



Legislation Text

File #: 20-0828, **Version:** 1

Department of Transportation recommending the Board receive and file a presentation regarding the Diamond Springs Parkway Project, CIP 72375/36104025 and 72334/36105011, and provide additional direction to staff as determined by the Board.

FUNDING: Tribe Funds (40%), Utility Agencies (<1%), Traffic Impact Mitigation Fees (15%), Master Circulation and Funding Plan (29%), State Highway Operation and Protection Program (2%), Regional Surface Transportation Program Exchange Funds - EDCTC (<1%), Road Fund (<1%), and to be determined anticipated grant funds (12%). (Local and State Funds).

DISCUSSION / BACKGROUND

The Diamond Springs Parkway Project (Project) was approved as part of the Master Circulation and Financing Plan (MC&FP) in December of 1998 and anticipated completion by 2014. The Project has been included in the General Plan Transportation and Circulation Element since 2004. These improvements will relieve traffic congestion and provide an acceptable level of service through the Diamond Springs Historic District consistent with the County's General Plan. The Project includes bicycle and pedestrian route connectivity from downtown Diamond Springs to Missouri Flat Road.

The Missouri Flat Area has historically experienced high levels of traffic congestion due to its central location and existing commercial development. MC&FP Phase I proposed to address existing traffic circulation deficiencies and allow for approximately 732,278 square feet of additional commercial development. The ultimate goal of the MC&FP was to encourage economic development and it has effectively enabled the development of approximately 500,000 square feet of retail business, which generates nearly \$1,000,000 annually toward the improvements to the existing traffic deficiencies.

The Project is being completed in two Phases, 1A and 1B. Phase 1A realigns and widens State Route 49 from Pleasant Valley Road to Bradley Drive to four lanes, with shoulders, curb, gutter, and sidewalk improvements. This phase also includes signal modifications at the intersection of Pleasant Valley Road and State Route 49, and a left turn lane at the Lime Kiln Road/Black Rice Road intersection. Phase 1A is currently under construction and is scheduled to be completed in early 2021.

Phase 1B will construct Diamond Springs Parkway, a new 4-lane arterial road from Missouri Flat Road near Old Depot Road, to State Route 49 south of Bradley Drive. This phase includes intersection signalization at Missouri Flat Road, Throwita Way, and State Route 49. Phase 1B provides necessary turn lane capacity and connects to the State Route 49 improvements, ultimately creating a continuous 4-lane roadway corridor from Pleasant Valley Road/Fowler Lane to U.S. Highway 50.

The Department of Transportation (Transportation) has conducted numerous public outreach meetings to include the public's input on the Project over the past 24 years, including the Diamond Springs and El Dorado Community Advisory Committee, who has continued to support the Project.

The primary purpose of the Project is to improve traffic safety and operations on State Route 49 in the vicinity of Diamond Springs. The Project will improve safety on Diamond Road/State Route 49 with intersection improvements and eliminate residential driveway access with the establishment of Wagon View Trail, a new frontage road. The Project will reduce existing traffic impacts through the Diamond Springs Historic District with a parallel capacity roadway from State Route 49 to Missouri Flat Road.

Project Improvements include:

- Vehicle, bicycle, and pedestrian safety and circulation improvements, including sidewalks and Class II bike lanes. Provides multi-modal connectivity from Downtown Diamond Springs to Missouri Flat Road.
- Improved emergency vehicle access and evacuation routes.
- Improved Level of Service on Missouri Flat and Pleasant Valley Roads.
- A new 40 space parking area for the El Dorado Trail and Old Depot Bike Park at the intersection Diamond Springs Parkway and Missouri Flat Road, including improvements to Old Depot Road.
- Three bus turnouts will be constructed, including two on Diamond Springs Parkway and one on State Route 49.
- Improved aesthetics, view shed, utility service reliability, and fire safety as part of the underground utility relocations.

Because the Project has been included in Transportation’s Capital Improvement Program (CIP) for many years, multiple other projects have assumed the construction of the Project and have incorporated associated improvements into their studies and plans, including:

- Sheriff Safety Center - traffic study assumed Parkway construction.
- Waste Connections Material Recycling Facility - traffic study assumed Parkway construction.
- El Dorado Trail Pedestrian Overcrossing - Impacts existing parking and assumed new parking lot.
- Old Depot Bike Park - Project does not include parking and assumes new parking lot and improvements to Old Depot Road.
- El Dorado Community Health Center - Proposed project 20 year traffic analysis will include Parkway.
- PG&E Underground Utility Relocation Projects - Programmed, engineered, and allocated funding.

Costs for the Project has utilized several funding mechanisms, including the MC&FP and Traffic Impact Mitigation (TIM) Fees.

The 2020 CIP funding for the Project is as follows:

Revenue	Prior FY	FY 20/21	FY 21/22	FY 22/23	Total
MC&FP	2,315	1,720	5,200	2,600	11,835
Road Fund	88				88
TIM	3,187			2,600	5,787

Tribe Funds	43		1,090	4,129	5,262
To Be Determined				5,321	5,321
Totals	5,633	1,720	6,290	14,650	28,293

Note: All figures in thousands

Since the MC&FP was intended to address existing deficiencies, it was proposed to finance a 2-lane portion of Diamond Springs Parkway. The current retail development in the MC&FP generates approximately \$1,000,000 annually from tax increment (85% of property taxes and 85% of 1% of new sales taxes). No other taxes or bonds have been implemented since establishment of the MC&FP. At the completion of Phase 1B of the Project, the MC&FP is estimated to have a remaining balance of less than \$100,000. The Missouri Flat Road widening project from Headington Road to Prospector's Plaza, CIP Project 71375, has also been identified to receive future MC&FP funding.

During the formation of the MC&FP in the late 1990s, a list of transportation improvement projects with cost estimates eligible for MC&FP funding was developed. Since then, the Caltrans cost index has increased by nearly 300%. Updates to the MC&FP eligible project cost estimates reflect a similar increase over that same time. On December 18, 2012, Item 57, Legistar 12-1540, the Board prioritized the Project by allocating the use of Tribe Funds to accelerate the Project schedule in an effort to support economic development and limit further construction cost inflation. Without the utilization of Tribe Funds, at the current rate of MC&FP and TIM revenue accumulation, it would take an estimated additional ten to fifteen years to complete the Project, with a potential cost increase of up to 100% over that period.

Over the last several years, Caltrans has offered local agencies a competitive grant program for projects demonstrating state and local partnering to improve traffic circulation and infrastructure for both agencies. Currently, Senate Bill 1 Local Partnership Program (LPP) is offering up to 50% funding for the construction phase of such projects. The LPP is only eligible for projects with an existing funding deficit and cannot be used to replace other programmed and budgeted funds. The Project is an excellent example of state and local partnering and the County's recently submitted request of \$5,300,000 of LPP funds should compete well in the current programming cycle. This competitive LPP is a prime opportunity to return more gas tax dollars to the County.

Transportation recently received approval from the Central Valley Regional Water Quality Control Board for the Site Investigation Report addressing mitigation activities within the proposed County right of way at the former Diamond Lime Plant. Transportation will soon submit a Remedial Action Plan to specifically outline the remediation work in this area in a response to the water quality concerns that have been identified in the Diamond Lime Plant vicinity.

ALTERNATIVES

N/A - This Item is in response to a request from the Board to return for discussion of the Project.

PRIOR BOARD ACTION

On August 28, 2018, Item 24, Legistar 18-0977, the Board approved Agreement for Services 3171 with Aptim Environmental & Infrastructure, Inc. to provide environmental remediation support services for Phase 1B of the Project.

On March 5, 2019, Item 12, Legistar 19-0049, the Board awarded Contract 2720 to Granite

Construction Company for construction of Phase 1A of the Project.

On July 23, 2019, Item 22, Legistar 19-1009, the Board approved Task Order 461-S1711-01 with Bender Rosenthal, Inc. to complete right of way services, including valuations/appraisals, acquisitions, and relocation services for Phase 1B of the Project.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

County Counsel, Environmental Management Department, Planning and Building Department, California Department of Transportation (Caltrans), El Dorado County Transportation Commission, California Regional Water Quality Control Board, El Dorado Transit, Pacific Gas & Electric, AT&T, El Dorado Irrigation District, and the California Public Utilities Commission have each been involved with portions of this Project.

CAO RECOMMENDATION / COMMENTS

It is recommended that the Board receive and file the report. As the Board is aware and as stated in the report, this project has been a Board priority since 1998 and is also supported by the Transportation Director to improve traffic safety and operations so it is recommended that this project remain in the CIP. In regards to funding for the project, the Board could choose to use the funds received from the Tribe for other discretionary public improvement projects, including road maintenance, which is needed. However, diverting funds from the Diamond Springs Parkway project to road maintenance will delay the required improvements. Therefore, the use of funds is a policy decision of the Board in attempting to balance competing priorities in our community.

FINANCIAL IMPACT

There is no change to net County cost associated with this item. Funding for the Project is included in Transportation's 2020 Capital Improvement Program, which was approved by the Board on June 9, 2020, Legistar 20-0675, Item 54. Modifications to the current CIP could impact the Project delivery schedule, consideration of the LPP grant application, and may result in additional right of way and construction costs.

CLERK OF THE BOARD FOLLOW UP ACTIONS

N/A

STRATEGIC PLAN COMPONENT

Infrastructure

CONTACT

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