



Legislation Text

File #: 13-0074, **Version:** 1

Transportation recommending the Board adopt Resolution **014-2013** adjusting the 2010 Caltrans Census Designated Urban Boundaries to correspond with the furthest boundary line established by either the General Plan Community Region Boundary or the 2010 Census Urban Boundary for transportation funding purposes.

Fiscal Impact/Change to Net County Cost

The requested Board action has no associated fiscal impact or net County cost.

Background

Every ten years, the United States Census Bureau identifies urban areas based on new census population data. On March 26, 2012 the Census Bureau released the 2010 urban areas to the Federal Highway Administration (FHWA). The FHWA creates the federal transportation boundaries to follow the 2010 census. FHWA has released guidance on adjusting urban area boundaries and Caltrans has launched the statewide process of adjusting the urban areas identified in the 2010 census.

Federal transportation legislation allows for the expansion of Census-defined urban boundaries and the development of adjusted urban area boundaries for transportation planning purposes, through the cooperative efforts of state and local officials. The census defines urban as any census block (a census block is a geographical area typically delineated by a road or physical feature) with a population of 5,000 or more. The adjusted urban area boundaries must encompass the entire Census designated urban area. The urban boundary affects how a road can be classified for federal funding purposes.

On December 21, 2012, the 2010 Caltrans Urban Boundary maps were forwarded to the jurisdictions for either their acceptance of the new urban boundary limits or to make changes to the limits. Caltrans requires the exercise to be completed by February 4, 2013. To meet this deadline, all adjustments to the urban boundaries, including the documentation, must be delivered by January 25, 2013. Due to the quick turnaround request, draft documentation is acceptable on the January 25th date. If an agency fails to meet its deadline, Caltrans will determine that those agencies have accepted the proposed 2010 Caltrans adjusted Urban Boundaries and those boundaries will become the "official" Urban Area Boundaries upon FHWA approval.

The federal transportation bill uses the urban boundary areas as one of the criteria for determining funding for the Urban Regional Surface Transportation Program (RSTP), National Highway System (NHS) network and transit program. The new federal transportation bill's largest FHWA apportioned program is the National Highway Performance Program (NHPP). The NHPP replaces the Interstate Maintenance (IM) and National Highway System (NHS) programs and a portion of the former Highway Bridge Program (HBP), yet it is broader in scope than all of those former programs combined. Program funding eligibility can be applied to this broader arterial system, and the State is held accountable for performance and management of the entire system.

Eligibility for NHPP funding extends to virtually any highway or transit fixed facility project provided it is located on an “eligible facility” and supports “progress toward the achievement of national performance goals for improving infrastructure condition.”

Transportation and Planning have examined the 2000 Caltrans Urban Boundary Map and the proposed 2010 Caltrans Urban Boundary Map to determine if the proposed 2010 map is a realistic representation of the County of El Dorado’s urban areas and is consistent with the it’s General Plan.

The County of El Dorado’s General Plan Land Use Element contains the following applicable Goals, Objectives, and Policies:

GOAL 2.1: LAND USE

Protection and conservation of existing communities and rural centers; creation of new sustainable communities; curtailment of urban/suburban sprawl; location and intensity of future development consistent with the availability of adequate infrastructure; and mixed and balanced uses that promote use of alternative transportation systems.

OBJECTIVE 2.1.1: COMMUNITY REGIONS

Purpose: The urban limit line establishes a line on the General Plan land use maps demarcating where the urban and suburban land uses will be developed. The Community Region boundaries as depicted on the General Plan land use map shall be the established urban limit line.

Provide opportunities that allow for continued population growth and economic expansion while preserving the character and extent of existing rural centers and urban communities, emphasizing both the natural setting and built design elements which contribute to the quality of life and economic health of the County.

Policy 2.1.1.1: The Communities within the County are identified as: Camino/Pollock Pines, El Dorado Hills, Cameron Park, El Dorado, Diamond Springs, Shingle Springs, and the City of Placerville and immediate surroundings.

Policy 2.1.1.2: Establish Community Regions to define those areas which are appropriate for the highest intensity of self-sustaining compact urban-type development or suburban type development within the County based on the municipal spheres of influence, availability of infrastructure, public services, major transportation corridors and travel patterns, the location of major topographic patterns and features, and the ability to provide and maintain appropriate transitions at Community Region boundaries. These boundaries shall be shown on the General Plan land use map.

Policy 2.1.1.6: The boundaries of existing Community Regions may be modified through the General Plan amendment process.

Policy 2.1.1.7: Development within Community Regions, as with development elsewhere in the County, may proceed only in accordance with all applicable General Plan Policies, including those regarding infrastructure availability as set forth in the Transportation and Circulation and the Public Services and Utilities Elements. Accordingly, development in Community Regions and elsewhere will be limited in some cases until such time as adequate roadways, utilities, and other public service infrastructure become available and wildfire hazards are mitigated as required by an approved Fire Safe Plan.

Discussion

The County of El Dorado's General Plan defines the areas for urban growth and development by identifying Community Regions to direct that particular type of growth. The differentiation between Community Regions, Rural Centers and Rural Regions defines the areas for growth in the county while protecting the rural characteristics that are vital to the County.

The Federal Transportation legislation specifically requires the inclusion of the census designated urban areas within the urban boundary lines. The proposed urban boundary line encompasses both County of El Dorado designated Community Region boundaries and 2010 Census Designated Urban Boundaries, whichever is the largest, (see Attachment B). The attached map, Attachment B, identifies the proposed 2010 urban boundary as adjusted by the County of El Dorado. County staff will adjust the Census Urban Boundary line near the Placerville Community Region only for the unincorporated areas. The County of El Dorado will not adjust the Camino/Pollock Pines boundaries as the infrastructure required, i.e. public sewer and water, in Policy 2.1.1.7 is not in place. An additional adjustment to facilitate road connectivity was also added to the map.

In order to facilitate the road connectivity for Green Valley Road between the El Dorado Hills and Cameron Park Community Region boundaries, it is necessary to include parts of the rural area south of Green Valley Road within the urban boundaries. This area is noted by the cross-hatching in Attachment B. Inclusion of this area is strictly for transportation funding purposes only and does not change the land use or zoning designations codified by the County of El Dorado General Plan or Zoning Ordinance.

Reason for Recommendation

Following each decennial census, Federal transportation legislation 23 USC 101 (a) (36) - (37) allows responsible state and local officials through cooperative efforts, and subject to approval by the Secretary of Transportation, to adjust the Census Urban Boundaries outward, as long as they encompass, at a minimum, the entire Census Designated Urban Area.

The 2000 decennial census was completed prior to the County of El Dorado adoption of the General Plan. The County of El Dorado's goals, objectives, and policies directing urban type development in the Community Regions was not included in the previous delineation of the federal urban boundaries.

The adjusting of the 2010 Caltrans Census Urban Boundaries to better align to the County of El Dorado's adopted General Plan can facilitate development in areas with the appropriate infrastructure and public services, including major transportation corridors, public sewer and public water. Federal and State funding for urban areas are considered for roads within the Urban Boundary lines.

County staff has met and conferred with El Dorado County Transportation Commission (EDCTC) staff to discuss the best scenario adjustment for federal and state funding eligibility. A letter of support from the EDCTC Executive Director is included as Attachment C.

Transportation recommends the Board of Supervisors adopt the Resolution adjusting the 2010 Caltrans Census Designated Urban Boundaries to correspond with the furthest boundary line established by either the General Plan Community Region Boundary or the 2010 Census Urban Boundary for transportation funding purposes.

Action(s) to be taken by Department following Board approval

- 1) Transportation will submit the revised maps and resolution to the El Dorado County Transportation Commission for coordination purposes.

- 2) Transportation will present the adopted resolution and support documentation for Caltrans use, approving the Resolution adjusting the 2010 Census Designated Urban Boundaries for transportation funding purposes.

Contact

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Concurrences

County Counsel