



## Legislation Text

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**File #:** 20-0530, **Version:** 1

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Department of Transportation recommending the Board:

- 1) Adopt and authorize the Chair to sign Resolution **094-2020** certifying the Addendum to the Final Environmental Impact Report for the Missouri Flat Area Master Circulation & Funding Plan (MC&FP EIR) (El Dorado County 1998), State Clearinghouse 97092074; and
- 2) Approve the MC&FP Phase II, including the changes to the previously-approved roadway projects, the addition of the Phase II roadway improvement projects, the modifications to the Missouri Flat Road interchange, and the draft Public Facilities Financing Plan for the MC&FP Phase II.

**FUNDING:** Missouri Flat Master Circulation and Financing Plan Phase II Funds.

### **DISCUSSION / BACKGROUND**

The goals of the Missouri Flat Master Circulation and Financing Plan (MC&FP) Phase II are to:

- Accommodate the expansion of a vital commercial center in El Dorado County.
- Improve the County's fiscal well-being.
- Establish the framework for revenue collection that will fund specific improvements identified in the Missouri Flat area.
- Allow for discretionary approvals of commercial development in the Missouri Flat area.
- Alleviate existing/projected traffic congestion.

The Board approved the original Missouri Flat MC&FP in December 1998. The MC&FP is comprised of a policy and action framework intended to relieve existing road deficiencies and create additional capacity for planned commercial development in the commercial area surrounding the Missouri Flat Road and Highway 50 interchange (Project Area). The MC&FP incorporated the following objectives:

- Alleviate existing traffic congestion.
- Create adequate capacity to meet County General Plan Level of Service (LOS) policy.
- Establish a vital commercial center in the County.
- Improve the County's fiscal well-being.
- Establish the framework for revenue collection that would fund specific improvements identified in the Project Area.
- Construct improvements to Missouri Flat Road

Originally envisioned as one funding plan, the MC&FP was subsequently divided into two phases after the November 1998 passage of Measure Y, which excluded certain improvements contained in the funding plan. Approval of the initial phase of MC&FP (Phase I) coincided with the approval of a number of commercial projects proposed for the Project Area, including Walmart, the El Dorado Villages Shopping Center, and Sundance Plaza. Since 1998, a number of retail projects have been constructed in the Project Area, including Walmart and the El Dorado Villages Shopping Center.

MC&FP Phase I limits commercial development in the Project Area to about 730,000 square feet. With approximately 331,000 commercial square feet constructed in the Project Area to date, current approved and proposed commercial projects in the Project Area exceed remaining capacity in Phase

I. In addition, further development in the Project Area would require an updated evaluation of requisite transportation improvements, including the need for an ultimate highway interchange solution at Missouri Flat Road. These two factors have triggered the potential implementation of MC&FP Phase II. Numerous Board meetings have been held on the progress of the MC&FP Phase II project including those held on February 6, 2018 (Item 22) and March 28, 2017 (Item 37).

The predominant proposed MC&FP Phase II transportation improvement is the Missouri Flat Road Interchange Phase 2. At the February 6, 2018 (Item 22), the Board selected as the preferred alternatives, the Diverging Diamond #1 and #2, and Hook Ramp options and directed staff to use these alternatives to develop the financing plan and allow these alternatives to be reconsidered during future studies (See Attachment C for additional projects for MC&FP Phase II). Many of the proposed transportation improvements for MC&FP Phase II will be included in the updated Traffic Impact Mitigation (TIM) Fee program. Should the MC&FP Phase II not be approved, the TIM Fee program will increase predominantly in TIM Fee Zones 2 and 3, to cover the cost of these proposed improvements.

Economic & Planning Systems, Inc. (EPS) completed TM 1-9, Missouri Flat Master Circulation and Financing Plan (MC&FP) Phase II Fiscal Impact Analysis which examined whether the Project will generate adequate revenues to meet the cost of providing new development with County municipal services (e.g., general government, public protection, etc.). Additionally, the second objective was to quantify the net fiscal impacts to the County's General Fund net of a maximum percentage of property tax and sales tax revenues generated by retail/commercial uses. These revenues may be used to help fund requisite capital improvements to support new development. On November 5, 2019 the Board approved the draft TM 1-9 (Item 40).

EPS has completed the draft Public Facilities Financing Plan (Financing Plan) for the MC&FP Phase II project and the draft was presented to the Board on February 11, 2020 (Item 22).

On April 16, 2020, Transportation staff; our consultants, Amy Lapin of EPS and Mike Aronson of Kittelson & Associates, met with the Diamond Springs and El Dorado Community Advisory Committee (DSEDCAC) as well as Supervisor Veerkamp and his assistant Kathy Witherow. All DSEDCAC members attended either in person, via Zoom or on a telephone line. In addition to providing a presentation on the Draft Financing Plan, Chairman Randy Pesses submitted a list of questions regarding the project and staff provided responses.

Additional information requested by the Board of Supervisors was delivered to Board members via an interoffice memorandum. The information is attached to this agenda item as Attachment F. See Attachment G for County Counsel's findings on whether bonds can be issued to "pay back" the County for County discretionary funds (e.g., general fund and tribe funds) used toward previously constructed improvements in the MC&FP area.

## **ALTERNATIVES**

The Board could choose to not approve the MC&FP Phase II. However, should MC&FP Phase II not go forward, the TIM Fee program will increase, predominantly in TIM Fee Zones 3 and 2, to cover the cost of the proposed transportation improvements. If the current level of funding of the MC&FP is not continued into Phase II, the projected funding deficit could also result in an increase in TIM Fees.

## **PRIOR BOARD ACTION**

Outlined in the Discussion / Background section above.

**OTHER DEPARTMENT / AGENCY INVOLVEMENT**

Planning and Building Department  
Economic Development Division  
CAO

**CAO RECOMMENDATION / COMMENTS**

Approve as recommended.

**FINANCIAL IMPACT**

There is no change to Net County Cost associated with this agenda item.

**CLERK OF THE BOARD FOLLOW UP ACTIONS**

The Clerk of the Board to provide a copy of the signed Resolution to the Department of Transportation, attention Julie Millard.

**STRATEGIC PLAN COMPONENT**

Economic Development and Infrastructure. The Phase II Study will determine the extent of additional demand for retail development in the Project Area and the necessary roadway infrastructure to support economic growth.

**CONTACT**

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