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Councilmembers Representing City of Placerville: Patty Borelli, Michael Saragosa, Dennis Thomas
Supervisors Representing El Dorado County: Shiva Frentzen, John Hidahl, Lori Parlin, Brian Veerkamp
Woodrow Deloria, Executive Director

August 7, 2019

Don Ashton, Chief Administrative Officer
El Dorado County
330 Fair Lane
Placerville, CA 95667

RE: El Dorado County 2019 Interim Update to the Traffic Impact Mitigation Fee Program Grant Funding

Dear Mr. Ashton:

I am writing to provide additional information and clarity on Item 21, Attachment A: Board Memo for the August 6, 2019 Board of Supervisors Agenda. The fourth paragraph of page three of this item references the projected grant funding for the next 20 years. This section references an annual decrease from \$11 million, as estimated in 2015, to the \$4 million annual amount currently assumed based on known funding available through EDCTC, the State, and Federal sources. However, the Board memo does not explain the reasoning behind the difference in these estimates. Therefore, the following discussion aims to explain the decline in grant estimates, how the estimates were determined, and their intended purpose.

On May 13, 2015, at the request of DOT Director Bard Lower, EDCTC provided County staff with the financial forecast developed for the Draft El Dorado County Regional Transportation Plan (RTP) 2015-2035. This forecast was developed by SACOG, in consultation with EDCTC, for the purposes of the RTP and Draft SACOG Metropolitan Transportation Plan (MTP). The forecast was based on historic revenue averages generated from and programmed to a wide array of sources and projects. The revenue forecast was developed for the 20-year horizon of the 2015 RTP for both the City of Placerville and El Dorado County. While this forecast certainly can be used to assist with and inform the development of a County or City TIM Fee program or CIP budget, it has no direct connection to either, was based on funding levels at the time, some of which were competitive, and was developed solely for the purposes of the regional planning process. Furthermore, the forecast includes all available programs and fund types and does not actually determine how successful a given jurisdiction will be in obtaining the funds for implementation of actual projects.

The 2015 Draft MTP forecast included the timeframe when Proposition 1B, a 2006 voter approved bond measure that sunset in 2017, was in place. Proposition 1B generated over \$19.9 billion dollars statewide distributed via competitive and formulaic processes through nine programs for corridor mobility, bridge retrofits, state highway operations, state-local partnerships, and other roadway, safety, and rail programs. Proposition 1B supported a number of projects on the West Slope of El Dorado County including the Western Placerville Interchanges Phase 1, Silva Valley Parkway/US 50 Interchange, Ray Lawyer Drive Park-and-Ride Lot, US 50 HOV Lanes, El Dorado Hills Boulevard Interchange, and Pleasant Valley Road/Patterson Drive signalization.

The 2015 forecast also included the 2009 American Recovery and Reinvestment Act (ARRA), a onetime \$46 billion Federal investment in transportation and transit. ARRA supported a number of roadway maintenance projects on the West Slope totaling almost \$6 million in repairs.

The sunset of these two funding opportunities combined with the elimination of Federal earmarks in February 2011, presented the need to revisit grant forecast assumptions, taking into account the more recent funding environment. The Statewide direction has moved from more traditional highway and roadway projects, as were funded under Proposition 1B, to a more acute focus on active transportation, transit, and reducing congestion and greenhouse gas emissions. Many of the grant programs now available under SB 1 would not likely support the types of projects, such as interchanges and adding lanes or roadways, being considered in the County's CIP or TIM fee program.

At the request of El Dorado County DOT, EDCTC staff recently provided an updated grant funding forecast that eliminated programs which are no longer available and more accurately aligns with today's known funding environment. Again, this forecast is intended to be used for the regional planning efforts and has no direct connection to the TIM fee program or CIP budget. However, the forecast may assist with and inform the development of either. A more in-depth forecast is currently being developed for the region by SACOG and EDCTC for the development of the 2020-2040 SACOG MTP and El Dorado County 2020-2040 RTP. EDCTC staff is working closely with SACOG on the development of the MTP to ensure the financial forecast for the 20-year planning horizon takes into account the changes observed over the past 5 to 10 years.

I hope this provides clarity and understanding around the reasons for the decline in the grant revenue forecast. EDCTC continues to advocate for, and seek out State and Federal transportation revenue to invest across the West Slope of El Dorado County on all kinds of transportation projects. While I will not be able to attend the August 13, 2019 Board of Supervisors Meeting, I'd be happy to meet with anyone who has questions or concerns about transportation funding issues and opportunities.

Sincerely,



Woodrow Deloria
Executive Director

cc: Rafael Martinez, Director
El Dorado County Department of Transportation