corner of White Rock Rd. and Latrobe Rd.</i> Ownership: County Maintenance: EDCTA	\$250,000	\$50,000	\$300,000	\$5,000	\$60,750	\$182,250	\$2,500	\$711,000	\$23,700	\$1,800	\$4,200	\$3,300	\$600	\$9,900	\$33,600	Annual operations includes garbage collection.
<b>Francisco Drive Park-and-Ride Facility</b> <i>West side of Francisco Drive, South of Village Center Dr.</i> Ownership: EDCTA Maintenance: EDCTA	\$0	\$0	\$0	\$2,500	\$9,720	\$109,350	\$1,000	\$343,140	\$11,438	\$0	\$1,800	\$1,800	\$0	\$3,600	\$15,038	
<b>Cambridge Road Park-and-Ride</b> <i>NE quadrant of US 50/Cambridge Rd. Interchange</i> Ownership: County Maintenance: EDCTA	\$0	\$0	\$0	\$2,500	\$18,225	\$109,350	\$1,000	\$360,150	\$12,005	\$0	\$1,800	\$1,800	\$0	\$3,600	\$15,605	
<b>Ponderosa Road Park-and-Ride (Wild Chaparral)</b> <i>NW quadrant of US 50/Ponderosa Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	\$0	\$0	\$0	\$5,000	\$53,946	\$161,838	\$2,500	\$656,568	\$21,886	\$500	\$2,500	\$1,000	\$0	\$4,000	\$25,886	
<b>Ponderosa Road Park-and-Ride (N. Shingle Rd.)</b> <i>NE quadrant of US 50/Ponderosa Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	\$75,000	\$25,000	\$100,000	\$1,000	\$9,234	\$27,702	\$1,000	\$133,872	\$4,462	\$0	\$500	\$0	\$0	\$500	\$4,962	
<b>Ponderosa Road Park-and-Ride (Durock Rd.)</b> <i>SW quadrant of US 50/Ponderosa Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	\$100,000	\$25,000	\$125,000	\$1,000	\$27,702	\$83,106	\$1,000	\$281,616	\$9,387	\$0	\$1,000	\$0	\$0	\$1,000	\$10,387	
<b>Shingle Springs Drive Park-and-Ride</b> <i>NW quadrant of US 50/Shingle Springs Dr. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	\$100,000	\$0	\$100,000	\$500	\$9,234	\$27,702	\$500	\$103,872	\$3,462	\$0	\$0	\$0	\$0	\$0	\$3,462	
<b>Greenstone Road Park-and-Ride</b> <i>NW quadrant of US 50/Greenstone Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	\$80,000	\$0	\$80,000	\$500	\$10,692	\$32,076	\$500	\$115,536	\$3,851	\$0	\$0	\$0	\$0	\$0	\$3,851	
<b>Missouri Flat Road Park-and-Ride</b> <i>SW quadrant of US 50/Missouri Flat Rd. Interchange</i> Ownership: Caltrans Maintenance: Caltrans	\$0	\$0	\$0	\$3,000	\$34,020	\$102,060	\$1,500	\$407,160	\$13,572	\$0	\$1,500	\$500	\$0	\$2,000	\$15,572	
<b>Fairgrounds Park-and-Ride</b> <i>North side of Fairgrounds on Army Drive</i> Ownership: County Fair Association Maintenance: County Fair Association	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800	\$1,800	\$1,800	
<b>Placerville Station (Mosquito Park-and-Ride/Park-n-Bus)</b> <i>West of Mosquito Road on the north side of US 50</i> Ownership: City Maintenance: City	\$0	\$20,000	\$20,000	\$2,500	\$31,590	\$94,770	\$3,000	\$417,720	\$13,924	\$2,500	\$3,000	\$2,000	\$600	\$8,100	\$22,024	Annual operations includes garbage collection.
<b>Central Transit Center</b> <i>Immediately west of El Dorado Transit Operating Base</i> Ownership: EDCTA Maintenance: EDCTA	\$0	\$0	\$0	\$1,500	\$40,824	\$122,472	\$0	\$371,592	\$12,386	\$0	\$0	\$500	\$0	\$500	\$12,886	
<b>Camino Heights Park-and-Ride</b> <i>East of Camino Heights Drive, on the south side of US 50</i> Ownership: County Maintenance: No	\$50,000	\$10,000	\$60,000	\$500	\$5,832	\$17,496	\$1,000	\$91,656	\$3,055	\$0	\$0	\$500	\$0	\$500	\$3,555	
<b>State Route 49 / 193 Park-and-Ride</b> <i>SE corner of State Route 193 and State Route 49 in Cool</i> Ownership: Caltrans Maintenance: Caltrans	\$25,000	\$0	\$25,000	\$500	\$3,402	\$10,206	\$500	\$57,216	\$1,907	\$0	\$500	\$0	\$0	\$500	\$2,407	
		<b>Total</b>	<b>\$810,000</b>					<b>Total</b>	<b>\$135,037</b>				<b>Total</b>	<b>\$36,000</b>	<b>\$171,037</b>	

El Dorado Transit 2017 Park-and-Ride Master Plan, September 2017

Notes:

1. All figures in current (2017 dollars). No escalation factor for inflation.
2. Deferred maintenance represents the one-time cost to restore an existing facility to 'like new' condition.
3. On-going maintenance represents annual cost of routine maintenance and repair, such as pavement crack sealing and repair of broken irrigation systems.
4. Slurry seal and asphalt concrete (AC) overlay represent surface treatment over a 30-year cycle.
5. Long-term replacement represents the cost to reconstruct pavement sections after a 30-year life. **Facilities built in the last 15 years are assumed to not require long-term replacement, due to the quality of design, materials, and construction.**

This plan includes a comprehensive assessment of the costs of expanding, maintaining, and operating the Park-and-Ride system. Full funding of the Park-and-Ride system, in accordance with a long-range financing plan achieves several important objectives.

- ▶ Ensures that parking supply continues to exceed parking demand.
- ▶ Allows commuter transit systems to expand in response to customer demand.
- ▶ Ensures that facilities are safe and comfortable, and meet the expectations of the customers that utilize them.
- ▶ Ensures a business-like approach to operating, maintaining, and expanding the Park-and-Ride system.
- ▶ Positions the region for new and emerging requirements to consider system-wide performance measures, and climate change in planning and project selection.
- ▶ Optimizes the investment in public transportation, carpool lanes, and ridesharing programs.
- ▶ Contributes to the success of carpool lanes.
- ▶ Emphasizes regional commitment to complete transportation corridors that support all modes of transportation.

With so many priority projects competing for limited transportation funds, Park-and-Ride facilities can be easily overlooked. The reasons are less about the degree of support for Park-and-Ride facilities, and more about the nature of Park-and-Ride facilities.

- ▶ Most Park-and-Ride facilities were constructed concurrent with the freeway system, some on lands being preserved for the possible future expansion of freeway interchanges. These facilities were considered ancillary and temporary.
- ▶ Park-and-Ride facilities are components of both the road and transit systems, yet are not usually thought of as integral components of either. Even more sophisticated traffic forecasting models do not usually assess Park-and-Ride capacity as an important linkage in the transportation system, particularly in suburban and rural areas.
- ▶ Most Park-and-Ride facilities are owned by State and local agencies that have much broader missions – while considered important, Park-and-Ride facilities generally receive less attention.

### **Cost Avoidance and Reduction Strategies**

Before discussing ways to finance the construction and operation of Park-and-Ride facilities, it is appropriate to discuss strategies to reduce and avoid future costs.

1. Plan and build Park-and-Ride facilities concurrently with new development. The size and location requirements of Park-and-Ride facilities make it difficult to retrofit the built environment with unplanned lots.
  2. Preserve adequate areas for future facilities along corridors most-likely to be heavily used as commuter routes, even where commuter transit services are not expected to be provided for several years.
  3. Where possible, standardize features – such as lighting fixtures – to provide cost efficiencies in maintenance.
-

4. Develop agreements under which El Dorado Transit is responsible for maintaining all Park-and-Ride facilities it serves to provide cost efficiencies.
5. Adopt strategies to formally manage existing Park-and-Ride use – directing carpoolers and vanpoolers to designated joint-use spaces in commercial parking lots and other locations not served by El Dorado Transit – keeping the expensive Park-and-Ride capacity for transit service, as much as possible. Develop agreements as needed.
6. Install landscaping that minimizes need for on-going maintenance and structural elements that minimize vandalism.
7. Install garbage collection systems only at Park-and-Ride facilities that are located within walking distance of commercial areas/fast food.
8. Include Park-and-Ride facilities in lighting and landscaping (or other maintenance districts) to fund some or all of long-term operations.
9. Work with the City and County to combine the annual Park-and-Ride facility surface treatment with the local annual road surface treatment programs to achieve cost efficiencies.
10. Monitor the cost of contract landscape maintenance services and seek cost-reduction options. Seek price quotes from the City, County, and special district grounds-keeping services and consider hiring ‘in house’ staff.

### **Funding Sources**

Several funding sources are available to fund Park-and-Ride construction, and capital rehabilitation and maintenance. These sources are summarized in Tables 6 and 7.

Most of these funding sources require some discretionary action by an agency other than El Dorado Transit. However, generally, El Dorado Transit is the primary claimant of State Transit Assistance and Transportation Development Act (Local Transportation Funds).

### **Recommended Financing Program**

Over the last 20 years, most of the formula-based funding programs available to add or expand Park-and-Ride facilities have been exhausted. These include the Proposition 116 program that funded several Park-and-Ride projects in the 1990s, and the Proposition 1B transit-related programs that funded several recent projects.

Table 8 defines the recommended core financing program combines El Dorado Transit funding with funding from partnering agencies. ***This program is based upon revenues that El Dorado Transit can reasonably assume will be available.***

Specifically, the primary funding sources that El Dorado Transit should use to perform capital rehabilitation projects, and to construct the highest priority Park-and-Ride facilities in the next 10 years are State Transit Assistance and the Congestion Mitigation/Air Quality.

***To emphasize the lack of available capital funding for transit projects, the base funding program now includes Congestion Mitigation/Air Quality (CMAQ). In past years, this was considered “possible” but could not be relied upon because of strong competition from Caltrans, the City of Placerville, County of El Dorado, and the Sacramento Area Council of Governments, each of which sponsored their own CMAQ projects.***

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<b>Table 6</b>	
<b>Summary of Most Probable Funding Programs – New Construction</b>	
<b>Funding Source</b>	<b>Eligible/ Likely Available</b>
<b>Local and Regional Sources</b>	
Congestion Mitigation / Air Quality	Yes
Local Transportation Fund	Possible, but unlikely
State Transportation Improvement Program (all component programs)	Possible, but unlikely
Surface Transportation Block Grant Program	Possible, but unlikely
State Transit Assistance (including additional funding under Senate Bill 1, Statutes of 2017)	Yes
Traffic Impact Mitigation Fees (City and County)	Possible
<b>State and Federal Sources</b>	
Federal Transit Administration – Section 5307	Yes
Federal Transit Administration – Section 5309 (Bus and Bus Facilities)	Yes
Federal Transit Administration – Section 5311	Yes
Federal Transit Administration – Section 5339(a) Buses and Bus Facilities Formula Program	Yes
Minor A, Minor B Programs	Yes, but unlikely
State Highway Operation Protection Program	Yes, but unlikely
Transportation Investment Generating Economic Recovery (TIGER)	Yes
El Dorado Transit <u>Park-and-Ride Master Plan</u> , September 2017	

Looking forward, El Dorado Transit is going to need to be compete for CMAQ funding to implement this plan.

El Dorado Transit should also continue to develop and foster the local and regional partnerships to compete for discretionary funds, through joint applications for Federal Transit Administration, “Cap-and-Trade”, and Transportation Investment Generating Economic Recovery (TIGER). This will be particularly important to complete large, inter-regional projects like the Countyline Transit Center and Regional Fueling Facility projects.

Local Transportation Funds and State Transit Assistance funds in its operating budget to fund annual operating costs of Park-and-Ride facilities.



<b>Table 7</b>	
<b>Summary of Most Probable Funding Programs – Maintenance/Operations</b>	
<b>Funding Source</b>	<b>Eligible/ Likely Available</b>
<b>Local and Regional Sources</b>	
Congestion Mitigation / Air Quality	No
Local Transportation Fund	Yes
State Transportation Improvement Program (all component programs)	Possible, but unlikely
Surface Transportation Block Grant Program	Possible, but unlikely
State Transit Assistance	Yes
Traffic Impact Mitigation Fees (City and County)	No
Federal Transit Administration – Section 5307	No
Federal Transit Administration – Section 5309 (Bus and Bus Facilities)	No
Federal Transit Administration – Section 5311	Yes
Federal Transit Administration – Section 5339(a) Buses and Bus Facilities Formula Program	No
Minor A, Minor B Programs	Yes, but unlikely
State Highway Operation Protection Program	Yes, but unlikely
Transportation Investment Generating Economic Recovery (TIGER)	No
El Dorado Transit <u>Park-and-Ride Master Plan</u> , September 2017	

Basing implementation of this plan primarily on these revenues provides El Dorado Transit with greater financial certainty. El Dorado Transit should aggressively pursue discretionary regional, State, and Federal funds to fully fund priority projects, with the goal being to secure discretionary funds so that more-flexible local funds can be preserved for other purposes.

Funding in later years assumes greater participation of discretionary funds – in part because of the opportunities to position these projects to be highly competitive, and in part because many of these projects are envisioned as joint-use Park-and-Ride facilities.

Table 8 recommends a financing program for the recommended capital improvements, including reasonable cost sharing between El Dorado Transit and others. Table 9 is a summary of base funding sources for new project construction, and capital rehabilitation. Table 10 is a 10-year program for the El Dorado Transit share.

<b>Table 8</b>						
<b>Recommended Financing Program – New Construction</b>						
<b>Project</b>	<b>Priority</b>	<b>Total Cost</b>	<b>El Dorado Transit Share</b>	<b>Other Public Share</b>	<b>EDTCA Funding Source</b>	<b>Other Funding Source</b>
Western Placerville Interchanges Park-and-Ride	1	PREVIOUSLY FUNDED \$2,865,620 (\$1,420,620 PTMISEA; \$1,100,000 CMAQ; \$335,000 STA)				
County Line Multi-Modal Transfer Facility	2	\$6.075 M	\$ 6.075 M (assume 50% El Dorado Transit share)		Regional Project with Regional Funding Partners, and most-likely funding through a regional application for TIGER, “Cap and Trade” or other funds.  El Dorado Transit may need to pursue fast-track R/W acquisition for a new Park-and-Ride facility in advance of a partnership. Estimated R/W cost \$1.875 M.	
Bass Lake Hills / Marble Valley Multi-Modal Transfer Facility – Phase 1	3	----	----	----	N/A	New Development
Cambridge Road Park-and-Ride Facility	4	\$ 2.725 M	\$ 2.725 M	----	STA CMAQ	
Placerville Station – Phase II Expansion	5	\$ 0.882 M	----	\$ 0.882 M	N/A	City of Placerville lead. Federal earmark, In-Kind Right-of-Way Donation
Missouri Flat Road Park-and-Ride Facility	6	----	----	----	N/A	New Development
Cameron Park Drive Park-and-Ride Facility	7	\$ 3.650 M	\$ 3.650 M	----	STA CMAQ	
County Line Regional Fueling Station	8	\$13.275 M	\$13.275 M (assume 50% El Dorado Transit share)		Regional Project with regional funding partners, and likely funding through a regional application to TIGER, or other.	
Total		\$ 26.607 M	\$ 16.050 M	\$ 10.557 M		
El Dorado Transit <u>Park-and-Ride Master Plan</u> , September 2017						

<b>Table 9 Recommended Base Funding Sources: 10-Year Program</b>			
<b>Funding Source</b>	<b>Capital Rehabilitation (Deferred Maintenance)</b>	<b>New Facilities and Expansions</b>	<b>On-Going Maintenance and Operations</b>
Congestion Mitigation / Air Quality	No	Yes	No
State Transit Assistance (includes additional funding under Senate Bill 1)	Yes	Yes	Yes
El Dorado Transit <u>Park-and-Ride Master Plan</u> , September 2017			

### **Projects with Partial Funding Contributions by New Development**

Three projects are recommended to be partially funded through the City and County traffic impact mitigation fee programs or exactions on new development (direct mitigation measures and conditions of approval). This will require close coordination with these local agencies at both the staff and policy levels.

- ▶ County Line Transit Center (impact fees)
- ▶ Cameron Park Drive Park-and-Ride Facility (impact fees)
- ▶ Missouri Flat Road Park-and-Ride Facility (exaction)
- ▶ Bass Lake Road Park-and-Ride Facility (exaction)
- ▶ Marble Valley Park-and-Ride (exaction)

Alternatively, these projects could be funded through other mechanisms tied to new development, such as parcel taxes assessed by developers, implemented by local government, or established by ballot measure.

### **Projects Developed through Partnerships**

Two projects are envisioned to be developed as a partnership with others. The County Line Multi-Modal Transit Center should be developed in partnership with the City of Folsom, and others, as should the Regional Fueling Center.

## **6. IMPLEMENTATION MEASURES**

Implementation of this plan requires commitment to the vision by planning, funding, and implementing agencies. El Dorado Transit is only one of many partners that will be key in the long-term construction, maintenance, and operation of Park-and-Ride facilities in El Dorado County.

Key public agency partners for El Dorado Transit include:

- ▶ California Department of Transportation;
- ▶ City of Placerville;
- ▶ County of El Dorado;

- ▶ El Dorado County Transportation Commission; and,
- ▶ Sacramento Area Council of Governments.

The Capital Southeast Connector Joint Powers Authority, City of Folsom, City of Elk Grove, City of Rancho Cordova, and County of Sacramento are other potential partners.

### **Regional Planning Implementation Measures**

- ▶ The El Dorado County Transportation Commission (EDCTC) will consider incorporating the policies, projects, and financing strategies of this plan into its plans and programs.

**Time frame: As soon as possible, and on-going.**

- ▶ The Sacramento Area Council of Governments (SACOG) will consider incorporating the policies, projects, and financing strategies of this plan into its plans and programs.

**Time frame: As soon as possible, and on-going.**

- ▶ The California Department of Transportation will consider incorporating the policies, projects, and financing strategies of this plan into its plans and programs.

**Time frame: As soon as possible, and on-going.**

- ▶ El Dorado Transit will continue to review and comment on proposed developments and capital projects, consistent with the policies above.

**Time frame: On-going.**

- ▶ The City of Placerville should continue to refer proposed development and capital projects to El Dorado Transit for review.

**Time frame: On-going.**

- ▶ The County of El Dorado should continue to refer proposed development and capital projects to El Dorado Transit for review.

**Time frame: On-going.**

### **Locating Park-and-Ride Facilities**

- ▶ El Dorado Transit and the County will jointly study the best location for a future Cameron Park Drive Park-and-Ride and Missouri Flat Road Transit Center.

**Time frame: As soon as possible.**

- ▶ EDCTC should consider completing the proposed study for the County Line Transit Center, consistent with the FY 2017/18 discretionary planning grant, and look for other possible funding sources if the FY 2017/18 grant application is not funded.

- ▶ **Time frame: As soon as possible.**

**Table 10  
El Dorado Transit 10-Year Funding Program (all figures x \$1,000)**

	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26
<b>Revenue</b>										
STA (includes additional funding under Senate Bill 1)		0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700	0.700
CMAQ (assume 25% for El Dorado Transit projects of \$2.0 m regional apportionment)			0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500
<b>Total</b>			1.200	1.200	1.200	1.200	1.200	1.200	1.200	1.200
<b>Expenditures</b>										
County Line Transit Center		0.600		1.925	3.550					
Cambridge Road Park-and-Ride Facility			0.300	0.600		1.825				
Cameron Park Drive					0.500	0.900		2.200		
County Line Regional Fueling Station					1.125		1.925	10.225		
Capital Rehabilitation (EDHMTF)				0.300						
<b>Total</b>		0.600	0.300	2.285	5.175	2.725	1.925	12.425	---	---
“Carry Forward”		0.100	1.000	(0.085)	(4.060)	(5.585)	(6.310)	(17.525)	(16.325)	(15.125)

*Note: All figures in 2017 dollars. No escalation.*

El Dorado Transit Draft Park-and-Ride Master Plan, January 2017

### **Financing Implementation Measures**

- ▶ EDCTC should consider including the Master Plan financing strategies in the base funding scenario of its future transportation plans and programs.

**Time frame: As soon as possible, and on-going.**

- ▶ SACOG should consider including the Master Plan financing strategies in the base funding scenario of its future transportation plans and programs.

**Time frame: As soon as possible, and on-going.**

- ▶ El Dorado Transit will consider including adequate funding for annual operations and maintenance, and long-term maintenance and rehabilitation in its annual base operating budget.

**Time frame: Annually.**

- ▶ El Dorado Transit, EDCTC, the City of Placerville, and the County of El Dorado should annually consider jointly supporting priority Park-and-Ride facility projects in annual Legislative platforms, and jointly sponsor Park-and-Ride projects as part of the annual Cap-to-Cap advocacy program.

**Time frame: On-going.**

### **Facility Administration Implementation Measures**

- ▶ The State of California should consider working cooperatively to relinquish other existing Park-and-Ride facilities that are served by El Dorado Transit.

El Dorado Transit, EDCTC, El Dorado County, and SACOG should actively support the relinquishments in their respective planning documents, and contribute staff time towards this effort.

**Time frame: Relinquishment should be completed as soon as feasible.**

**APPENDIX A****Maintenance and Operations Agreement – Model Example**

**AGREEMENT BETWEEN THE COUNTY OF EL DORADO  
AND THE EL DORADO COUNTY TRANSIT AUTHORITY  
REGARDING THE PARK-AND-RIDE FACILITY AT U.S. HIGHWAY 50  
AND CAMBRIDGE ROAD**

**THIS AGREEMENT** is made by and between the **COUNTY OF EL DORADO**, a political subdivision of the State of California, hereinafter referred to as “County,” and the **EL DORADO COUNTY TRANSIT AUTHORITY**, a Joint Powers Authority of the City of Placerville and the County of El Dorado, and whose operating base is 6565 Commerce Way, Diamond Springs, CA 95619-9454, herein after referred to as “EDCTA.”

**RECITALS**

**WHEREAS**, County and EDCTA have a mutual interest to provide cost-effective transit services to the public and have historically worked cooperatively to provide transit services to the existing Cambridge Road Park-and-Ride facility under an agreement between County and the State of California;

**WHEREAS**, EDCTA is currently planning the design and construction of an expanded Park-and-Ride Facility to be located in the northeast quadrant of U.S. Highway 50/Cambridge Road Interchange (hereinafter the “Project”) in accordance with the improvement plans entitled **Park & Ride at Cambridge Road/Hwy 50 (MGE Engineering, Inc.)** prepared by Jeffrey Crovitz, Registered Civil Engineer;

**WHEREAS**, EDCTA has obtained, and upon completion of the Project will retain, fee title for the purpose of the Project a certain parcel described as Parcel B of that certain parcel map filed in the office of the County Recorder, County of El Dorado, State of California, on January 22, 1982, in Book 30 of Parcel Maps, at Page 83, and as shown herein on Exhibit “A,” which is necessary to construct the Project;

**WHEREAS**, a small portion of adjacent land currently owned by the State of California as right-of-way for the U.S. Highway 50/Cambridge Road Interchange is also necessary in order to facilitate the construction and operation of the Project, and County has entered into a Cooperative Agreement with the State of California, whereby the State of California intends to relinquish to the County certain portions of their right-of-way as depicted on Exhibit “B” hereto. The California Transportation Commission will act on the relinquishment at their meeting scheduled for July 19 and 20, 2006, and upon approval, County will take possession of said relinquished property upon recordation of the California Transportation Commission’s Resolution of Relinquishment. It is the intent of the parties that this relinquishment and County possession is a condition precedent to this Agreement;

**WHEREAS**, upon possession of said relinquished property by County, County will enter into this Agreement with EDCTA to allow for their access and use of the property for the sole purpose of the Project for the exclusive benefit of the U.S. Highway 50 commuters and subject to the terms and conditions of the Cooperative Agreement with the State of California for the relinquishment;



**WHEREAS**, County is constructing a signal improvement project at the intersection of U.S. Highway 50 and Cambridge Road adjacent to the Project site, which will include construction of frontage improvements consisting of curb, gutter, sidewalk, and bus pull-out. These frontage improvements are being funded by the County through its Interim 2004 Traffic Impact Mitigation Fee Program (“TIM Program”) which includes transit service improvements such as park-and-ride lots; and

**NOW, THEREFORE**, in consideration of the recitals, terms and conditions herein, the parties do hereby agree as follows:

### **SECTION 1: PROPERTY**

County hereby grants to EDCTA the right to access, use and operate the County’s subject property, identified in Exhibit “C,” incorporated herein and made a part hereof (hereinafter the “Subject Property”), for the sole purpose of constructing, maintaining and operating the Project and for the purpose of maintaining and operating the Park-and-Ride Facility for the exclusive benefit of Highway 50 commuters.

### **SECTION 2: EFFECTIVE DATE AND TERM**

The effective date of this Agreement (“Effective Date”) shall be the first date upon which the County’s possession of the Subject Property in accordance with the relinquishment has occurred and both parties have executed the Agreement. The term of this Agreement shall be for ten (10) years commencing on the Effective Date of this Agreement, subject however, to earlier termination as hereinafter more particularly provided in Section 15.

### **SECTION 3: PAYMENT**

The parties mutually agree to share costs associated with this Agreement as follows:

A. Neither County nor EDCTA will receive compensation related to the value of real property on which the Project will be constructed, operated or maintained.

B. County and EDCTA will not assess any fees for services to the other, inclusive of services such as plan checking, construction oversight, coordination efforts or administrative support associated with the Project or the U.S. 50 and Cambridge Road signal improvement project.

C. EDCTA shall pay all costs of protection, relocation, or removal of utilities, including facilities on County property, where consistent with or necessitated by the Project. In the event that the utility companies do not recognize this Project as a County project for which the utility companies bear one hundred percent (100%) of the cost of relocation, then, as between County and EDCTA, EDCTA shall pay all costs of protection, relocation or removal of utilities. Notwithstanding the aforementioned, nothing in this provision shall be construed to prevent EDCTA from making a claim to owner(s) of said utilities for reimbursement for relocation costs.

D. EDCTA shall pay all future costs associated with maintaining and operating the Project, upon completion, including the portion owned by County. This shall include, but is not limited to, pavement maintenance, utility costs, landscape maintenance, and other facility upkeep. Further, EDCTA shall pay any and all restoration costs for the Subject Property as may be required by the State of California, in accordance with Section 15 herein.

#### **SECTION 4: PROHIBITED USE**

EDCTA shall not commit or permit the commission of any acts on the Subject Property nor permit the use of the Subject Property in any way that will:

A. Cause the Subject Property to be used for any purpose other than the purpose authorized by the State of California in the Cooperative Agreement attached to this Agreement and incorporated herein as Exhibit "D," and as set forth in this Agreement;

B. Violate or conflict with any law, statute, ordinance, governmental rule or regulation whether now in force or hereinafter enacted, governing the Subject Property;

C. Obstruct or interfere with the rights of the State of California to enter the Subject Property to operate, maintain, add, remove, or modify State's facilities retained in the State's collateral facilities or for any other purpose allowed under the Cooperative Agreement, Exhibit "D" attached; and

D. Constitute commission of a waste on the Subject Property.

#### **SECTION 5: INSURANCE**

A. EDCTA shall provide proof of a policy of insurance satisfactory to the County and documentation evidencing that EDCTA maintains insurance that meets the following requirements:

i. Public Liability Limits: EDCTA shall insure County against all risks of loss, damage, and liability from every cause related to its use of County's Subject Property for not less than Combined Single Limit-Bodily Injury/Property Damage of at least \$5,000,000.00 or any greater amount required by any applicable federal, state or local law, ordinance or regulatory provision; and Collision/Comprehensive Coverage and Uninsured Motorist Coverage for all EDCTA vehicles.

ii. Workers' Compensation and Employers' Liability Insurance covering all employees of EDCTA as required by law in the State of California.

iii. EDCTA shall furnish a certificate of insurance satisfactory to County as evidence that the insurance required above is being maintained.

iv. The insurance shall be issued by an insurance company acceptable to the County or be provided through partial or total self-insurance likewise acceptable to County.

v. EDCTA agrees that the insurance required above shall be in effect at all times during the term of this Agreement. In the event said insurance coverage expires at any time or times during the term of this Agreement, EDCTA agrees to provide at least thirty (30) days prior to said expiration date, a new certificate of insurance evidencing insurance coverage as provided for herein for not less than the remainder of the term of the Agreement, or for a period of not less than one (1) year. New certificates of insurance are subject to the approval of the County, and EDCTA agrees that the Agreement shall not commence prior to the giving of such approval. In the event the EDCTA fails to keep in effect at all times insurance coverage as herein provided, County may, in addition to any other remedies it may have, terminate this Agreement upon the occurrence of such event.

vi. The certificate of insurance must include a provision stating that:

a. The insurer will not cancel the insured's coverage without 30 days prior written notice to the County; and

b. The County of El Dorado, its officers, officials, employees and volunteers are included as additional insured, but only insofar as the operations under this Agreement are concerned. This provision shall apply to all liability policies except workers' compensation.

vii. The EDCTA's insurance shall be primary insurance as respects the County, its officers, officials, employees and volunteers. Any insurance of self-insurance maintained by the County, its officers, officials, employees or volunteers shall be in excess of the EDCTA's insurance and shall not contribute with it.

viii. Any deductibles or self-insured retention must be declared to and approved by the County. At the option of the County either the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the County, its officers, officials and employees; or EDCTA shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

ix. Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to the County, its officers, officials, employees or volunteers.

x. The insurance companies shall have no recourse against the County, its officers, officials or employees for payment of any premiums or assessments under any policy issued by any insurance company.

xi. EDCTA's obligations shall not be limited by the foregoing requirements and shall survive the expiration of this Agreement.

xii. In the event EDCTA cannot provide an occurrence policy, EDCTA shall provide insurance covering claims made as a result of performance of this Agreement for not less than three (3) years following completion of this Agreement.

xiii. The Certificate of Insurance shall meet additional standards as may be determined by the County, either independently or in consultation with the County's Risk Manager, as essential for protection of the County.

## **SECTION 6: INDEMNIFICATION**

To the fullest extent allowed by law, EDCTA shall indemnify, defend, and hold harmless County, the State of California, their officers, agents, and employees (hereinafter collectively referred to as "County"), from and against any and all claims, actions, suits, losses, damages, liability for damages of every name, kind, and description, including attorney's fees and costs incurred, brought for, or on account of, injuries to or death of any person, including but not limited to workers, County employees, and the public, or damage to property, or any economic or consequential losses, which are claimed to or in any way arise out of or are connected with the acts or omissions of EDCTA or its officers, agents, employees, contractors, subcontractors, or business invitees, inclusive of construction, operation and maintenance of the improvements, and/or EDCTA'S use of the Subject Property unless such damage, loss, injury or death shall be caused by the sole, or active negligence of County, or the willful misconduct of County.

The duties of EDCTA to indemnify and save each other harmless include the duties to defend as set forth in California Civil Code section 2778. The provisions of this section shall survive the termination of the Agreement for any event.

To the fullest extent allowed by law, except during the term of construction of improvements by the EDCTA, the County shall indemnify, defend, and hold harmless the EDCTA, their officers, agents, and employees (hereinafter collectively referred to as "EDCTA"), from and against any and all claims, actions, suits, losses, damages, liability for damages of every name, kind, and description, including attorney's fees and costs incurred, brought for, or on account of, injuries to or death of any person, including but not limited to workers, County employees, and the public, or damage to property, or any economic or consequential losses, which are claimed to or in any way arise out of or are connected with County's performance of this Agreement and/or County's use of the Subject Property unless such damage, loss, injury or death shall be caused by the sole, or active negligence of EDCTA, or the willful misconduct of EDCTA.

The duties of County to indemnify and save each other harmless include the duties to defend as set forth in California Civil Code section 2778. The provisions of this section shall survive the termination of the Agreement for any event.

## **SECTION 7: CONSTRUCTION OF THE PROJECT**

A. EDCTA will, at its own cost and its own expense, in a workmanlike manner, faithfully and fully construct or cause to be constructed the Project, an expanded Park-and-Ride Facility, in the northeast quadrant of U.S. Highway 50 / Cambridge Road Interchange, and will perform the requirements of this Agreement in accordance with the plans and specifications. All construction work shall be in accordance with all applicable federal, state and local rules, regulations, and ordinances, including but not limited to, applicable Public Contract Code sections, County and EDCTA bidding requirements, Labor Code requirements inclusive of prevailing wage, State licensing regulations, and EDCTA and County policies.

B. County and EDCTA will coordinate this Project with the intersection improvements to be made adjacent to this site by County so that the work can proceed with minimum interruption to the residents and the general public.

C. EDCTA shall ensure that the contractor awarded the Project work warrants the materials and workmanship utilized on this Project for a period of one (1) year and shall make such replacements and repairs during such one (1) year period, at its sole cost and expense, as are necessary due to defects.

D. EDCTA shall ensure that the contractor awarded the Project work provide Performance and Payment Bonds that name County as an additional obligee, and that include a one (1) year warranty provision in the Performance Bond against defects in materials and workmanship

E. EDCTA shall require each and every contractor and subcontractor that performs work on the construction of the Project to include the insurance provisions provided for in Exhibit "E," attached hereto and incorporated by reference as though fully set forth.

F. EDCTA shall employ an engineer to administer the construction of the Project, which includes, but is not limited to, construction staking, preparing and approving change orders, and keeping abreast of the various construction activities. County's Department of Transportation shall be notified in advance of terminating the services of the engineer.

G. EDCTA shall have an engineer prepare Record Drawings describing the finished work. The Record Drawings shall be submitted to County's Department of Transportation at the completion of the work.

H. EDCTA shall investigate and determine if existing public and private utilities conflict with the construction of the Project. EDCTA shall make all necessary arrangements with the owners of such utilities for their protection, relocation, or removal.

I. Where necessary, EDCTA shall obtain agreements of entry from adjacent property owners for any work that will be performed outside the combined area of the County road right-of-way and the parcel owned by EDCTA, such as grading of adjacent property to conform with new parking lot grades.

## **SECTION 8: MAINTENANCE AND REPAIRS**

EDCTA shall, at all times during the term of this Agreement and any renewal or extension thereof, maintain, at EDCTA's sole cost and expense, the Subject Property, in a good, clean, and safe condition, free from all environmental hazards. In accordance with the State Cooperative Agreement, the Subject Property's current environmental status is eligible for Categorical Exemption under the California Environmental Quality Act, and upon expiration or sooner termination of this Agreement, EDCTA shall surrender the Subject Property to County in as good condition and repair as it is in as of the Effective Date, inclusive of said environmental status, and excluding reasonable wear and tear and damage by the elements.

EDCTA may hire a third party to provide maintenance services for the facility. EDCTA shall require the third party to provide appropriate insurance, inclusive of hazardous materials coverage for the use of pesticides and other hazardous substances, and the third party shall agree to adhere to all the duties and responsibilities of maintenance EDCTA is subject to in accordance with the terms of this Agreement.

## **SECTION 9: NOTICES AND COOPERATION REGARDING ACCIDENTS**

EDCTA employees or agents shall report to County within forty-eight (48) hours of notice of any collision or incident which occurs on the County property. County shall report to EDCTA within forty eight (48) hours of notice of any collision or incident which is linked to use of the Project. County and EDCTA shall cooperate fully with each other and any insurance carriers in the investigation and defense of any and all claims or suits arising from the use of the County Subject Property.

## **SECTION 10: INSPECTION BY COUNTY**

EDCTA shall permit County or County's agents, representatives, or employees, and State of California, State's agents, representatives, or employees, to enter the Subject Property at all reasonable times for the purpose of inspecting the Subject Property to determine whether EDCTA is complying with the terms of the Agreement and for the purpose of doing other lawful acts that may be necessary to protect their interest in the Subject Property.

## **SECTION 11: HAZARDOUS MATERIALS**

EDCTA shall protect, defend, indemnify and hold harmless State of California and County, their board members, officers, directors, employees, agents, consultants, successors and assigns (hereinafter collectively referred to as County) from and against all claims, demands, liabilities, causes of action, suits, legal or administrative proceedings for actual damages (including but not limited to special and consequential damages), natural resource damages, restitution, injuries, costs, response costs, remediation and removal costs, losses, debts, liens, interest, fines, penalties, charges and expenses (including but not limited to attorneys' and expert witness fees and costs incurred in connection with defending against any of the foregoing or in enforcing this indemnity provision) of any kind whatsoever paid, incurred, suffered by, or asserted against the County which are claimed to or in any way arise out of or result from the EDCTA's Project, use, maintenance, or occupation of the Subject Property, and the services, operations, or performance of this Agreement, which result in the release or threatened release of hazardous waste or hazardous substance into the environment, regardless of the existence or degree of fault or negligence on the part of the County, except for the sole or active negligence of the County.

As used herein, the terms "hazardous waste" and "hazardous substance" shall coincide with the broadest definition thereof contained in any present or future federal or state law. The foregoing indemnity is intended to operate as an agreement pursuant to the Comprehensive Environmental Response and Liability Act (CERCLA), 42 U.S.C. Section 9607(e) and California Health and Safety Code Section 25364, to defend, protect and hold harmless and indemnify County from liability.

As used herein, "release" means the spilling, leaking, pumping, pouring, emitting, discharging, injecting, escaping, leaching, dumping or disposing into the environment of any Hazardous Material (including the abandonment or discarding or barrels, containers, and other receptacles containing any Hazardous Material).

The foregoing indemnity shall survive the termination of any other agreement between the parties. The foregoing indemnity shall not have any dollar limitation. The foregoing indemnity is for the exclusive benefit of the County and in no event shall the indemnity rights hereunder inure to the benefit of any third party.

## **SECTION 12: TAXES AND ASSESSMENTS**

Pursuant to the provisions of Revenue and Taxation Code section 107.6, EDCTA acknowledges that EDCTA's interest in the Subject Property which is created by the Agreement may be a property interest that is subject to property taxation, and EDCTA may, if a property interest is created, be assessed a possessory interest tax.

EDCTA shall pay before delinquency all taxes, assessments, license fees, and other charges, specifically including, but not limited to, possessory interest taxes that are levied or are levied and assessed against EDCTA's personal property installed or located in or on the Subject Property or on EDCTA's interest in the Subject Property which becomes payable during the Term of this Agreement.

## **SECTION 13: UTILITIES**

A. All utilities suitable for the intended use of the Subject Property shall be provided and paid for by EDCTA.

B. Garbage removal shall be provided and paid for by EDCTA.

## **SECTION 14: ASSIGNMENT OR SUBLEASING**

EDCTA shall not sub-lease, encumber, assign, or otherwise transfer its rights or interests under this Agreement, without the prior express written consent of the County.

## **SECTION 15: TERMINATION**

EDCTA acknowledges and agrees that the State of California may retake or recapture the Subject Property for future State of California use upon request of the State of California to the County, and in that event, County may terminate this Agreement upon written notice to EDCTA, and reconvey the Subject Property to the State of California. In that event, the Subject Property must be returned in a condition acceptable to State of California, and EDCTA agrees to take all steps reasonably necessary to restore the Subject Property to that condition acceptable to the State of California.

In addition, EDCTA acknowledges and agrees that County may need to retake the Subject Property for future transportation purposes, and in that event, County may terminate this Agreement upon 90

days written notice to EDCTA.

Either party may terminate this Agreement for convenience upon 180 days written notice to the other party.

Upon the effective date of termination, EDCTA shall take all steps reasonably necessary to notify commuters utilizing the Project to cease using the Subject Property.

**SECTION 16: AUTHORIZED SIGNATURES**

The parties to this Agreement represent that the undersigned individuals executing this Agreement on their respective behalf are fully authorized to do so by law or other appropriate instrument and to bind upon said parties the obligations set forth herein.

**SECTION 17: NOTICES**

All notices to be given by the parties hereto shall be in writing and shall be deemed duly served by depositing same in the United States Post Office, postage prepaid and return receipt requested. Notices to County shall be in duplicate and addressed as follows:

To County:

County of El Dorado  
Department of Transportation  
2850 Fairlane Court  
Placerville, Ca 95667  
Attention: Liz Diamond, Deputy Director

With a Copy to:

County of El Dorado  
Department of Transportation  
2850 Fairlane County  
Placerville. CA 95667  
Attn: Tim Prudhel, Contract Services Officer

or to such other location as County directs.

To EDCTA:

El Dorado County Transit Authority  
6565 Commerce Way  
Diamond Springs, CA 95619  
Attn: Mindy Jackson, Transit Director

or to such other location as EDCTA directs.

**SECTION 18: SURVIVAL**

Sections 5, 6, 9 and 11 shall survive the termination of this Agreement.

**SECTION 19: SOLE AND ONLY AGREEMENT**

This instrument constitutes the sole and only agreement between County and EDCTA respecting the Subject Property and correctly sets forth the obligations of County and EDCTA to each other as



of its date.

**SECTION 20: SEVERABILITY**

If any provision, clause or part of the Agreement, or the application thereof under certain circumstances, is held invalid, the remainder of this Agreement or the application of such provisions, clauses, or parts under other circumstances shall not be affected thereby.

**SECTION 21: CALIFORNIA FORUM AND LAW**

Any dispute resolution action arising out of this Agreement, including, but not limited to, litigation, mediation, or arbitration, shall be brought in El Dorado County, California, and shall be resolved in accordance with the laws of the State of California.

**SECTION 22: CONTRACT ADMINISTRATION**

The County officer or employee with responsibility for administering this Agreement is Elizabeth B. Diamond, Deputy Director of West Slope Engineering, or successor.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement the day and year last written below.

**-- EL DORADO COUNTY TRANSIT AUTHORITY --**

Dated: 8-2-06

Signed: Barbara Sebastian  
Barbara Sebastian, Chairperson  
Board of Directors  
"EDCTA"

To Form:

William M. Wright  
William Wright, Attorney, EDCTA

**-- COUNTY OF EL DORADO --**

Dated: August 7, 2006

Signed: Laura S. Gill  
Laura S. Gill  
Chief Administrative Officer  
County of El Dorado

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

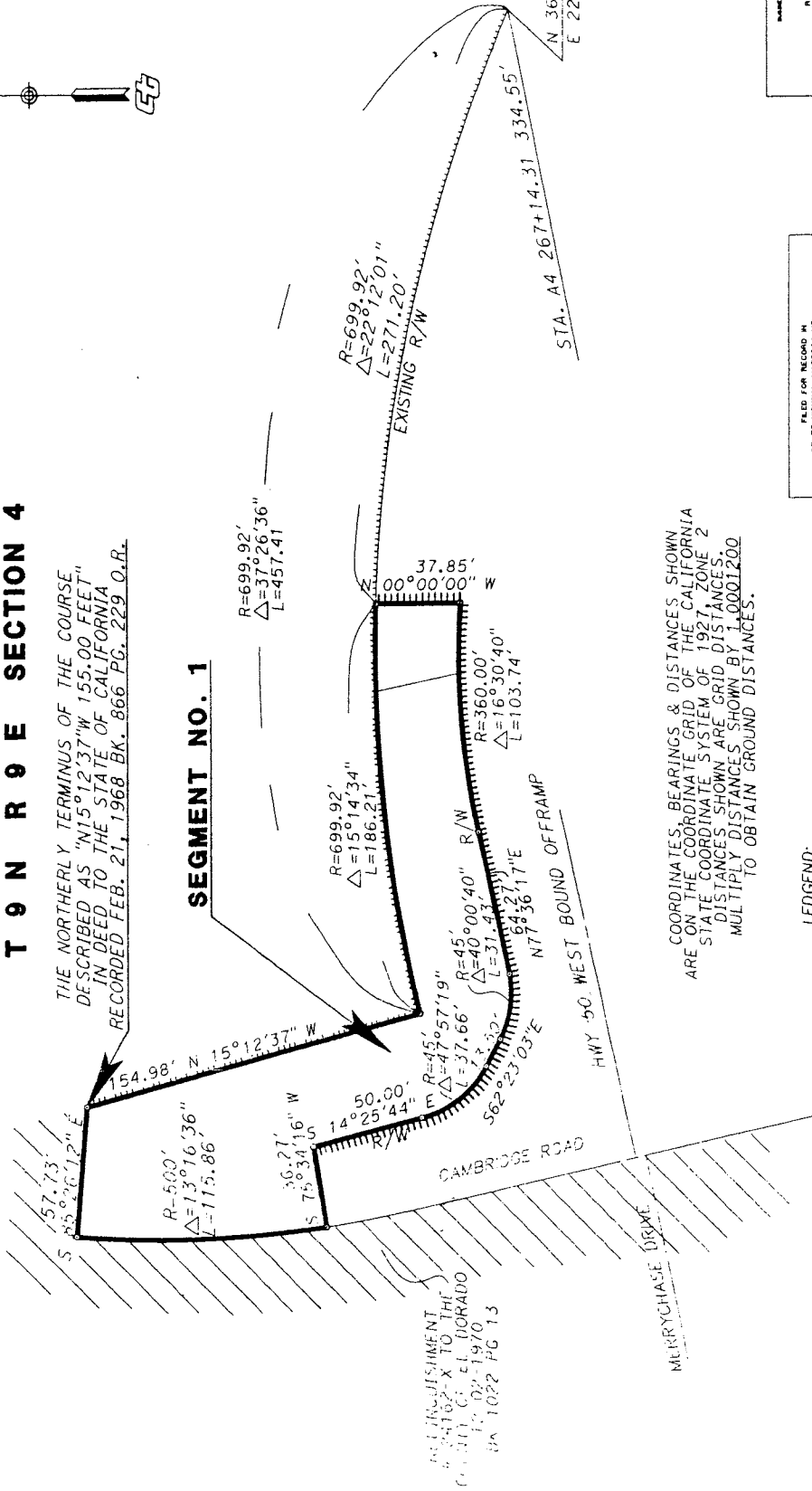
RIGHT OF WAY MAP

STATE HIGHWAY 50  
EL DORADO COUNTY  
T 9 N R 9 E SECTION 4

District Agreement Number 03-0335

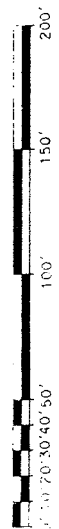
Exhibit A

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan.



COORDINATES, BEARINGS & DISTANCES SHOWN ARE ON THE COORDINATE GRID OF THE CALIFORNIA STATE COORDINATE SYSTEM OF 1927 ZONE 2 DISTANCES SHOWN ARE GRID DISTANCES. MULTIPLE DISTANCES SHOWN BY 1,000/200 TO OBTAIN GROUND DISTANCES.

LEGEND:  
 ○ = CALCULATED POSITION  
 ===== = EXISTING ACCESS CONTROL  
 ||||| = SUPERCEDED ACCESS CONTROL  
 ||||| = NEW ACCESS CONTROL



FIELD FOR RECORD IN  
STATE HIGHWAY MAPBOOK NO. ....  
RECORDS BOOK NO. ....  
COUNTY OF EL DORADO  
NOTES: Rights are not extinguished or  
renewed by this map. The location of  
streets and landmarks shown on this map  
is for information only.

RELINQUISHMENT MAP  
FOR THE RELINQUISHMENT TO THE  
COURT OF EL DORADO  
LAND TO BE RELINQUISHED

RELINQUISHMENT REQUEST NO. 031733-2  
PROFESSIONAL LAND SURVEYOR  
DATE 6/22/06

STATE OF CALIFORNIA  
DISTRICT 3  
RIGHT OF WAY ENGINEERING  
DEPARTMENT OF TRANSPORTATION

6/22/06 5:00 633901 2 OF 2

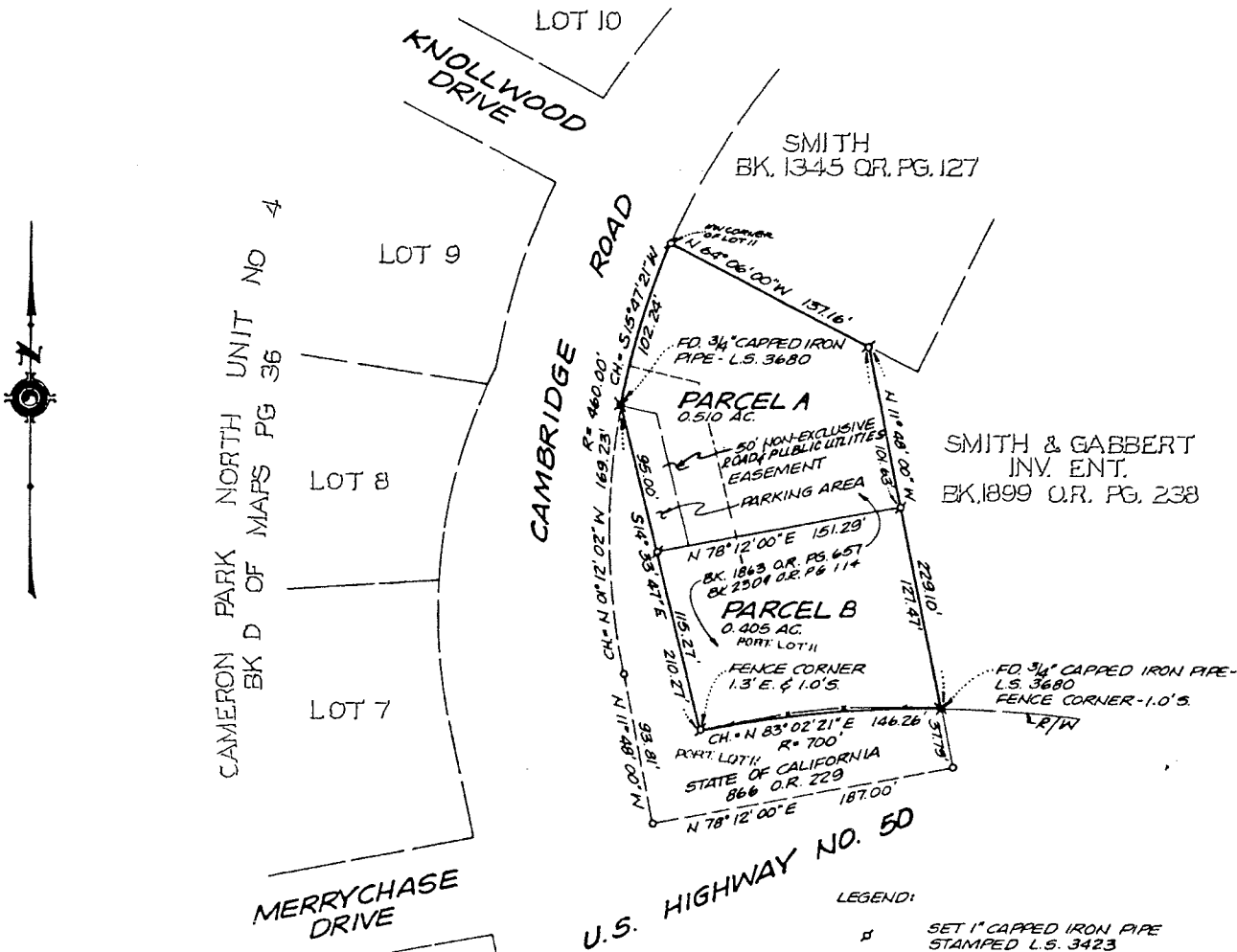
30-83

EXHIBIT A

# PARCEL MAP

PORTION OF LOT 11  
CAMERON PARK NORTH UNIT NO. 4, BK. D MAPS PG. 36  
BEING A PORTION OF SEC. 4 T. 9 N. R. 9 E. M.D.M.  
COUNTY OF EL DORADO, CALIFORNIA

SCALE 1" = 50'  
NOV. 1980  
LOUIS F. BUTZ & ASSOC.  
SHEET 1 OF 1



**BASIS OF BEARINGS**  
THE MERIDIAN OF THIS SURVEY IS IDENTICAL TO THAT OF CAMERON PARK NORTH UNIT NO. 4, BK. D OF MAPS PG. 36, WHICH IS TRUE NORTH.

**NOTE:**  
PARCELS A & B ARE A DIVISION OF A PORTION OF LOT 11 OF CAMERON PARK NORTH UNIT NO. 4.

- LEGEND:**
- ▣ SET 1" CAPPED IRON PIPE STAMPED L.S. 3423
  - ✕ MONUMENT FOUND AS NOTED
  - DIMENSION POINT; NOTHING SET OR FOUND
  - FENCE

**SURVEYOR'S CERTIFICATE**  
THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AT THE REQUEST OF BILL ZOBARRAS ON SEPT. 23, 1980. I HEREBY STATE THAT THIS PARCEL MAP CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.

**COUNTY SURVEYOR'S CERTIFICATE**  
THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE.

**COUNTY RECORDER'S CERTIFICATE**  
FILED THIS 22ND DAY OF JANUARY 1982 AT 1:59 P.M. IN BOOK 30 OF PARCEL MAPS AT PAGE 83 AT THE REQUEST OF BILL ZOBARRAS  
DOCUMENT NO. 2334

DATED: Jan 22, 1982  
Fred S. DeBerry  
FRED S. DeBERRY, L.S. 2403  
COUNTY SURVEYOR  
COUNTY OF EL DORADO

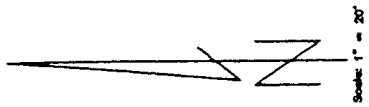
Dorothy Carr  
DOROTHY CARR  
COUNTY RECORDER  
COUNTY OF EL DORADO  
BY: Sharon M. Chance  
DEPUTY

Neil A. Waters  
NEIL A. WATERS, L.S. 3423



30-83

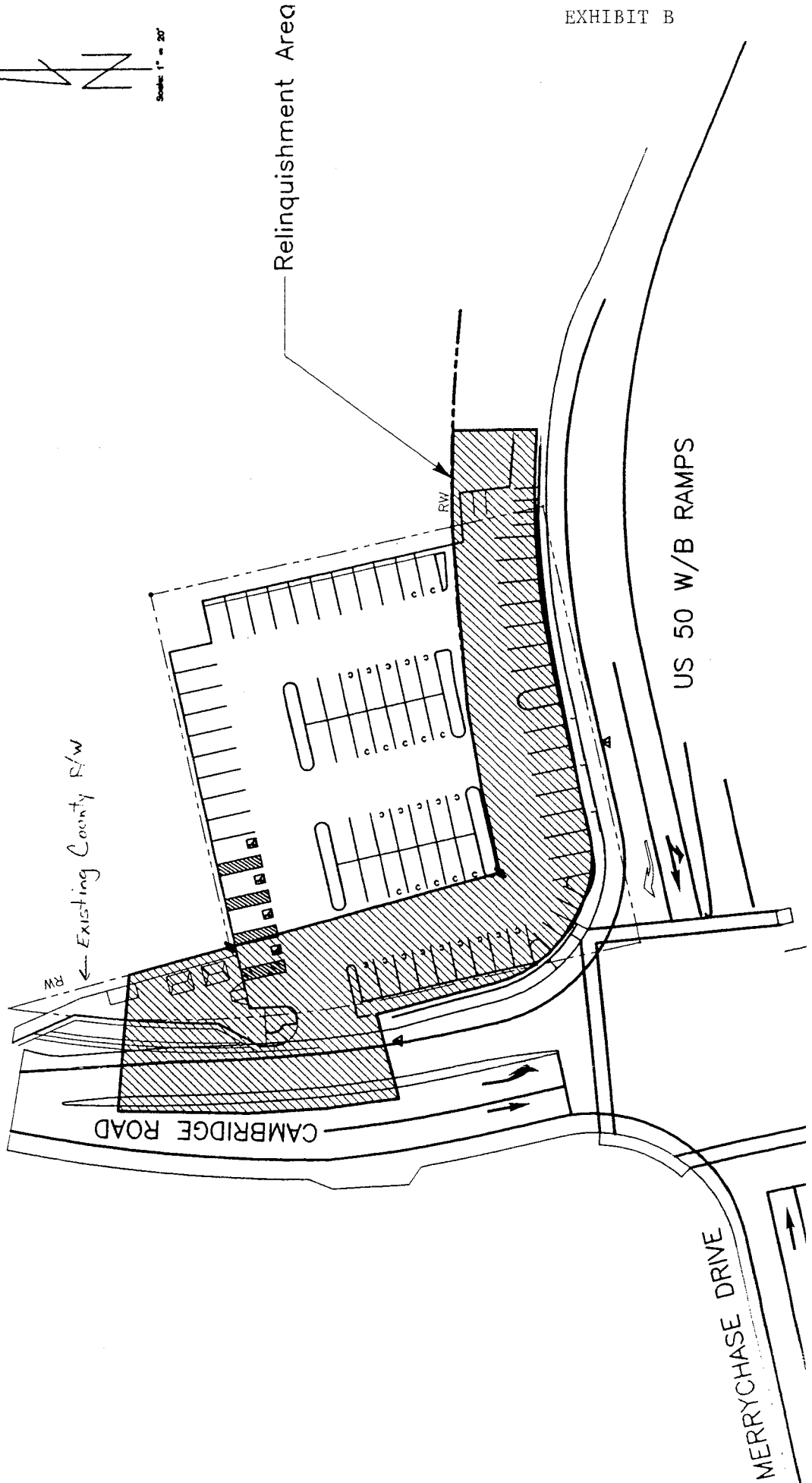
# Area Relinquished to County by State

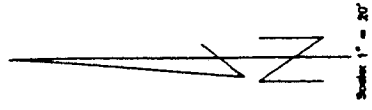


Scale: 1" = 20'

EXHIBIT B

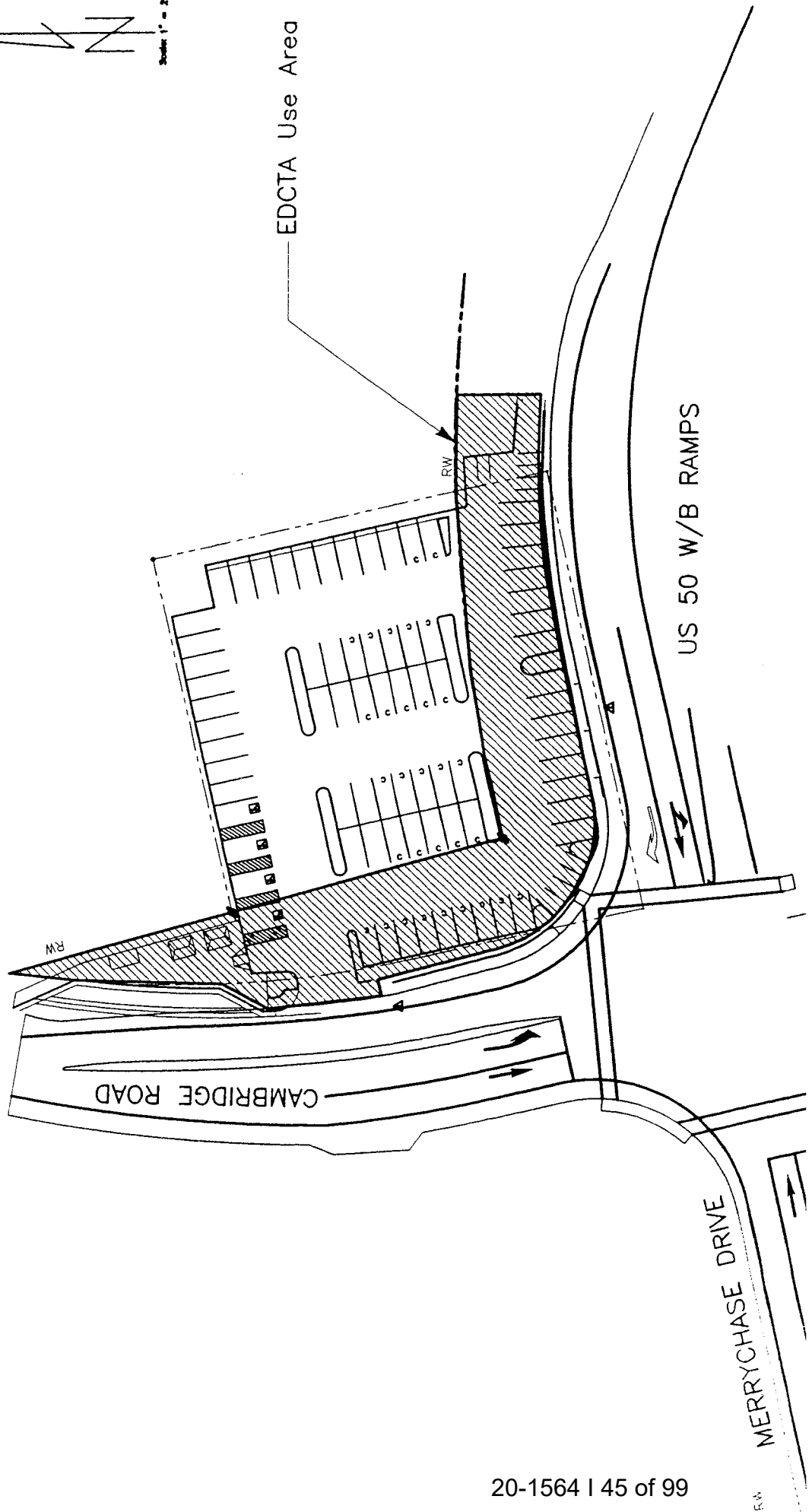
R/W





EDCTA Use Area

EDCTA Use Area



RW

CAMBRIDGE ROAD

US 50 W/B RAMP

MERRYCHASE DRIVE

RW

ORIGINAL

03-ED-50 PM 5.03  
Collateral Facilities Relinquishment  
EA No. 03-633901  
District Agreement No. 03-0335

COOPERATIVE AGREEMENT

THIS AGREEMENT, ENTERED INTO EFFECTIVE ON July 12, 2006, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE", and the

COUNTY OF EL DORADO, a body politic  
and a municipal corporation of the State of  
California, referred to herein as "COUNTY".

RECITALS

1. STATE and COUNTY, pursuant to Streets and Highways Code sections 73 and 130, are authorized to enter into a Cooperative Agreement in order to relinquish to COUNTY a portion of a State Highway within COUNTY's jurisdiction.
2. STATE intends to relinquish to COUNTY those portions of United States Route 50 (US 50), which are remnants from the original right of way acquisition for freeway construction. These remnants encompass the east one half of Cambridge Road, beginning at the south edge of the driveway curb return to the proposed Cambridge Road Park and Ride expansion, approximately 135' +/- from the south edge of the Cambridge Road westbound off-ramp, to the northern termini of State right of way of Cambridge Road, and also including the property encompassing the existing Cambridge Road Park and Ride (State Parcel No 21978), adjacent to and north of the westbound off-ramp at Cambridge Road, between Cambridge Road to the west and the US 50 access control line to the east and south and excluding that portion of State Parcel No 21978 between the Cambridge Road off-ramp and the south edge of the proposed Cambridge Park and Ride as shown in Exhibit A, attached to and made a part of this Agreement, referred to hereinafter as "RELINQUISHED FACILITIES". COUNTY is willing to accept said relinquishment upon approval by the California Transportation Commission (CTC) of a Resolution of Relinquishment and STATE's recording of said Resolution in the County Recorder's Office.
3. STATE and COUNTY agree that RELINQUISHED FACILITIES are currently in a state of good repair.
4. The parties hereto intend to define herein the terms and conditions under which relinquishment is to be accomplished.

**SECTION I**

**COUNTY AGREES:**

1. Execution of this Agreement constitutes COUNTY's waiver of STATE's obligation to provide ninety (90) days prior notice of STATE's "Intention to Relinquish" as set forth in section 73 of the Streets and Highways Code.
2. To accept ownership, including all of STATE's current obligations, rights, title and interest in RELINQUISHED FACILITIES upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office and to thereafter operate, maintain, and be liable for RELINQUISHED FACILITIES at no additional cost to STATE. COUNTY will continue to operate and maintain the Cambridge Road Park and Ride lot for the exclusive benefit of US 50 commuters as opposed to local business patrons.
3. To maintain access control for US 50 to STATE's satisfaction from the end of the Cambridge Road off-ramp to the south edge of the Cambridge Park and Ride entrance/exit driveway, a distance of approximately 65 +/- feet as shown on Exhibit A.

**SECTION II**

**STATE AGREES:**

1. To relinquish, upon the approval of the CTC's Resolution of Relinquishment, RELINQUISHED FACILITIES.
2. To transfer to COUNTY, within sixty (60) days of the recordation of the CTC's Resolution of Relinquishment, copies of all available STATE records and files for RELINQUISHED FACILITIES, including, but not limited to, plans, survey data and right of way information.

**SECTION III**

**IT IS MUTUALLY AGREED:**

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature in the Annual State Budget Act, and the allocation of any required funds by the CTC.
2. RELINQUISHED FACILITIES may be recaptured by STATE for future transportation projects at no cost to STATE and COUNTY agrees to reconvey property when so requested.

3. Present Environmental status of RELINQUISHED FACILITIES is a Categorical Exemption under California Environmental Quality Act (CEQA). If STATE requests COUNTY to reconvey said property, it must be returned to a condition acceptable to STATE.
4. STATE reserves the right to enter, at no cost to STATE, relinquished collateral facilities, including sidewalks and other areas adjacent to the traveled way, to modify or add signage, drainage, and other improvements necessary on State Highway property. COUNTY agrees to allow STATE access to operate, maintain, add, remove, or modify STATE's facilities retained in those collateral facilities.
5. Neither STATE nor any officer or employee thereof is responsible for any injury damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction conferred upon COUNTY and arising under this Agreement. It is understood and agreed that COUNTY shall fully defend, indemnify and save harmless STATE and all its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by COUNTY under this Agreement.
6. Neither COUNTY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction conferred upon STATE and arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless COUNTY and all its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.
7. Principal Contacts:

County Contract Administration:  
Elizabeth B. Diamond or successor  
Deputy Director, West Slope Engineering, El Dorado County Department of  
Transportation  
2850 Fairlane Court, Placerville, CA 95667  
(530) 621-5900

State Contract Administrator:  
Ben Bramer or successor  
Chief, District 3 Office of Local Assistance,



California Department of Transportation  
703 B Street, Marysville, CA 95901

8. No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
9. This Agreement shall terminate upon recordation of the CTC's Resolution of Relinquishment for RELINQUISHED FACILITIES in the County Recorder's Office, or on December 31, 2007, whichever is earlier in time except for those provisions which relate to a indemnification, ownership, property recapture, operation, access control and maintenance, which shall remain in effect until terminated or modified in writing by mutual agreement.

STATE OF CALIFORNIA  
Department Of Transportation

WILL KEMPTON  
Director

By: Thomas P. Wood  
for STEVEN E. KIRKPATRICK, Chief  
North Region Design & Engineering Services

Approved as to form and procedure:  
[Signature]  
Attorney, Department of Transportation

Certified as to funds:  
Klaus Featherstone  
District Budget Representative

Certified as to financial terms and policies:  
[Signature]  
for Accounting Administrator

COUNTY OF EL DORADO  
Requesting Department Concurrence:

[Signature]  
By:  
RICHARD W. SHEPARD  
Director, Department of Transportation

By: Jack R. Sweeney 7/11/06  
JACK R. SWEENEY  
Chairman, Board of Supervisors

Attest:  
[Signature]  
CINDY KECK  
Clerk of the Board of Supervisors

By: [Signature] 7/11/06  
Deputy Clerk



## EXHIBIT "E"

In accordance with Section 7E, EDCTA shall require the following insurance for all contractors and subcontractors:

All references to "contractor" will be deemed to include any "subcontractors." EDCTA shall have Contractor provide proof of a policy of insurance satisfactory to the El Dorado County Risk Manager and EDCTA, documentation evidencing that Contractor maintains said insurance so long as Contractor's insurance meets these same requirements and standards, and subject to Contractor assuming the obligations as follows:

i. Full Workers' Compensation and Employers' Liability Insurance covering all employees performing work under this Agreement as required by law in the State of California.

ii. Commercial General Liability Insurance of not less than Two Million Dollars (\$2,000,000) combined single limit per occurrence for bodily injury and property damage, including but not limited to endorsements for the following coverages: premises, personal injury, operations, products and completed operations, blanket contractual and independent contractors liability.

iii. Automobile Liability Insurance of not less than One Million Dollars (\$1,000,000) is required in the event motor vehicles are used by EDCTA's in performance of the Agreement.

iv. In the event contractor or its agent(s) are licensed professionals and are performing professional services under this contract, professional liability insurance is required, with a limit of liability of not less than One Million Dollars (\$1,000,000).

v. Explosion, Collapse, and Underground (XCU) coverage is required when the scope of work includes XCU exposure.

### **PROOF OF INSURANCE REQUIREMENTS:**

A. Contractor shall furnish proof of coverage satisfactory to the EDCTA and El Dorado County Risk Manager as evidence that the insurance required herein is being maintained. Contractor shall require the insurance company to include a provision in the additional insured endorsement(s) that EDCTA and County, be provided specific notice if the policy is cancelled for any reason. The insurance will be issued by an insurance company acceptable to the EDCTA and County Risk Manager, or be provided through partial or total self-insurance likewise acceptable to the EDCTA and County Risk Manager.

B. Both the County of El Dorado and EDCTA and their officers, officials, employees, and volunteers shall be included as additional insureds.

but only insofar as the operations under this Agreement are concerned. This provision shall apply to all liability and automobile policies except Workers' Compensation and Professional Liability insurance policies. Proof that EDCTA and County are named additional insureds shall be made by providing EDCTA and the County Risk Manager with a copy of the insurance policy including the endorsement(s) naming EDCTA and County as additional insureds.

C. In the event contractor cannot provide an occurrence policy, contractor shall provide insurance covering claims made as a result of performance of this Agreement for not less than three (3) years following completion of performance of this Agreement.

D. Any deductibles or self-insured retentions must be declared to and approved by County and EDCTA. At the option of EDCTA or County, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the County, its officers, officials, employees, and volunteers; or contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

#### **INSURANCE NOTIFICATION REQUIREMENTS:**

A. EDCTA shall ensure that the insurance required herein by contractor shall provide that no cancellation or material change in any policy shall become effective except upon thirty (30) days prior written notice to EDCTA at 6565 Commerce Way, Diamond Springs, CA 95619-9454 and County at the office of the Department of Transportation, 2850 Fairlane Court, Placerville, CA 95667.

B. EDCTA shall ensure that contractor agrees that the insurance required herein shall be in effect at all times during the term of this Agreement. In the event said insurance coverage expires at any time or times during the term of this Agreement, EDCTA shall ensure that contractor shall immediately provide a new policy of insurance and additional insured endorsements as evidence of the required insurance coverage. In the event contractor fails to keep in effect at all times insurance coverage as herein provided, EDCTA or County may, in addition to any other remedies it may have, terminate this Agreement upon the occurrence of such event. New certificates of insurance are subject to the approval of EDCTA and the Risk Manager, and EDCTA shall ensure that contractor agrees that no work or services shall be performed prior to the giving of such approval.

#### **ADDITIONAL STANDARDS:**

Certificates shall meet such additional standards as may be determined by EDCTA or Department, either independently or in consultation with the County Risk Manager, as essential for protection of EDCTA and County.

**COMMENCEMENT OF PERFORMANCE:**

EDCTA shall ensure that contractor shall not commence performance of this Agreement unless and until compliance with each and every requirement of the insurance provisions is achieved.

**MATERIAL BREACH:**

Failure of contractor to maintain the insurance required herein, or to comply with any of the requirements of the insurance provisions, shall constitute a material breach of the entire Agreement.

**REPORTING PROVISIONS:**

Any failure to comply with the reporting provisions of the policies shall not affect coverage provided to EDCTA or County, their officers, officials, employees, or volunteers.

**PRIMARY COVERAGE:**

EDCTA shall ensure that contractor's insurance coverage shall be primary insurance as respects the EDCTA and County, their officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the EDCTA or County, their officers, officials, employees, or volunteers shall be in excess of contractor's insurance and shall not contribute with it.

**PREMIUM PAYMENTS:**

The insurance companies shall have no recourse against the EDCTA or the County of El Dorado, their officers, agents, employees, or any of them for payment of any premiums or assessments under any policy issued by any insurance company.

**EDCTA'S OBLIGATIONS:**

EDCTA shall ensure that contractor's indemnity and other obligations shall not be limited by the insurance required herein and shall survive the expiration of this Agreement.

**APPENDIX B****References**

## References

2004 El Dorado County General Plan, County of El Dorado, Placerville, CA, 2004.

Best Practices for Public Transportation: Guidance for Local Governments and Transit Operators to Achieve the Blueprint Vision of Significantly Increased Transit Use, Sacramento Transportation & Air Quality Collaborative, Sacramento, CA, 2005.

2004 El Dorado County General Plan, County of El Dorado, Placerville, CA, 2004.

El Dorado County Bicycle Transportation Plan 2010 Update, El Dorado County Transportation Commission, November 2010

Evaluation of Shared Use Park & Ride Impact on Properties, National Center for Transit Research, Tampa, FL, 2004.

Market Assessment and Marketing Plan for El Dorado Transit, El Dorado County Transit Authority, Diamond Springs, CA, 2015.

Park-and-Ride Master Plan, El Dorado County Transit Authority, Diamond Springs, CA, 2007.

Transit Design Manual, El Dorado County Transit Authority, Diamond Springs, CA, 2007.

US Highway 50 Corridor Short Term Transit Plan, El Dorado County Transit Authority, Diamond Springs, CA, 2006.

Western El Dorado County Short Range and Long Range Transit Plan Study, El Dorado County Transit Authority, Diamond Springs, CA, 2014.

*District 3 Park and Ride Lots*, California Department of Transportation  
<http://www.dot.ca.gov/dist3/departments/planning/Park-Ride/>.

*Project Monitoring Report*, El Dorado County Transportation Commission, Placerville, CA, August 2016

*Fiscal Year 2016/17 Capital Improvement Plan*, El Dorado County Transit Authority, Diamond Springs, CA, 2015



**APPENDIX C****Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites**

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**Western El Dorado County Park-and-Ride Facilities Study:  
*Preliminary Assessment of Potential Sites***



## Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites

### BACKGROUND

In 2007 the El Dorado County Transit Authority prepared a *Park-and-Ride Facilities Master Plan*. The purposes of this report are to:

- Provide an update to the 2007 *Park-and-Ride Facilities Master Plan*;
- Identify in more detail the opportunities and constraints to advancing each priority project in the western portion of the U.S. 50 Corridor, from the Cameron Park Drive interchange to the Sacramento County line; and,
- Recommend a series of next steps, and obtain direction from the El Dorado County Transit Authority, on how to proceed.

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. These are shown in Table 1.

<b>TABLE 1 – EXISTING PARK-AND-RIDE PRIORITIES</b>		
Priority	Facility	Status
1	Bass Lake Road Multi-Modal Facility	Included in Bass Lake Specific Plan – <i>previously assumed to be done as part of new development</i>
2	Ponderosa Park-and-Ride Reconstruction	<b>Complete</b>
3	Placerville Multi-Modal Station - Phase II	<b>Construction scheduled for Summer 2014</b>
4	Central Transit Center	<b>Complete</b>
5	Missouri Flat Road Park-and-Ride	<i>Previously assumed to be done as part of new commercial development</i> (Sundance Plaza or other north of U.S. 50 on Missouri Flat Road). Upgrades to existing transfer point on Missouri Flat Road <b>completed as a short-term solution.</b>
6	County Line Multi-Modal Transit Center	<b>Preliminary concepts underway.</b> Concept for new State funding source developed and being discussed.
7	Fairgrounds Transit Center	<b>Deferred</b> due to advancing of Ray Lawyer Drive project (#11 below) which will meet the 10+ year demand.
8	County Line Regional Fueling Station	<b>Under preliminary consideration</b> as part of the County Line Transit Center (priority #6 above).
9	Cameron Park Drive Park-and-Ride Facility	<b>No current work being done.</b> 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	<b>Determined infeasible</b> due to conflicts with road and and trail components of the interchange project.
11	Ray Lawyer Drive Park-and-Ride Facility	<b>Construction funding applications submitted.</b>
12	El Dorado Hills Multi-Modal Parking Structure	<b>No current work being done.</b>

## **Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites**

El Dorado Transit, with the City, County, El Dorado County Transportation Commission, and other partners, has successfully advanced all of the priority needs east of Cameron Park. At the same time, from Cameron Park to the west a series of unrelated issues has impeded progress on each critical facility.

Finally, for many years there has been significant discussion about a Park-and-Ride facility at the new Silva Valley Interchange. However, the terrain, parcel shapes and sizes, ownership, and zoning made any regionally-significant Park-and-Ride very unlikely, even in 2007 when the *Master Plan* was developed, unless prime commercial land was acquired under eminent domain. Moreover, a Silva Valley Park-and-Ride did not serve a unique population that could not be fully accommodated by large facilities at Bass Lake Road (priority #1) and the County Line (priority #6).

### **DISCUSSION**

This preliminary evaluation of potential sites for western El Dorado county park-and-ride facilities is critical to providing the policy basis necessary for El Dorado Transit to work with private land owners and the County to ensure a long-term supply of large, high-density park-and-ride facilities, with compatible, transit-supporting adjacent land uses.

#### **Current Situation**

***In the Cameron Park and El Dorado Hills areas all existing Park-and-Ride facilities are at capacity***, and there is a ***dwindling number of viable parcels*** in the immediate vicinity of the U.S. Highway 50 corridor that are not either entitled for future development, or in the entitlement process.

***The long-term viability of expanding commuter bus and other mass transportation services is threatened*** at the same time that State and Federal requirements, including AB 375, appear to be directing land use and transportation policy to be more multi-modal than ever.

1. Sufficient parking capacity is the key piece of supporting infrastructure to El Dorado Transit's service, particularly the commuter bus service. This capacity must be convenient to users, and located in close-proximity to existing routes.
2. A series of un-related challenges has prevented the expansion of parking capacity in the most-heavily impacted communities of Cameron Park and El Dorado Hills since the 2007 Park-and-Ride Master Plan.
3. With the development economy recovering, El Dorado Transit is facing the threat of losing out on the remaining viable sites that are suitable for construction of new parking capacity.

Table 2 shows the long-range, new parking capacity needed in the Cameron Park and El Dorado Hills areas, as identified in the 2007 *Park-and-Ride Master Plan*. These capacity figures are still considered current.

Table 2 also describes the specific circumstances that have affected progress on implementing the recommendations and priorities in the 2007 *Park-and-Ride Master Plan*.

**Draft Western El Dorado County Park-and-Ride Facilities Study:  
Preliminary Assessment of Potential Sites**

**TABLE 2 – ADDITIONAL PARK-AND-RIDE CAPACITY CAMERON PARK TO SACRAMENTO COUNTY LINE**

Facility	Additional Parking Spaces	Status
Cameron Park Drive Park-and-Ride Facility	100	<p>No current work being done on this Park-and-Ride facility. Facility previously considered as part of County studies to improve the Cameron Park Drive Interchange. No financially-feasible interchange solutions were found.</p> <p>Identification of a long-term, viable site is challenging without improvements to the existing U.S. 50 / Cameron Park Drive Interchange, or connection of Wild Chaparral Drive with Palmer Drive.</p>
Bass Lake Hills Multi-Modal Facility	200	<p>Preferred location is in the Bass Lake Hills Specific Plan – a 200-space facility with development responsible for complete right-of-way acquisition and construction of the first 100 spaces. The second 100 spaces would be funded by El Dorado Transit through future grant funds. The Bass Lake Hills Public Facility Financing Plan states that a site has been designated on the east side of Bass Lake Road adjacent to the historic Clarksville Toll Road.</p> <p>This facility, if developed as part of the Bass Lake Specific Plan is intended to also serve as a parking area for the east-west pedestrian trail. A dimensional site plan was developed. Development within the Specific Plan has been challenged by a number of issues. It is unclear whether the current Bass Lake Hills Specific Plan is sufficiently viable to lead to completion of this facility which is currently required to be complete before issuance of the 600<sup>th</sup> building permit.</p>
County Line Multi-Modal Facility	250	Specific concepts under development.
El Dorado Hills Multi-Modal Parking Structure	325	Deferred in favor of the County Line facility above, due to cost, institutional issues, future traffic congestion forecasts, and other reasons.
<b>Total</b>	<b>875</b>	

## **Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites**

Two related road improvements have been significantly advanced since the 2007 Park-and-Ride Master Plan.

- The Silva Valley interchange is under construction and is expected to be complete in 2016. Throughout project development, El Dorado Transit staff has worked with County staff to determine the potential for using remnant parcels from the interchange right-of-way acquisition as Park-and-Ride facilities. ***However, it appears that, at most, these remnants would yield relatively small, isolated opportunities, and would likely not serve commuter bus passengers.*** Moreover, the owners of large parcels near the interchange that would be suitable for a Park-and-Ride facility have consistently indicated that they are not interested in a friendly acquisition. This confirms the findings during the preparation of the *Park-and-Ride Master Plan* in 2007.
- Work continues on plans for the Capitol Southeast Connector which includes future improvements to White Rock Road from the Sacramento County line to the Silva Valley Interchange. As this project has continued to progress, it is more clear than ever that a transit facility, similar to the County Line Transit Center described in the *Park-and-Ride Master Plan*, could be a significant part of the multi-modal transportation corridor, and could serve as a transfer point between transit services based in Sacramento County, and El Dorado Transit.

### **Criteria for Evaluating/Prioritizing Sites**

Key factors for evaluating and prioritizing candidate sites/projects that add parking capacity in the Cameron Park / El Dorado Hills area include the following.

- Historically, parking further west is more desirable to users, regardless of the community they live in. The reasons for this are not fully understood, but from this it can be concluded that 200 spaces in El Dorado Hills would be more likely to be used than the equivalent new capacity in Cameron Park.
- Future parking demand should be centralized in as few a number of facilities as possible, minimizing the impact on operations and providing the most parking-per-acre, giving priority to the larger opportunity areas.
- Facilities should be located within 2 minutes of the Highway 50 corridor to ensure minimal impact on routing and on-time operations.
- At least one major increment in parking capacity should be located along the Capitol Southeast Connector.
- Priority should be given to locations that could be expanded vertically (i.e. parking garages) to provide the flexibility for significant very-long-term increases in capacity to handle demand beyond any reasonable planning period, since available land is at such a premium within the immediate Highway 50 corridor.

## **Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites**

### **Opportunities and Constraints**

The following series of figures are presented in geographic order, from east to west. Order does not imply priority.

Exhibit 1 shows the general areas that should be considered in the future for a new Park-and-Ride facility in the area of U.S. 50 at Cameron Park Drive.

Exhibit 2 shows the general areas that should be considered in the future for a new Park-and-Ride facility in the area of U.S. 50 at Cambridge Road. A new facility was not identified for this immediately location in the 2007 *Park-and-Ride Facilities Master Plan* but is now considered important to serve this community and the lack of progress on a facility in the Bake Lake Road area. This facility would provide capacity for commuter bus patrons, with the existing, at-capacity facility at U.S. Highway 50 and Cambridge Road serving carpools, vanpools, and other forms of shared rides.

Exhibit 3 shows the general areas that should be considered in the future for a new Park-and-Ride facility in the area of U.S. 50 at Bass Lake Road. Given the challenges faced over many years in implementing the Bass Lake Specific Plan, this figure identifies potential facility locations in a broader area.

Exhibit 4 shows the general opportunity areas for an interim facility in Town Center East, and the immediate area. ***Traffic and proximity issues limit the potential for any of these sites to serve as viable long-term candidates.*** One other opportunity for an interim facility is north of Highway 50, the area previously used as parking for the now-closed Executive golf course. This is not shown in Figure 4.

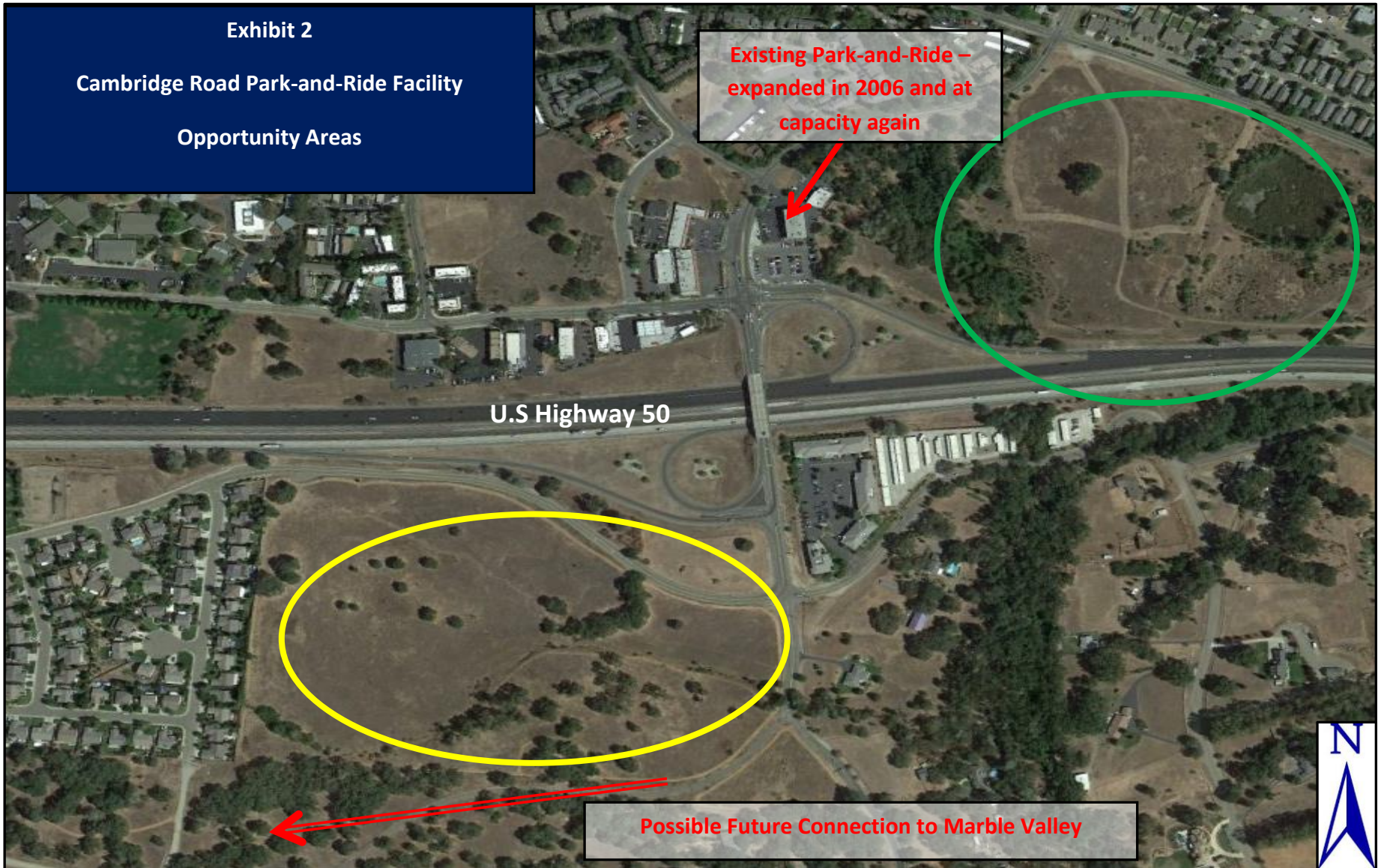
Exhibit 5 shows the general opportunity areas for a County Line Transit Center in Town Center West. This facility is considered absolutely critical, and if necessary, opportunities along the County Line in Sacramento County should also be considered.

**Draft Western El Dorado County Park-and-Ride Facilities Study:  
Preliminary Assessment of Potential Sites**

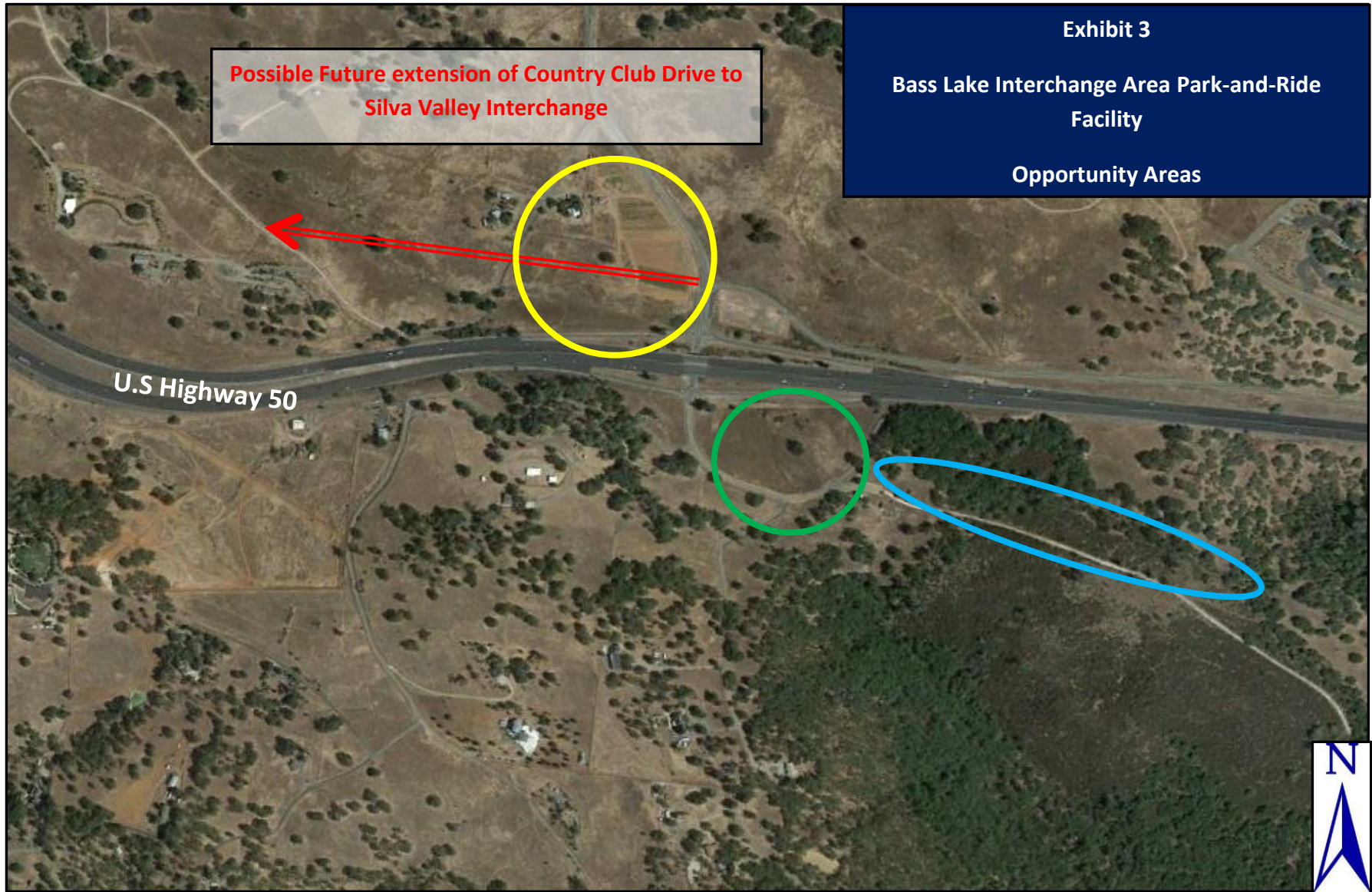




**Draft Western El Dorado County Park-and-Ride Facilities Study:  
Preliminary Assessment of Potential Sites**



**Draft Western El Dorado County Park-and-Ride Facilities Study:  
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**Draft Western El Dorado County Park-and-Ride Facilities Study:  
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Reference #	Acres	Zoning	Size (Approximate # of Parking Spaces)
1	5	Commercial/PD	500-600
2	7	Commercial/PD	600
3	1	Commercial/PD	75
4	32	Commercial/PD	4000
5	6	Commercial/PD	750

## Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites

### RECOMMENDATIONS

The following are general recommendations to the El Dorado County Transit Authority. Following the general recommendations are a series of project-specific recommendations, in order of the proposed new priorities.

#### General

- Accept this report for planning purposes.
- Authorize staff to use the information from this report to update the 2007 *Park-and-Ride Facilities Master Plan*.
- Direct staff to present the updated *Park-and-Ride Facilities Master Plan* to the El Dorado Transit Board by June 30, 2014 for acceptance and further direction.
- Accept the regional priorities in Table 3 for inclusion in the *Park-and-Ride Facilities Master Plan*.

<b>TABLE 3 – RECOMMENDED PARK-AND-RIDE PRIORITIES</b>			
New Priority	Existing Priority	Facility	Notes
1	N/A	El Dorado Hills Interim Park-and-Ride Capacity Expansion.	<b><i>Underway. Expected to be complete in 2014.</i></b>
2	11	Ray Lawyer Drive Park-and-Ride Facility	<b><i>In final design – applications for construction funding submitted.</i></b>
3	6	County Line Multi-Modal Transit Center	<b><i>Preliminary site locations and concepts underway.</i></b> Concept for new State funding source developed and being discussed.
4-A	1	Bass Lake Road Multi-Modal Facility	Included in Bass Lake Specific Plan – <b><i>previously assumed to be done as part of new development.</i></b> Pursue similar facility in the Marble Valley Specific Plan. Monitor other possible locations.
4-B	N/A	Cambridge Road Park-and-Ride Facility	<b><i>No current work being done.</i></b>
5	5	Missouri Flat Road Park-and-Ride	<b><i>No current work being done.</i></b>
6	9	Cameron Park Drive Park-and-Ride Facility	<b><i>No current work being done.</i></b>
7	7	Fairgrounds Transit Center	<b><i>Long-term priority with multiple potential uses.</i></b>

- Eliminate the following projects from the updated Park-and-Ride Facilities Master Plan.
  - ✓ Ponderosa Road Park-and-Ride Facility Reconstruction - existing priority #2. Project is complete.
  - ✓ Placerville Multi-Modal Station – Phase II – existing priority #3. Anticipated construction in 2014.
  - ✓ Central Transit Center– existing priority #4. Complete.
  - ✓ Forni Road Interchange Park-and-Ride - existing priority #10. Determined infeasible.

## **Draft Western El Dorado County Park-and-Ride Facilities Study: Preliminary Assessment of Potential Sites**

- ✓ County Line Regional Fueling Station – existing priority #8. Project is intended to combine a regional fueling station with a transit transfer point. No feasible location exists any longer in El Dorado Hills, with compatible zoning and location, to make this project feasible, although there is still a potential long-term demand that could be served for public and private fleets.
- ✓ El Dorado Hills Multi-Modal Parking Structure – existing priority #12. Project may still provide benefit, but likely infeasible as a public transportation facility due to physical size, institutional issues, and future traffic congestion. Combined with County line facility (675 total spaces).

### **County Line Transit Center**

- Authorize staff to work with staff from the County of El Dorado, El Dorado County Transportation Commission, Capitol Southeast Connector Joint Powers Authority, City of Folsom, Sacramento Area Council of Governments, and Sacramento Regional Transit to advance the County Line Transit Center concept, including significant parking capacity, bus transfer point, and possible fueling station concept.
- Also authorize staff to work with these agencies, and other suburban regional transportation planning agencies to develop a funding source for preliminary engineering, State and Federal environmental documents, and right-of-way acquisition.
- Authorize staff to work with property owners in the identified area, and any similar properties, to determine feasibility and jointly pursue development of one or more concepts that could be advanced by El Dorado Transit separately or in coordination with land development proposals.

### **Bass Lake Road Park-and-Ride Facility**

- Authorize staff to work with staff from the County of El Dorado to identify more-detailed options and recommendations and to determine the most-effective way to incorporate this project need into the County's land use and transportation plans, beyond the approved Bass Lake Hills Specific Plan.
- Authorize staff to work with proponents of the Marble Valley Specific Plan to explore options and opportunities for a new, possible joint-use, Park-and-Ride facility within that planning project.
- Monitor other parcels within the immediate vicinity of the Bass Lake Road Interchange that might become available for purchase and that are large enough to construct a minimum 100-space park-and-ride facility.

### **Cambridge Road Park-and-Ride Facility**

- Authorize staff to work with staff from the County of El Dorado to identify more-detailed options and recommendations and to determine the most-effective way to incorporate this project need into the County's land use and transportation plans.
- Authorize staff to work with proponents of the Marble Valley Specific Plan and other developments to explore options and opportunities for a new, possible joint-use, Park-and-Ride facility within that planning project.

## **Draft Western El Dorado County Park-and-Ride Facilities Study: *Preliminary Assessment of Potential Sites***

### **Missouri Flat Road Park-and-Ride Facility**

- Authorize staff to work with property owners in the identified area, and any similar properties, to determine feasibility and jointly pursue development of one or more concepts that could be advanced by El Dorado Transit separately or in coordination with land development proposals.
- Authorize staff to work with staff from the County of El Dorado to identify more-detailed options and recommendations and to determine the most-effective way to incorporate this project need into the County's land use and transportation plans.

### **Cameron Park Drive Park-and-Ride Facility**

- Authorize staff to work with staff from the County of El Dorado to identify more-detailed options and recommendations and to determine the most-effective way to incorporate this project need into the County's land use and transportation plans.
- Monitor new proposed roadway and land use projects for opportunities to advance this project.

**APPENDIX D****Outline of a Possible New Multi-County Transit Facility Funding Source**



## Outline of a Possible New Multi-County Transit Facility Funding Source

The following talking points describe a possible multi-County approach to obtain funding for a major transit hub in each jurisdiction that would serve as a gathering point and a transit connection to the nearest High Speed Rail Station.

- ▶ The California Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 Senate Bill 375 (SB 375) were enacted to define and implement State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities.
- ▶ Metropolitan planning organizations (MPOs, which exist in regions with a central urbanized area of 50,000 persons or more) are required to prepare a sustainable communities strategy, including the requirement utilizing the most recent planning assumptions considering local general plans and other factors.
- ▶ Further laws and regulations are likely to be implemented in the coming years to clarify and strengthen these requirements, at the State level.
- ▶ It is reasonable to assume that future State funds of all types will be tied to performance measures that relate to SB 375 and AB 32 implementation measures.
- ▶ It is also possible that new Federal law/regulations will be implemented to achieve similar purposes with similar requirements for the use of Federal transportation funds.
- ▶ A key factor in achieving the goals and objectives is a robust public transportation system for everyone.
- ▶ For many suburban areas that are within MPOs, and for larger rural communities outside of MPOs this request a single, properly located central transit station (bus transfer point, park-and-ride facility). This may be less an issue for Counties that will have a station along the new High Speed Rail corridor.
- ▶ The properties that are large enough and located such that they are considered most desirable for these facilities are dwindling and with the economy tentatively improving many land owners are being approached by developers.
- ▶ It is estimated that there are between 12 and 15 counties that urgently need to consider the acquisition of land for a large transit center.
- ▶ At a minimum, funding needs to be developed to allow concept-level design, and hardship acquisition to acquire the appropriate property. Hardship acquisition authority needs to be clearly established – in a manner that either streamlines CEQA or defers CEQA to a later stage. (Note: public agencies can acquire land without a substantial analysis if it is not for a specific purpose).
- ▶ A related issue is Federal acknowledgement and/or legislation to not preclude these projects from future Federal funding because of how the land acquisition was streamlined.
- ▶ Funding opportunities include multi-partner collaborations for cap-and-trade related funds, Federal Transit Administration funds, and/or Transportation Investment Generating Economic Recovery (TIGER) funds.

**APPENDIX E****White Paper: El Dorado Hills Transit Facility**



## **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	<b>Deferred.</b> Included in Bass Lake Specific Plan to be constructed as a condition of approval on new development.
2	Ponderosa Park-and-Ride Reconstruction	<b>Complete</b>
3	Placerville Multi-Modal Station - Phase II	<b>Deferred by the City of Placerville</b>
4	Central Transit Center	<b>Complete</b>
5	Missouri Flat Road Park-and-Ride	<b>Complete</b> (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	<b>Planning initiated.</b> 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	<b>Eliminated.</b> 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	<b>Planning initiated.</b> 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	<b>Deferred.</b> 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	<b>Eliminated.</b> 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).	<b>Construction scheduled for 2018.</b>
12	El Dorado Hills Multi-Modal Parking Structure	<b>Planning initiated.</b> 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.***





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### **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

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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.



Prepared by:



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**LSC Transportation Consultants, Inc**

Gordon Shaw, Principal

**APPENDIX F****California Global Warming Solutions Act of 2006 (AB 32, Nunez)**

## Assembly Bill No. 32

### CHAPTER 488

An act to add Division 25.5 (commencing with Section 38500) to the Health and Safety Code, relating to air pollution.

[Approved by Governor September 27, 2006. Filed with  
Secretary of State September 27, 2006.]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 32, Nunez. Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006.

Under existing law, the State Air Resources Board (state board), the State Energy Resources Conservation and Development Commission (Energy Commission), and the California Climate Action Registry all have responsibilities with respect to the control of emissions of greenhouse gases, as defined, and the Secretary for Environmental Protection is required to coordinate emission reductions of greenhouse gases and climate change activity in state government.

This bill would require the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program, as specified. The bill would require the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, as specified. The bill would require the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions, as specified. The bill would authorize the state board to adopt market-based compliance mechanisms, as defined, meeting specified requirements. The bill would require the state board to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board, pursuant to specified provisions of existing law. The bill would authorize the state board to adopt a schedule of fees to be paid by regulated sources of greenhouse gas emissions, as specified.

Because the bill would require the state board to establish emissions limits and other requirements, the violation of which would be a crime, this bill would create a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

*The people of the State of California do enact as follows:*

SECTION 1. Division 25.5 (commencing with Section 38500) is added to the Health and Safety Code, to read:

DIVISION 25.5. CALIFORNIA GLOBAL WARMING SOLUTIONS  
ACT OF 2006

PART 1. GENERAL PROVISIONS

CHAPTER 1. TITLE OF DIVISION

38500. This division shall be known, and may be cited, as the California Global Warming Solutions Act of 2006.

CHAPTER 2. FINDINGS AND DECLARATIONS

38501. The Legislature finds and declares all of the following:

(a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

(b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state.

(c) California has long been a national and international leader on energy conservation and environmental stewardship efforts, including the areas of air quality protections, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards for passenger vehicles. The program established by this division will continue this tradition of environmental leadership by placing California at the forefront of national and international efforts to reduce emissions of greenhouse gases.

(d) National and international actions are necessary to fully address the issue of global warming. However, action taken by California to reduce emissions of greenhouse gases will have far-reaching effects by encouraging other states, the federal government, and other countries to act.



(e) By exercising a global leadership role, California will also position its economy, technology centers, financial institutions, and businesses to benefit from national and international efforts to reduce emissions of greenhouse gases. More importantly, investing in the development of innovative and pioneering technologies will assist California in achieving the 2020 statewide limit on emissions of greenhouse gases established by this division and will provide an opportunity for the state to take a global economic and technological leadership role in reducing emissions of greenhouse gases.

(f) It is the intent of the Legislature that the State Air Resources Board coordinate with state agencies, as well as consult with the environmental justice community, industry sectors, business groups, academic institutions, environmental organizations, and other stakeholders in implementing this division.

(g) It is the intent of the Legislature that the State Air Resources Board consult with the Public Utilities Commission in the development of emissions reduction measures, including limits on emissions of greenhouse gases applied to electricity and natural gas providers regulated by the Public Utilities Commission in order to ensure that electricity and natural gas providers are not required to meet duplicative or inconsistent regulatory requirements.

(h) It is the intent of the Legislature that the State Air Resources Board design emissions reduction measures to meet the statewide emissions limits for greenhouse gases established pursuant to this division in a manner that minimizes costs and maximizes benefits for California's economy, improves and modernizes California's energy infrastructure and maintains electric system reliability, maximizes additional environmental and economic co-benefits for California, and complements the state's efforts to improve air quality.

(i) It is the intent of the Legislature that the Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 continue its role in coordinating overall climate policy.

### CHAPTER 3. DEFINITIONS

38505. For the purposes of this division, the following terms have the following meanings:

(a) "Allowance" means an authorization to emit, during a specified year, up to one ton of carbon dioxide equivalent.

(b) "Alternative compliance mechanism" means an action undertaken by a greenhouse gas emission source that achieves the equivalent reduction of greenhouse gas emissions over the same time period as a direct emission reduction, and that is approved by the state board. "Alternative compliance mechanism" includes, but is not limited to, a

flexible compliance schedule, alternative control technology, a process change, or a product substitution.

(c) “Carbon dioxide equivalent” means the amount of carbon dioxide by weight that would produce the same global warming impact as a given weight of another greenhouse gas, based on the best available science, including from the Intergovernmental Panel on Climate Change.

(d) “Cost-effective” or “cost-effectiveness” means the cost per unit of reduced emissions of greenhouse gases adjusted for its global warming potential.

(e) “Direct emission reduction” means a greenhouse gas emission reduction action made by a greenhouse gas emission source at that source.

(f) “Emissions reduction measure” means programs, measures, standards, and alternative compliance mechanisms authorized pursuant to this division, applicable to sources or categories of sources, that are designed to reduce emissions of greenhouse gases.

(g) “Greenhouse gas” or “greenhouse gases” includes all of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

(h) “Greenhouse gas emissions limit” means an authorization, during a specified year, to emit up to a level of greenhouse gases specified by the state board, expressed in tons of carbon dioxide equivalents.

(i) “Greenhouse gas emission source” or “source” means any source, or category of sources, of greenhouse gas emissions whose emissions are at a level of significance, as determined by the state board, that its participation in the program established under this division will enable the state board to effectively reduce greenhouse gas emissions and monitor compliance with the statewide greenhouse gas emissions limit.

(j) “Leakage” means a reduction in emissions of greenhouse gases within the state that is offset by an increase in emissions of greenhouse gases outside the state.

(k) “Market-based compliance mechanism” means either of the following:

(1) A system of market-based declining annual aggregate emissions limitations for sources or categories of sources that emit greenhouse gases.

(2) Greenhouse gas emissions exchanges, banking, credits, and other transactions, governed by rules and protocols established by the state board, that result in the same greenhouse gas emission reduction, over the same time period, as direct compliance with a greenhouse gas emission limit or emission reduction measure adopted by the state board pursuant to this division.

(l) “State board” means the State Air Resources Board.

(m) “Statewide greenhouse gas emissions” means the total annual emissions of greenhouse gases in the state, including all emissions of greenhouse gases from the generation of electricity delivered to and consumed in California, accounting for transmission and distribution line losses, whether the electricity is generated in state or imported. Statewide emissions shall be expressed in tons of carbon dioxide equivalents.

(n) “Statewide greenhouse gas emissions limit” or “statewide emissions limit” means the maximum allowable level of statewide greenhouse gas emissions in 2020, as determined by the state board pursuant to Part 3 (commencing with Section 38850).

CHAPTER 4. ROLE OF STATE BOARD

38510. The State Air Resources Board is the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases.

PART 2. MANDATORY GREENHOUSE GAS EMISSIONS REPORTING

38530. (a) On or before January 1, 2008, the state board shall adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program.

(b) The regulations shall do all of the following:

(1) Require the monitoring and annual reporting of greenhouse gas emissions from greenhouse gas emission sources beginning with the sources or categories of sources that contribute the most to statewide emissions.

(2) Account for greenhouse gas emissions from all electricity consumed in the state, including transmission and distribution line losses from electricity generated within the state or imported from outside the state. This requirement applies to all retail sellers of electricity, including load-serving entities as defined in subdivision (j) of Section 380 of the Public Utilities Code and local publicly owned electric utilities as defined in Section 9604 of the Public Utilities Code.

(3) Where appropriate and to the maximum extent feasible, incorporate the standards and protocols developed by the California Climate Action Registry, established pursuant to Chapter 6 (commencing with Section 42800) of Part 4 of Division 26. Entities that voluntarily participated in the California Climate Action Registry prior to December 31, 2006, and have developed a greenhouse gas emission reporting program, shall not be required to significantly alter their reporting or verification program except as necessary to ensure that reporting is complete and verifiable for the purposes of compliance with this division as determined by the state board.

(4) Ensure rigorous and consistent accounting of emissions, and provide reporting tools and formats to ensure collection of necessary data.

(5) Ensure that greenhouse gas emission sources maintain comprehensive records of all reported greenhouse gas emissions.

(c) The state board shall do both of the following:

(1) Periodically review and update its emission reporting requirements, as necessary.

(2) Review existing and proposed international, federal, and state greenhouse gas emission reporting programs and make reasonable efforts to promote consistency among the programs established pursuant to this part and other programs, and to streamline reporting requirements on greenhouse gas emission sources.

### PART 3. STATEWIDE GREENHOUSE GAS EMISSIONS LIMIT

38550. By January 1, 2008, the state board shall, after one or more public workshops, with public notice, and an opportunity for all interested parties to comment, determine what the statewide greenhouse gas emissions level was in 1990, and approve in a public hearing, a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. In order to ensure the most accurate determination feasible, the state board shall evaluate the best available scientific, technological, and economic information on greenhouse gas emissions to determine the 1990 level of greenhouse gas emissions.

38551. (a) The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.

(b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020.

(c) The state board shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020.

### PART 4. GREENHOUSE GAS EMISSIONS REDUCTIONS

38560. The state board shall adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from sources or categories of sources, subject to the criteria and schedules set forth in this part.

38560.5. (a) On or before June 30, 2007, the state board shall publish and make available to the public a list of discrete early action greenhouse gas emission reduction measures that can be implemented prior to the measures and limits adopted pursuant to Section 38562.

(b) On or before January 1, 2010, the state board shall adopt regulations to implement the measures identified on the list published pursuant to subdivision (a).

(c) The regulations adopted by the state board pursuant to this section shall achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from those sources or categories of

sources, in furtherance of achieving the statewide greenhouse gas emissions limit.

(d) The regulations adopted pursuant to this section shall be enforceable no later than January 1, 2010.

38561. (a) On or before January 1, 2009, the state board shall prepare and approve a scoping plan, as that term is understood by the state board, for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases by 2020 under this division. The state board shall consult with all state agencies with jurisdiction over sources of greenhouse gases, including the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, on all elements of its plan that pertain to energy related matters including, but not limited to, electrical generation, load based-standards or requirements, the provision of reliable and affordable electrical service, petroleum refining, and statewide fuel supplies to ensure the greenhouse gas emissions reduction activities to be adopted and implemented by the state board are complementary, nonduplicative, and can be implemented in an efficient and cost-effective manner.

(b) The plan shall identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020.

(c) In making the determinations required by subdivision (b), the state board shall consider all relevant information pertaining to greenhouse gas emissions reduction programs in other states, localities, and nations, including the northeastern states of the United States, Canada, and the European Union.

(d) The state board shall evaluate the total potential costs and total potential economic and noneconomic benefits of the plan for reducing greenhouse gases to California's economy, environment, and public health, using the best available economic models, emission estimation techniques, and other scientific methods.

(e) In developing its plan, the state board shall take into account the relative contribution of each source or source category to statewide greenhouse gas emissions, and the potential for adverse effects on small businesses, and shall recommend a de minimis threshold of greenhouse gas emissions below which emission reduction requirements will not apply.

(f) In developing its plan, the state board shall identify opportunities for emission reductions measures from all verifiable and enforceable voluntary actions, including, but not limited to, carbon sequestration projects and best management practices.

(g) The state board shall conduct a series of public workshops to give interested parties an opportunity to comment on the plan. The state board shall conduct a portion of these workshops in regions of the state that have the most significant exposure to air pollutants, including, but not limited to, communities with minority populations, communities with low-income populations, or both.

(h) The state board shall update its plan for achieving the maximum technologically feasible and cost-effective reductions of greenhouse gas emissions at least once every five years.

38562. (a) On or before January 1, 2011, the state board shall adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, to become operative beginning on January 1, 2012.

(b) In adopting regulations pursuant to this section and Part 5 (commencing with Section 38570), to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

(1) Design the regulations, including distribution of emissions allowances where appropriate, in a manner that is equitable, seeks to minimize costs and maximize the total benefits to California, and encourages early action to reduce greenhouse gas emissions.

(2) Ensure that activities undertaken to comply with the regulations do not disproportionately impact low-income communities.

(3) Ensure that entities that have voluntarily reduced their greenhouse gas emissions prior to the implementation of this section receive appropriate credit for early voluntary reductions.

(4) Ensure that activities undertaken pursuant to the regulations complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminant emissions.

(5) Consider cost-effectiveness of these regulations.

(6) Consider overall societal benefits, including reductions in other air pollutants, diversification of energy sources, and other benefits to the economy, environment, and public health.

(7) Minimize the administrative burden of implementing and complying with these regulations.

(8) Minimize leakage.

(9) Consider the significance of the contribution of each source or category of sources to statewide emissions of greenhouse gases.

(c) In furtherance of achieving the statewide greenhouse gas emissions limit, by January 1, 2011, the state board may adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum

technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources.

(d) Any regulation adopted by the state board pursuant to this part or Part 5 (commencing with Section 38570) shall ensure all of the following:

(1) The greenhouse gas emission reductions achieved are real, permanent, quantifiable, verifiable, and enforceable by the state board.

(2) For regulations pursuant to Part 5 (commencing with Section 38570), the reduction is in addition to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur.

(3) If applicable, the greenhouse gas emission reduction occurs over the same time period and is equivalent in amount to any direct emission reduction required pursuant to this division.

(e) The state board shall rely upon the best available economic and scientific information and its assessment of existing and projected technological capabilities when adopting the regulations required by this section.

(f) The state board shall consult with the Public Utilities Commission in the development of the regulations as they affect electricity and natural gas providers in order to minimize duplicative or inconsistent regulatory requirements.

(g) After January 1, 2011, the state board may revise regulations adopted pursuant to this section and adopt additional regulations to further the provisions of this division.

38563. Nothing in this division restricts the state board from adopting greenhouse gas emission limits or emission reduction measures prior to January 1, 2011, imposing those limits or measures prior to January 1, 2012, or providing early reduction credit where appropriate.

38564. The state board shall consult with other states, and the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and to facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs.

38565. The state board shall ensure that the greenhouse gas emission reduction rules, regulations, programs, mechanisms, and incentives under its jurisdiction, where applicable and to the extent feasible, direct public and private investment toward the most disadvantaged communities in California and provide an opportunity for small businesses, schools, affordable housing associations, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions.

## PART 5. MARKET-BASED COMPLIANCE MECHANISMS

38570. (a) The state board may include in the regulations adopted pursuant to Section 38562 the use of market-based compliance mechanisms to comply with the regulations.

(b) Prior to the inclusion of any market-based compliance mechanism in the regulations, to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

(1) Consider the potential for direct, indirect, and cumulative emission impacts from these mechanisms, including localized impacts in communities that are already adversely impacted by air pollution.

(2) Design any market-based compliance mechanism to prevent any increase in the emissions of toxic air contaminants or criteria air pollutants.

(3) Maximize additional environmental and economic benefits for California, as appropriate.

(c) The state board shall adopt regulations governing how market-based compliance mechanisms may be used by regulated entities subject to greenhouse gas emission limits and mandatory emission reporting requirements to achieve compliance with their greenhouse gas emissions limits.

38571. The state board shall adopt methodologies for the quantification of voluntary greenhouse gas emission reductions. The state board shall adopt regulations to verify and enforce any voluntary greenhouse gas emission reductions that are authorized by the state board for use to comply with greenhouse gas emission limits established by the state board. The adoption of methodologies is exempt from the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

38574. Nothing in this part or Part 4 (commencing with Section 38560) confers any authority on the state board to alter any programs administered by other state agencies for the reduction of greenhouse gas emissions.

## PART 6. ENFORCEMENT

38580. (a) The state board shall monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board pursuant to this division.

(b) (1) Any violation of any rule, regulation, order, emission limitation, emissions reduction measure, or other measure adopted by the state board pursuant to this division may be enjoined pursuant to Section 41513, and the violation is subject to those penalties set forth in Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.



(2) Any violation of any rule, regulation, order, emission limitation, emissions reduction measure, or other measure adopted by the state board pursuant to this division shall be deemed to result in an emission of an air contaminant for the purposes of the penalty provisions of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(3) The state board may develop a method to convert a violation of any rule, regulation, order, emission limitation, or other emissions reduction measure adopted by the state board pursuant to this division into the number of days in violation, where appropriate, for the purposes of the penalty provisions of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(c) Section 42407 and subdivision (i) of Section 42410 shall not apply to this part.

#### PART 7. MISCELLANEOUS PROVISIONS

38590. If the regulations adopted pursuant to Section 43018.5 do not remain in effect, the state board shall implement alternative regulations to control mobile sources of greenhouse gas emissions to achieve equivalent or greater reductions.

38591. (a) The state board, by July 1, 2007, shall convene an environmental justice advisory committee, of at least three members, to advise it in developing the scoping plan pursuant to Section 38561 and any other pertinent matter in implementing this division. The advisory committee shall be comprised of representatives from communities in the state with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both.

(b) The state board shall appoint the advisory committee members from nominations received from environmental justice organizations and community groups.

(c) The state board shall provide reasonable per diem for attendance at advisory committee meetings by advisory committee members from nonprofit organizations.

(d) The state board shall appoint an Economic and Technology Advancement Advisory Committee to advise the state board on activities that will facilitate investment in and implementation of technological research and development opportunities, including, but not limited to, identifying new technologies, research, demonstration projects, funding opportunities, developing state, national, and international partnerships and technology transfer opportunities, and identifying and assessing research and advanced technology investment and incentive opportunities that will assist in the reduction of greenhouse gas emissions. The committee may also advise the state board on state, regional, national, and

international economic and technological developments related to greenhouse gas emission reductions.

38592. (a) All state agencies shall consider and implement strategies to reduce their greenhouse gas emissions.

(b) Nothing in this division shall relieve any person, entity, or public agency of compliance with other applicable federal, state, or local laws or regulations, including state air and water quality requirements, and other requirements for protecting public health or the environment.

38593. (a) Nothing in this division affects the authority of the Public Utilities Commission.

(b) Nothing in this division affects the obligation of an electrical corporation to provide customers with safe and reliable electric service.

38594. Nothing in this division shall limit or expand the existing authority of any district, as defined in Section 39025.

38595. Nothing in this division shall preclude, prohibit, or restrict the construction of any new facility or the expansion of an existing facility subject to regulation under this division, if all applicable requirements are met and the facility is in compliance with regulations adopted pursuant to this division.

38596. The provisions of this division are severable. If any provision of this division or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

38597. The state board may adopt by regulation, after a public workshop, a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to this division, consistent with Section 57001. The revenues collected pursuant to this section, shall be deposited into the Air Pollution Control Fund and are available upon appropriation, by the Legislature, for purposes of carrying out this division.

38598. (a) Nothing in this division shall limit the existing authority of a state entity to adopt and implement greenhouse gas emissions reduction measures.

(b) Nothing in this division shall relieve any state entity of its legal obligations to comply with existing law or regulation.

38599. (a) In the event of extraordinary circumstances, catastrophic events, or threat of significant economic harm, the Governor may adjust the applicable deadlines for individual regulations, or for the state in the aggregate, to the earliest feasible date after that deadline.

(b) The adjustment period may not exceed one year unless the Governor makes an additional adjustment pursuant to subdivision (a).

(c) Nothing in this section affects the powers and duties established in the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2 of the Government Code).

(d) The Governor shall, within 10 days of invoking subdivision (a), provide written notification to the Legislature of the action undertaken.

SEC. 2 No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that

may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

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