



# *DOT's Proposed 2010 Capital Improvement Program (CIP)*

Department of Transportation  
Prepared for the Board of Supervisors  
April 6, 2010

Legistar Item # 10-0263

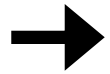
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Proposed DOT 2010 CIP

## *Purpose for this Presentation:*

- Highlight the Key Changes between the Proposed 2010 CIP and what was presented at the January 25, 2010 Board Workshop;
- Answer questions;
- Request that the Board adopt DOT's Proposed 2010 CIP.

# *Agenda*



- Background

- Changes Since the January 25<sup>th</sup> CIP Workshop
- Next Steps

## *CIP Purpose:*

- The purpose of the CIP is to provide strategic direction regarding DOT's capital project priorities over a 5 to 20 year horizon:
  - 20 year horizon for road improvement projects,
  - 5 to 10 year horizon for all other projects.
- CIP projects are prioritized based on a number of factors such as safety, capacity, traffic circulation patterns, level of service (LOS) requirements, available funding, and economic development needs.

## ***DOT's Proposed 2010 CIP includes:***

- 10 Year West Slope Road / Bridge CIP,
- 5 Year Capital Overlay and Rehabilitation Program (CORP),
- 5 Year Tahoe Environmental Program (EIP),
- 10 Year Airport Capital Improvement Program (ACIP),
- 5 Year Parks & Trails CIP.

***DOT is working with the CAO to develop a CIP for Facilities.***

# *Agenda*

- Background
- • Changes Since the January 25<sup>th</sup> CIP Workshop
- Next Steps

# *The following key changes have been made to the CIP since the 1/25/10 Board Workshop (I):*

1. Per Board guidance on 1/25:
  - a. Added a new overlay project for Tahoe (#72178 N. Upper Truckee overlay), given availability of ARRA 2 grant funding
  - b. Shifted planning and design dollars for Headington Rd. Extension #71375 into fiscal year 2010/11 to make this project “shelf-ready”
  - c. Added a new road project to connect Palmer Dr. and Wild Chaparral Dr. in Cameron Park (#71365)
    - This project will require that DOT recommend that the Board add this project to the TIM Fee Program to provide the necessary revenue

# *The Board expressed interest in moving Diamond Springs Pkwy along as quickly as possible:*

***This project already has an aggressive schedule.***

*All Figures in Thousands*

<b>Revenues</b>	<b>Prior</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15-18/19</b>	<b>Future</b>	<b>Total</b>
Developer Advance TIM	\$0	\$730	\$2,005	\$8,000	\$10,357	\$0	\$0	\$0	\$29,301
Master Circulation & Funding Plan Financing	\$0	\$1,455	\$510	\$0	\$0	\$0	\$0	\$0	\$1,965
Traffic Impact Mitigation Fee (West Slope)	\$1,152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,152
<b>Total</b>	<b>\$1,152</b>	<b>\$2,185</b>	<b>\$10,175</b>	<b>\$8,000</b>	<b>\$10,357</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,478</b>

<b>Project Schedule</b>	<b>Prior</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15-18/19</b>	<b>Future</b>	
<b>Planning/Environmental</b>									
<b>Design</b>									
<b>Right Of Way</b>									
<b>Construction</b>									



## ***The following key changes have been made to the CIP since the 1/25/10 Board Workshop (II):***

2. Updated the U.S. 50/HOV Lane projects:
  - #53110 Phase 1 El Dorado Hills Blvd to Bass Lake – savings will be used to extend the project to past Bass Lake Rd. (contingent on CTC approval in May)
  - #53113 and #53122 (Phases 2A and 2B from Bass Lake Rd to Ponderosa Rd) were not awarded TIGER grant, therefore completion of these projects was moved out from FY 11/12 to FY 18/19 and Beyond 18/19, respectively
3. Added two new road realignment projects which were awarded Federal safety grants (i.e., #73362 - Salmon Falls Rd., and #73360 - Cold Springs Rd.)

4. DOT has revised the permit forecast used to program the CIP in order to match the lower than expected permit applications received to-date, which reflects continued nationwide and local economic weakness in the housing market.

### PERMIT FORECAST

<b>Fiscal Year</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14</b>	<b>14/15-18/19</b>	<b>TOTAL</b>
<b>Board approved 9/22/09</b>	166	166	478	920	1,500	7,500	10,730
<b>1/25/10 Workshop</b>	75	166	478	920	1,500	7,591	10,730
<b>March 2010 Revised</b>	75*	80	166	478	920	7,591	9,310

*\* 47 actual permits received through 2/28/10*

***A shortfall in the Highway 50 TIM (due to reduced permits) has necessitated changes in the Ponderosa Rd. Interchange and Cameron Park Dr. Interchange:***

- Ponderosa Rd. Interchange:
  - Durock Rd. & N. Shingle Rd. realignments (#71338 and 71339) complete construction in FY 2013/14 instead of 2012/13
  - The construction of the interchange (#71333) would start in the 2014-2019 window and complete beyond 2018/19 instead of by 2018/19.
- Cameron Park Dr. Interchange (#72361):
  - Planning and Design steps have been spread out with completion in FY 2013/14 instead of in 2012/13.  
(Completion of Construction in the 2014-2019 window has not been affected.)

# *Agenda*

- Background
- Changes Since the January 25<sup>th</sup> CIP Workshop
- • Next Steps

## ***DOT is requesting that the Board:***

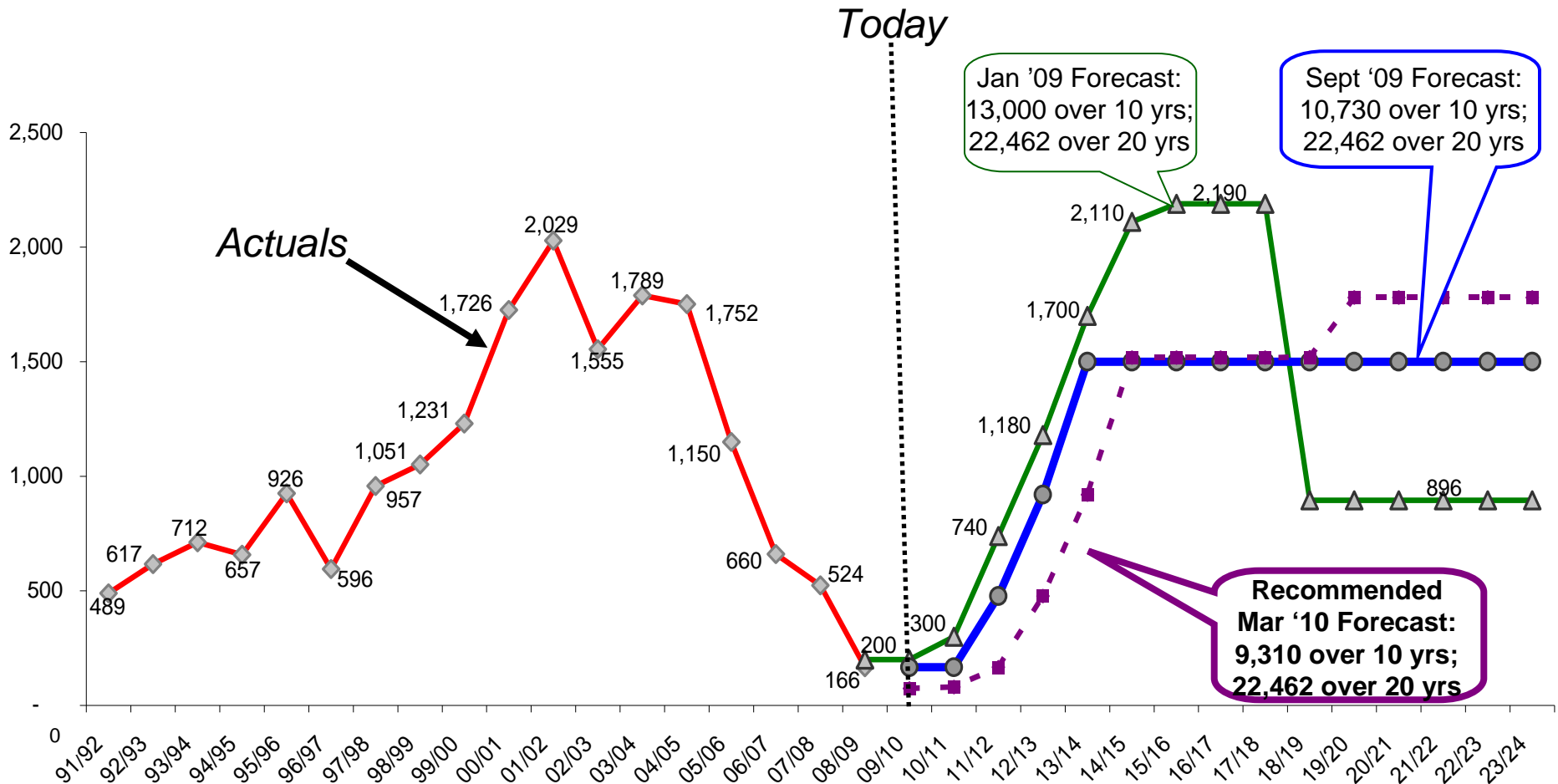
1. Adopt DOT's proposed 2010 Capital Improvement Program (CIP), including the reduced housing permit forecast;
2. Direct DOT to add a new project into the TIM Fee Program:
  - #71365 – Connect Palmer Dr. to Wild Chaparral Dr.

***DOT will perform the required CEQA analysis and return to the Board for certification of the environmental document next year.***

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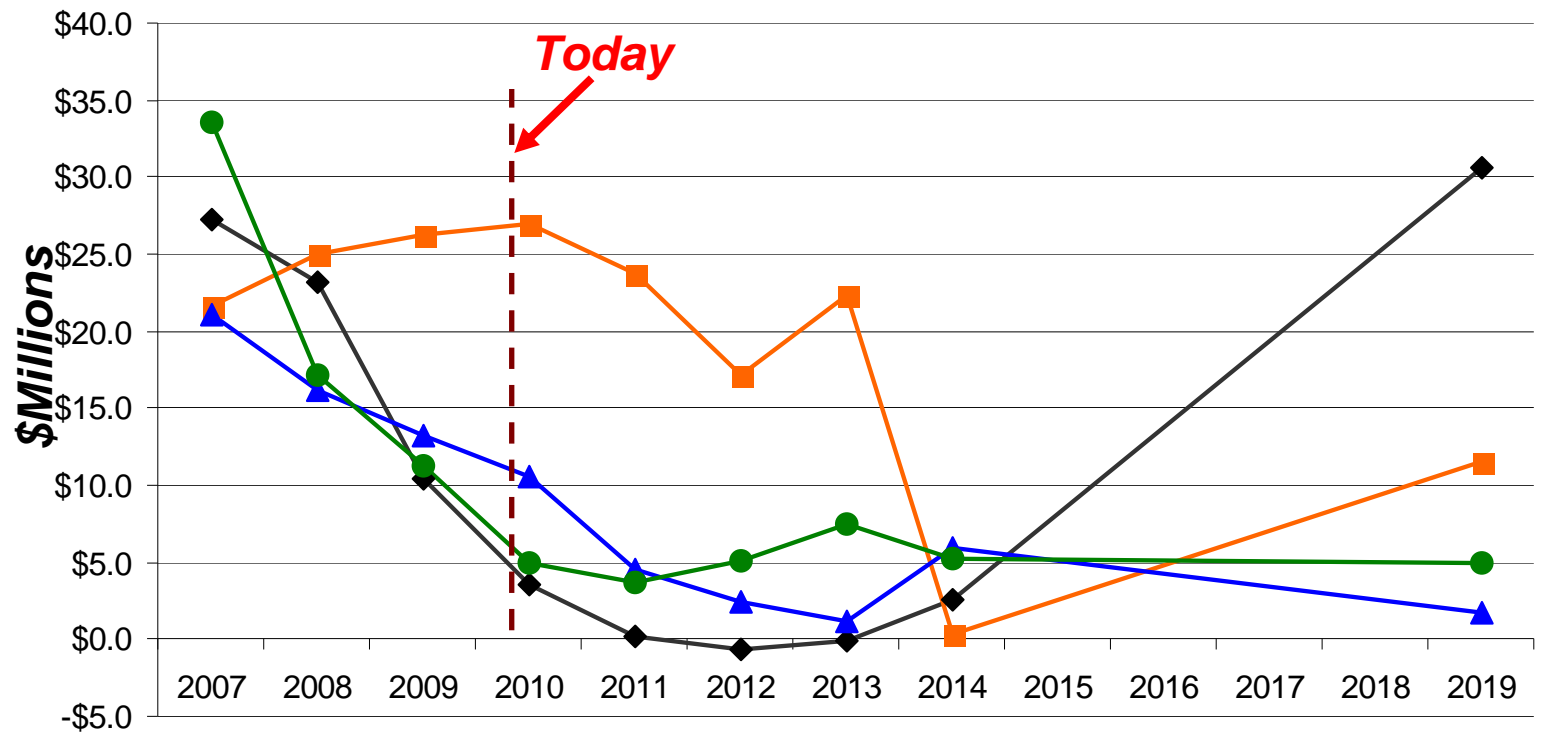
# *Back-up Slides*

# Historical Actuals and Permit Forecasts:





# TIM Funds' cash balances over time:



	30-Jun-07	30-Jun-08	30-Jun-09	30-Jun-10	30-Jun-11	30-Jun-12	30-Jun-13	30-Jun-14	30-Jun-19
◆ EDH TIM*	\$27.2	\$23.2	\$10.5	\$3.5	\$0.2	-\$0.7	-\$0.1	\$2.6	\$30.6
■ Silva Valley Set Aside	\$21.6	\$25.0	\$26.2	\$26.9	\$23.8	\$17.2	\$22.3	\$0.3	\$11.5
▲ Zones 1-7 TIM	\$21.0	\$16.1	\$13.2	\$10.6	\$4.5	\$2.4	\$1.1	\$6.0	\$1.7
● Hwy 50 TIM*	\$33.5	\$17.1	\$11.3	\$5.0	\$3.7	\$5.1	\$7.5	\$5.2	\$5.0

\* Includes Blackstone Prepaid permits

## *Timing of construction of Cameron Park Dr. and Ponderosa Rd. Interchanges:*

- Cameron Park Dr. Interchange is included in the CIP at the current estimate of \$58.7M.
  - Due to the expanded set of alternatives that DOT will analyze over the next several months, it is uncertain if that estimate will remain that high.
- Both the Ponderosa Rd. and Cameron Park Dr. Interchanges are not expected to be constructed for several years.
  - Both rely on a dramatic increase in residential permit activity before then.
- DOT expects that between now and next year's CIP, there will be updates to the timing and cost estimates for both interchanges, as more information becomes available.

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