

7/14/2020

Edcgov.us Mail - Re: Public Comment - BOS 7/14/2020 Agenda, Item #28: Legistar Staff Report Support Info

Public Comment # 28



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EDC COB <edc.cob@edcgov.us>

Re: Public Comment - BOS 7/14/2020 Agenda, Item #28: Legistar Staff Report Support Info

1 message

Kris Payne <krispayne999@gmail.com>

Mon, Jul 13, 2020 at 8:35 PM

To: edc.cob@edcgov.us, bosthree@edcgov.us, bosone@edcgov.us, bostwo@edcgov.us, bosfour@edcgov.us, bosfive@edcgov.us

Cc: Donald Ashton <don.ashton@edcgov.us>, david.livingston@edcgov.us, Rafael Martinez <rafael.martinez@edcgov.us>, Matthew Smeltzer <matt.smeltzer@edcgov.us>

Clerk of the Board,

Additional exhibit information in support of proposed Public Comment.


Kris Payne

On Sun, Jul 12, 2020 at 5:52 PM Kris Payne <krispayne999@gmail.com> wrote:

Clerk of the Board:

Please include the PDF of my Public Comment - 4 pages of exhibit maps with BOS 7/14/2020 Agenda, Item #28 and if time allows, confirm receipt. Thank you.

Kris Payne
Diamond Springs

 **BOS 7-14-2020 Agenda Item #28 Scan 3-page.pdf**
2234K

- 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.

See attached letter of support →

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.

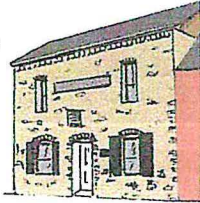
ALTERNATIVES

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

PRIOR BOARD ACTION

page

EL DORADO COUNTY
HISTORICAL
SOCIETY



Fountain & Tallman Museum
524 Main Street
Placerville, CA 95667
(530) 626-0773
www.eldoradocountyhistoricalsociety.org
eldoradocountyhistoricalsociety@gmail.com

June 25, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento CA 95814

Subject: Local Partnership Program Grant Funding - Diamond Springs Parkway, Phase 1B Letter of Support; Diamond Springs Historical District - Main Street

Sir,

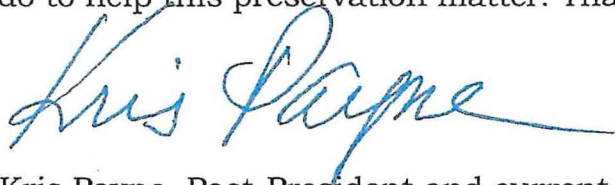
It has come to my attention that the El Dorado County Department of Transportation has been looking at the Diamond Springs Historical District - Main Street in conjunction with the need for the Diamond Springs Parkway Project. I have devoted many hours of my life in pursuit of preserving the historical character of the Town of Diamond Springs. I have lived in Diamond Springs for over 40 years and have watched it degrade because of the continuing increase of traffic and with it the weight of truck traffic.

On behalf of the El Dorado County Historical Society, I am writing a Letter of Support for the EDCDOT's Local Partnership Program funding application. EDCDOT is applying for grant funding to construct DS Parkway, Phase 2.

Consistent with the El Dorado County General Plan - Circulation Element, Sacramento Area Council of Governments, and the Governor's Office of Planning & Research, the County has designated the Diamond Springs- El Dorado Community Region to receive a significant portion of the future residential growth. This means increased traffic for all types of residential development and with the development comes heavy equipment transport for the construction of single family and multi-family subdivisions. Add to that the private logging coming from the timber lands in the south county that use this route for hauling to their mill and we have a very valid concern - foundational and structural integrity of the historical buildings.

As the President of the El Dorado County Historical and a former transportation civil engineer (retired), I have spoken to the County Board of Supervisors about the concern of my organization about the preservation of these buildings. Recently at the BOS 9/17/2019 Agenda, Item#27, I provided an exhibit package (attached) that represents the current lane width and traffic situation at this time. With increased traffic and heavy weight of the some of the vehicles, comes vibrational forces that should not be allowed. I have watched the pavement deteriorate and be patched continually. We need to mitigate this impact as soon as possible.

Please consider my concern as support for anything that EDCDOT might be able to do to help this preservation matter. Thank you.



Kris Payne, Past-President and current Community Outreach Committee Chair