

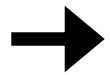
2010 West Slope Road/Bridge Capital Improvement Program (10-year CIP) Workshop

Department of Transportation

Prepared for the Board of Supervisors
January 25, 2010

Legistar Item # 09-1524

Agenda



- Purpose

- Background
- Project Delivery Process
- Proposed 2010 CIP
- Discussion, Direction from Board of Supervisors
- Next Steps

Purpose:

- To discuss proposed changes to the approved 2009 CIP.
- To receive direction from the Board of Supervisors on the 10-year CIP.
- This is intended to be a workshop.

Agenda

- Purpose
- • **Background**
 - Chronology
 - CIP Process
 - Accomplishments
- Project Delivery Process
- CIP Alternatives and Implications
- Discussion, Direction from Board of Supervisors
- Next Steps

Chronology of Events:

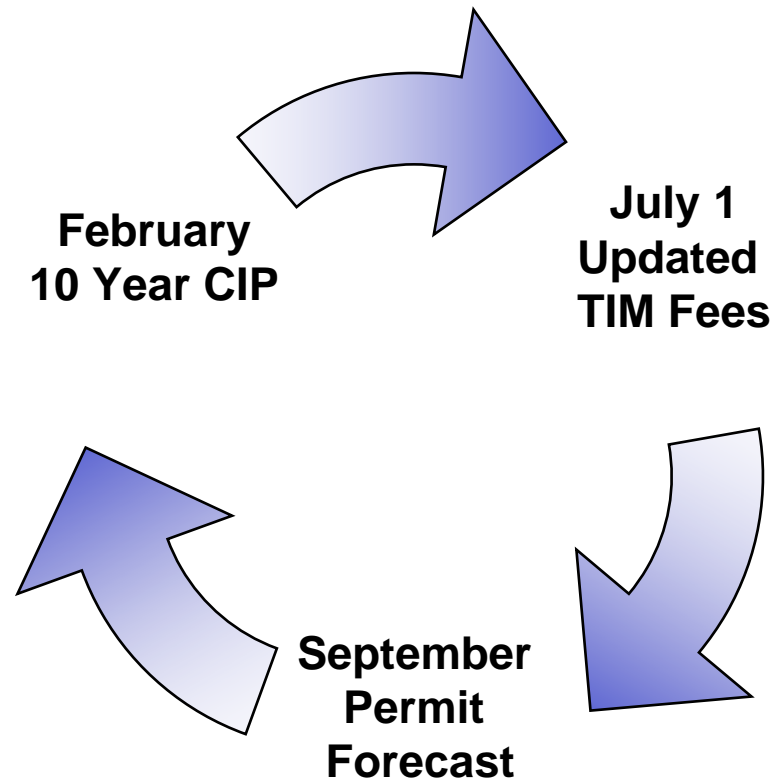
- 11/4/08 – The General Plan amendments in connection with the new Measure Y approved by voters require a ten year CIP

Single Family developments of five units or more will be required to build road capacity improvements necessitated by their impacts, IF the improvements are not in DOT's 10-Year CIP.

- 1/13/09 – Board approves 10 year permit forecast
- 5/5/09 – Board approves 2009 CIP based on this forecast
- 6/2/09 – Board adopts TIM Fee Resolution leaving fees unchanged
- 9/22/09 – Board approves updated 10 year permit forecast

DOT CIP/TIM Fee Program Annual Updating Process:

- **July 1 – Updated TIM Fees Become Effective**
 - Based on updated cost estimates (project specific or inflation adjusted)
- **September – Approve Permit Forecast**
 - TIM Fee revenues are directly related to number of permits issued
- **February – Approve CIP**
 - Updated costs and schedules
 - Updated revenue from approved permit forecast
 - Establishes priorities for delivery
 - Determines workload for annual budget needs



Reminder: the CIP/TIM Fee Program are updated every year.

Accomplishments for 2009:

- Completed construction of approx. **\$19M**:
 - Latrobe Rd widening, Golden Foothill Pkwy to Suncast Ln (\$10M)
 - White Rock Rd Realignment (\$6.5M)
 - Cameron Park Dr/La Canada Signalization (\$2.3M)
- **\$47M** is in construction now or will be underway in FY 09/10 including:
 - Highway 50 HOV Lanes Phase 1
 - Missouri Flat 1B Interchange
 - Durock Rd / Business Center Dr Intersection Signalization
 - Silva Valley Parkway Widening (pending State funding)
 - White Rock Rd Widening (pending State funding)

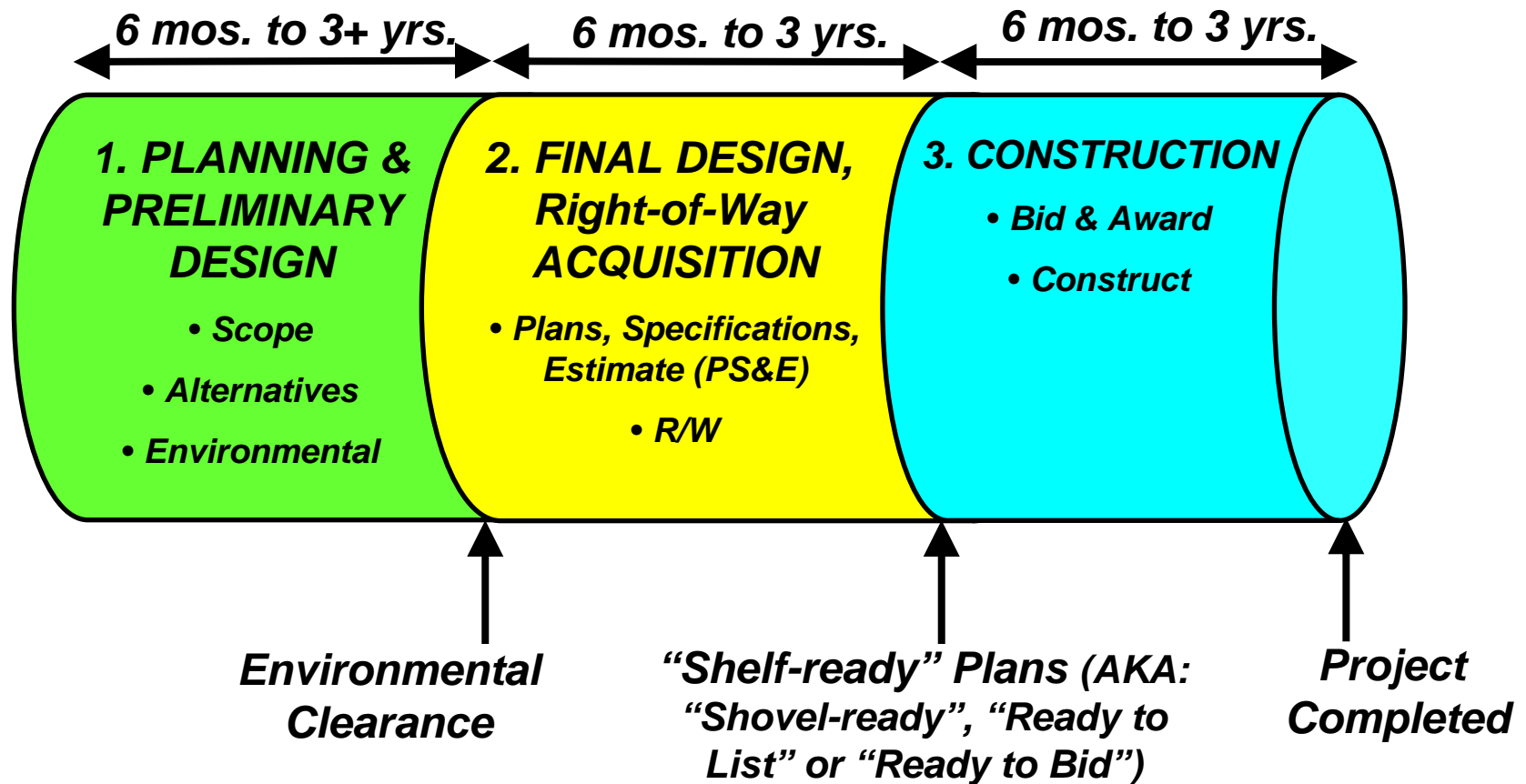
Accomplishments for 2009 (cont.):

- In cooperation with EDCTC, obtained grant funding of approximately **\$13.5M** including:
 - **\$5.2M**: Ped/bicycle facility on the US 50/Mo Flat Interchange 1B project
 - **\$2.2M**: Silva Valley Pkwy widening, White Rock Rd widening, Windfield Wy signalization, and Durock Rd/Business Center Dr Signalization
 - **\$3.8M**: Overlays for Forni Rd, Pony Express Tr, Lotus Rd, Malcolm Dixon Rd
- Made the short list for the TIGER grant est. **\$20M**

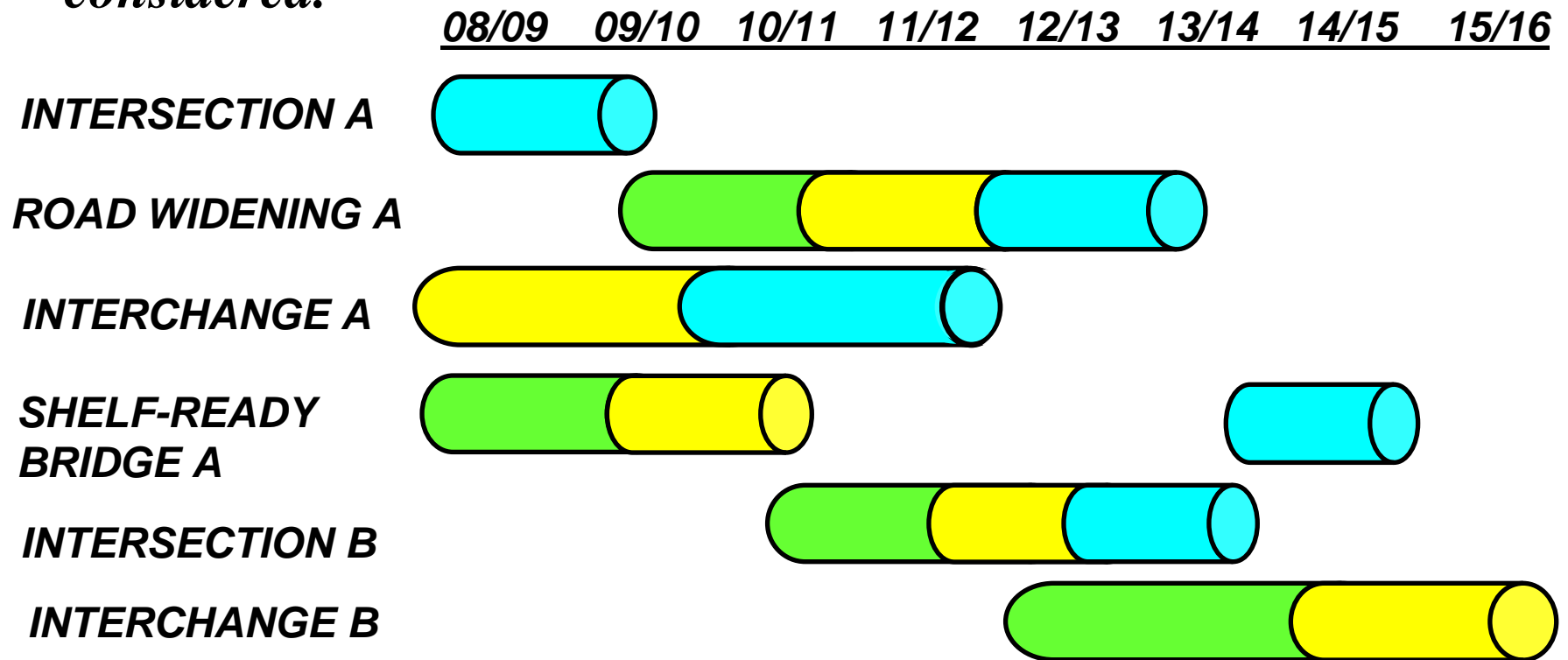
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- • **Project Delivery Process**
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*The Project Delivery Process is comprised of 3 key steps.
Because of the long lead time to complete a project, having a
pipeline full of projects at every step is critical.*



Different types of projects may require different amounts of time in each step. When developing a program, DOT is constrained by revenues. Work load leveling also needs to be considered.



1. PLANNING 
2. DESIGN, R/W 
3. CONSTRUCTION 

Uncertain revenues impact the timing of projects.

DOT typically programs more projects in the CIP than it can resource.

- This over programming of projects has been reduced over the years to a more realistic quantity – “expectation management”
- Some of the reasons DOT does this:
 - If additional revenue is realized through grants, increased impact fee receipts, or other means, we are ready to move the next project forward
 - If additional grants become available we are “shelf-ready” to submit for those grants (for example: projects included in the MTP/MTIP)
 - If a project reaches an unplanned stopping point (for example: A new EIR is required) DOT has, within the program, the ability to shift resources to another project

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 - Proposed Changes
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For the 2009 CIP, the Board advised DOT to proceed with a “Balanced CIP” approach.

- DOT proposes to continue on this approach.
- However, some changes need to be made to the CIP due to changes in available funding...
 - Based on actual permits received from July through December ‘09, assumptions for cashflow purposes for FY 09/10 have been reduced from 166 to 75 permits;
 - New grants have been awarded

General Assumptions:

- Revenue forecasts per Board direction on 9/22/09, and as updated in this discussion.
- All project cost estimates have been reviewed and updated if needed.
- All cost estimates are in current dollars (i.e., inflation is not built in).

TIM Fee Program Assumptions:

- Fees collected from Zone 8 are spent on projects in Zone 8.
- Silva Valley Set-Aside TIM Fees are collected for, and intended to be spent on, the Silva Valley interchange and those improvements that facilitate it.
- Fees collected from Zones 1-7 TIM Fees are spent on projects within Zones 1-7 boundary.
- Fees collected for Highway 50 are spent on projects on Highway 50.
- Goal: minimum annual carryover of approximately \$1M +/- in each fund as contingency.

TIM Fee Program Assumptions (continued):

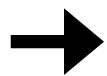
- Special Requirements for Interchanges:
 - Zones 1-7 interchanges are typically funded as 50% Highway 50 TIM and 50% local TIM.
 - Silva Valley Parkway Interchange and El Dorado Hills Blvd Interchange are 100% funded from Zone 8 TIM.
 - Bass Lake Road Interchange is split 50% Highway 50 TIM, 25% Zones 1-7 TIM and 25% Zone 8 TIM.

Project Priorities:

- All projects in construction, or to be awarded in FY 09/10 and 10/11, are included (e.g., Mo Flat 1B, HOV Lane Phase 1).
- Projects with current grant agreements are given higher priority
 - DOT is proposing to use TIM funds to leverage as much grant funding as possible, as a component of the overall funding strategy for the CIP and the TIM Fee Program.
- All reimbursement agreements (already signed, or in process) will be reimbursed on schedule, *given availability of incoming revenue.*

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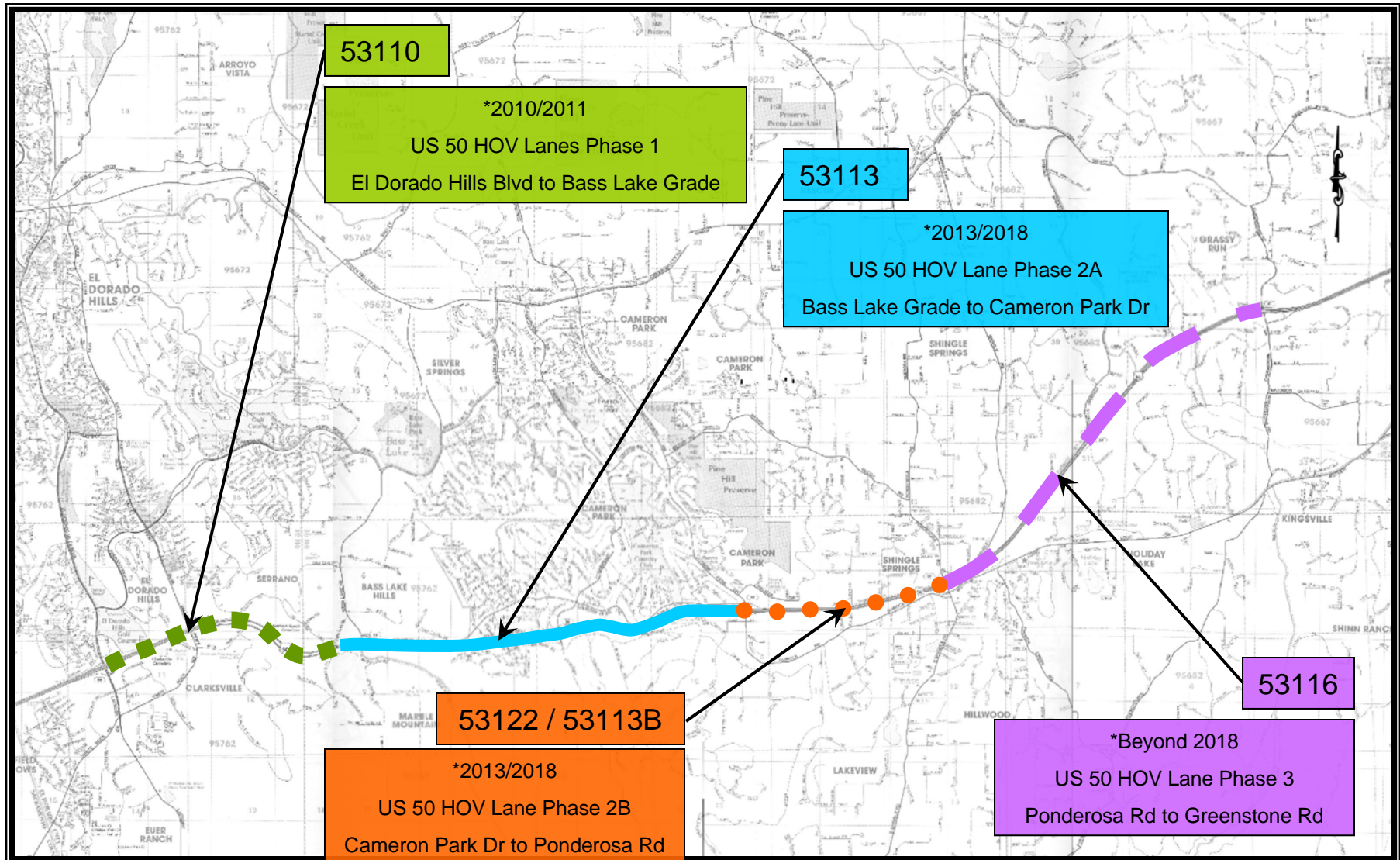


– Proposed Changes

- Discussion, Direction from Board of Supervisors
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There are 4 HOV Lane Projects as discussed on 10/6/09:

* PROPOSED COMPLETION YEAR from 2009 CIP



Current Status on HOV Lane Projects:

- Phase 1 will be completed in 2010
- Phases 2A and 2B are planned for completion in FY 11/12 (advanced from 2013-18 in the 2009 CIP):
 - Funding dependent on securitization of Casino revenue stream
 - First \$5.2M payment received from Casino 12/14/09
 - Still waiting to hear on TIGER grant application
- Phase 3: No change from 2009 CIP; currently planned for completion in Future

Proposed changes to the 2009 CIP for El Dorado Hills (I):

- Grants awarded in October, 2009 enable DOT to advance some projects that were programmed for post-2018:
 - Silva Valley Parkway Widening (72370)
 - White Rock Rd Widening, Latrobe Rd to Monte Verde (72372)
 - Winfield Wy Signal (GP181)
- White Rock Rd & Post St Signal (73310)
 - Board approved postponement on 12/15/09
- Silva Valley Interchange (71328, 71335, 71345)
 - Completion of the relocation of Tong Rd delayed from FY 10/11 to 12/13
 - Completion of Phase 1 of the interchange delayed from 11/12 to 12/13

Proposed changes to the 2009 CIP for El Dorado Hills (II):

| Project | 2009 CIP | Proposed |
|---|---|--|
| Latrobe Rd/White Rock Rd Connector (new road) 66116 | Completed in 2013/18 window | Planning Phase completed FY 10/11; Design & Construction Delayed to Future |
| EDH Blvd/Francisco Dr Intersection Alignment 72332 | Design completed in FY 11/12 for R/W swap | All Phases Delayed to Future |
| White Rock Rd Widening 2 to 4 lanes, Monte Verde to US 50/Silva Valley Pkwy Interchange 72374 | Completed in 2013/18 window | All Phases Delayed to Future |
| White Rock Rd Widening 4 to 6 lanes, Latrobe Rd to US 50/Silva Valley Pkwy Interchange GP152 | Completed in 2013/18 window | All Phases Delayed to Future |
| Silva Valley Pkwy/Golden Eagle Ln Intersection Signalization GP182 | Was to be completed in FY 12/13 | All Phases Delayed to Future |

Proposed changes to the 2009 CIP for El Dorado Hills (III):

- Completion of Silver Springs projects has been delayed due to complexity of development/reimbursement agreements and changes in project responsibilities:
 - Due in FY 10/11:
 - Green Valley Rd at Deer Valley Rd Turn Lanes
 - North end of Silver Springs Pkwy (to Green Valley Rd)
 - Green Valley Rd at Silver Springs Pkwy Signalization
 - Due in FY 13/14:
 - South end of Silver Springs Pkwy (to Bass Lake Rd)
 - Bass Lake Rd Frontage Improvements

Proposed changes to the 2009 CIP in Zones 1-7 (I):

- Cameron Park Dr Interchange (72361, 72367)
 - No changes to projects at this time
 - Other alternatives are being studied and DOT will return to the Board with an update and recommendations later in 2010
- The Durock Rd/Business Center Dr signalization (73354)
 - Construction begins Spring 2010
 - Selected for grant of \$714K
 - LONP (Letter of No Prejudice)

Proposed changes to the 2009 CIP in Zones 1-7 (II):

- Diamond Springs Parkway (72334) completion has been delayed from FY 10/11 to 12/13
 - Environmental process taking longer and 2 seasons needed for construction instead of 1
 - Savings in the MC&FP fund from the Missouri Flat 1B project (71336) could be used to pay for design of Diamond Springs Parkway (2009 CIP funding includes TIM Fee—West Slope)
 - Other option: Headington Extension (71375)
 - In turn, savings in the Zones 1-7 TIM could be used to advance Pleasant Valley Rd/Patterson Dr signalization (73320) more quickly (i.e., completion in 12/13 vs. Future)

Summary of Key Measures:

| KEY MEASURE | Approved 2009 CIP | Proposed 2010 CIP |
|---|------------------------------|------------------------------|
| # of projects designed by end of 1st 5 years | 29 | 31 |
| # of projects constructed by end of 1st 5 years | 28 | 34 |
| # of projects designed by end of 2nd 5 years | 16 | 8 |
| # of projects constructed by end of 2nd 5 years | 16 | 8 |

Advantages of the Proposed CIP:

- Some key projects keep moving forward in Zone 8, Highway 50, and Zones 1 through 7, commensurate with the revenues available.
- The pipeline is kept full so that projects keep moving in a balanced way, from Planning, through Design and then Construction.
- Most of the revenues available in any given year are spent, but a reasonable cushion is included.

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DOT requests the Board provide direction:

Direct DOT to make changes as discussed today and return with the 2010 CIP next month for review and approval.

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Next Steps:

- Return with answers to your questions.
- Update the analysis based on your feedback.
- Return with the Departmental CIP for adoption in February.
- CIP sets foundation for TIM Fee annual update in late April.
- If the permit actuals change dramatically, we'll be back.

THANK YOU

Acronyms / Definitions

Acronyms/ Definitions (I):

- BTA: Bicycle Transportation Account
- CEQA: California Environmental Quality Act
- CMAQ: Congestion Mitigation Air Quality
- CMIA: Congestion Mobility Improvement Account (Prop 1B)
- CTC: California Transportation Commission
- DA: Developer Advance: Developers advance the construction of improvements in the County's Capital Improvement Program where reimbursement agreements state terms for reimbursement from the future collection of impact fees.
- Developer Funded: Developer conditioned improvements funded by the developer.
- EDCTC: El Dorado County Transportation Commission
- FHWA: Federal Highway Administration
- HBP: Highway Bridge Program: The HBP program provides funds to replace or rehabilitate deficient highway bridges. (formerly HBRR – Highway Bridge Rehabilitation Replacement Program).
- Highway 50 TIM: Traffic Impact Mitigation Fees collected in all Zones to fund road improvements along the Highway 50 Corridor.
- HOV: High Occupancy Vehicle
- HSIP: Highway Safety Improvement Program
- ITS: Intelligent Transportation Systems
- LOS: Level of Service

Acronyms/ Definitions (II):

- MC&FP: Master Circulation and Funding Plan: Proposed sale of bonds by Missouri Flat CFD to fund projects such as the Missouri Flat Interchange and Diamond Springs Parkway. Bond debt is to be repaid with incremental sales tax and property tax generated from new business in the plan area.
- PA & ED: Project Approval and Environmental Document
- PS & E: Plans, Specifications and Estimates
- RSTP: Regional Surface Transportation Program Exchange Funds: The Federal Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including bridge projects. Essentially funding can be used for all but roads in urban areas classified as less than collector. A Portion of funds reserved for rural areas may be spent on roads classified as rural minor collectors or greater. Activities eligible under the CMAQ and TEA programs are also eligible. In regions under 200,000 population, like El Dorado County, the State has exchanged these Federal monies for State Highway Account Funds to assist local governments.
- RSTP-G: Regional Surface Transportation Program Exchange Funds – Guaranteed: Portion of RSTP that is received by El Dorado County based on formula or apportionment per Street & Highways Code section 182.6h.
- ROW: Right of Way
- Road Fund: Road Fund Discretionary: Various entitlements received by the County road Fund for general road purposes. Funding sources include State Gas Tax, Federal Forest Reserve, Road District Tax and Transportation Development Act funds.

Acronyms/ Definitions (III):

- SCIP: Statewide Community Infrastructure Program: A financing program that enables developers to pay most impact fees or finance developer conditioned improvements that qualify under the 1913/1915 Act.
- SPTC: Sacramento - Placerville Transportation Corridor
- STIP: State Transportation Improvement Plan
- Silva Valley Set-Aside: 30% of all TIM fees collected in El Dorado Hills Area Zone 8 to fund the future Silva Valley Interchange.
- State Water Resources Control Board: The State Water Resources Control Board is the regulatory agency responsible for the administration of 1972 Clean Water Act.
- TE: Transportation Enhancements
- TIM: Traffic Impact Mitigation
- Zones 1-7 TIM: Traffic Impact Mitigation Fees to fund road improvements in the remainder of the county, Zones 1-7, excluding El Dorado Hills and Tahoe
- Zone 8 TIM: (formerly known as “El Dorado Hills / Salmon Falls Area RIF”) Traffic Impact Mitigation Fees to fund road improvements in the El Dorado Hills Area, Zone 8