

***2009 West Slope
Capital Improvement Program
(10-year CIP) Workshop***

Department of Transportation

Prepared for the Board of Supervisors
March 2, 2009

Agenda

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

Purpose:

- To discuss a range of possible 10-year CIP alternatives and their implications.
- 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
- Forecasting
- Project Delivery Process
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Chronology of Events (I):

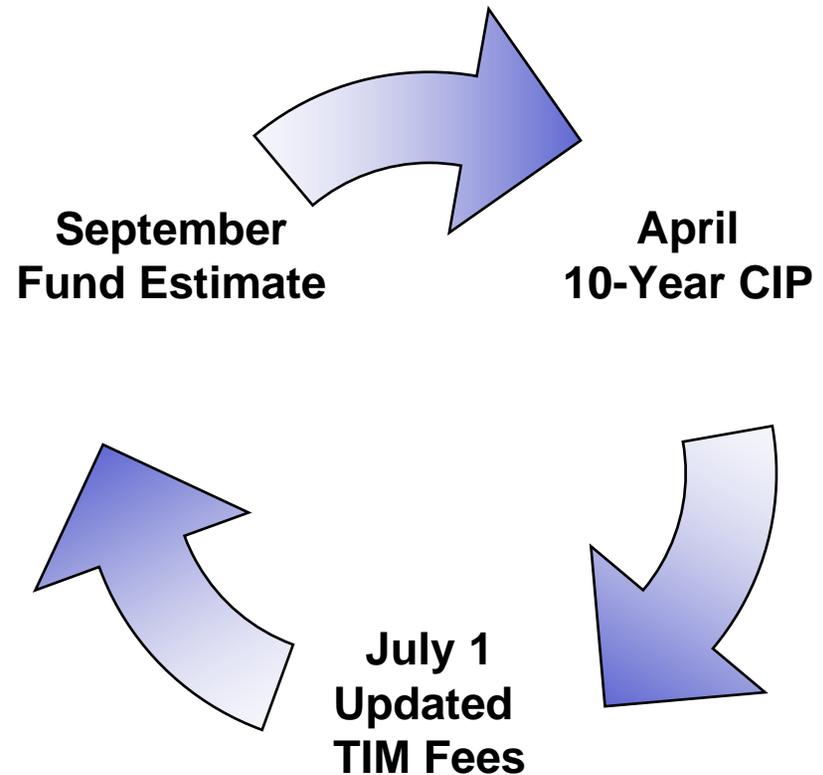
- 1984 Established EDH/SF area of benefit
- 1991 Established West Slope area TIM
- 1996 5 year review of entire Fee program and adoption of State TIM
- 2002 Adopted Interim Hwy 50 TIM Fee Program
- 2004 Adopted 2004 General Plan
- 2005 Adopted 2004 General Plan Interim TIM Fees – replaced all previous programs
- 2006 Adopted updated TIM Fee program

Chronology of Events (II):

- 2/08 – Board adopted FY 08/09 CIP and revenue projections
- 9/08 – Revised CIP with revised five year permit forecast and revenue projections presented to the Board as part of the revised budget package
- 11/4/08 – New Measure Y approved by voters requires a ten year CIP
 - Single Family developments of five units or more will not be required to build road capacity improvements necessitated by their impacts, IF the improvements are in DOT's ten year CIP.
- 1/13/09 – Board approved a 10-year permit forecast recommended by the TIM Fee Working Group of 13,000 residential permits over 10 years (10,000 Single-Family and 3,000 Multi-Family)
- 1/15/09 – The TIM Fee Working Group helped DOT refine the 10 year permit forecast for the first 3 years (i.e., FY '08/'09, '09/'10, '10/'11)

DOT Capital Improvement Program Annual Updating Process:

- **April – Approve CIP**
 - Updated costs and schedules
 - Updated revenue from approved fund estimate
 - Establishes priorities for delivery
 - Determines workload for annual budget needs
- **July 1 – Updated TIM Fees Become Effective**
 - Based on updated cost estimates (project specific or inflation adjusted)
- **September – Approve Fund Estimate**
 - Approve revenue assumptions
 - External funding (Federal, State, other)
 - Development activity



REMINDER: The CIP is updated EVERY year.

Since 1992, DOT has delivered 76 projects worth approximately \$143 million across the County.

- \$129 million completed through 6/08
- \$14 million developer advanced projects through 6/08
- \$25 million in construction in FY 08/09
- \$47 million will be in construction in FY 09/10; for example:
 - Highway 50 HOV Lanes Phase 1
 - Missouri Flat 1B Interchange
 - Silver Springs Parkway to Green Valley Road
 - Durock Rd / Business Center Dr Intersection Signalization
 - Silva Valley Parkway Interchange

A map depicts the number and location of the projects completed, in construction, and planned.

- These are the projects that were funded with some/all TIM money.
- The “TBD” (To Be Determined) for the  “In Process Capital Improvement Projects” is to indicate that this is something to be discussed in today’s Workshop.

Agenda

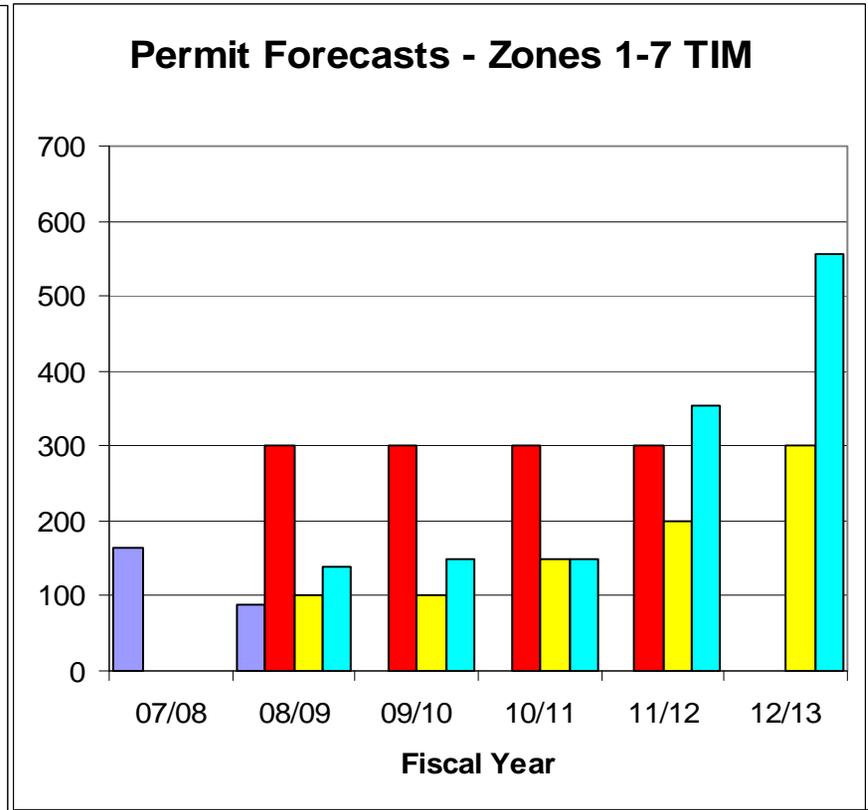
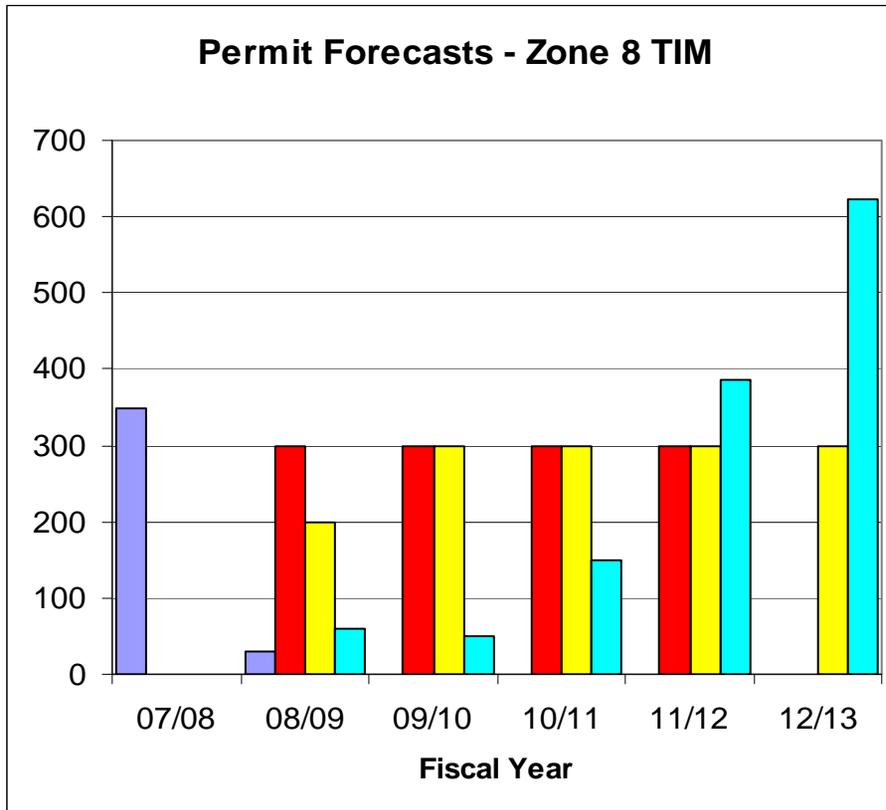
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The updated permit forecast presents challenges for the CIP for the next few years, in particular.

<u>Source of Forecast</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/18</u>	<u>Total</u>
2007 CIP	950	1200	1300	1300				
2008 CIP (2/11/08)	600	600	600	600	600			
2008 CIP (9/15/08)		300	400	450	500	600		
1/13/09 Board Meeting								13,000
TFWG Direction on 1/15/09		200	200	300	740	1180	10,380	13,000

- FY 09/10 and 10/11 are based on FY 08/09 “Actuals” and TFWG projections of what developers will be building in the next few years.
- Compared to the last forecast in September, 2008, current projections are now for 1/3 fewer permits for FY 08/09, 1/2 fewer for FY 09/10, and 1/3 fewer permits for 10/11.
- Compared to forecasts for the 2007 CIP, the current projections are about 1/5 the number of permits.

The El Dorado Hills permit forecast has been significantly reduced twice over the past year while the forecast for TIM Zones 1-7 has stabilized since 9/08.



	07/08	08/09	09/10	10/11	11/12	12/13	13/18	Total
Actuals	348	30						
2/11/2008		300	300	300	300			
9/15/2008		200	300	300	300	300		
1/15/2009		60	50	150	387	623	5,230	6,500

	07/08	08/09	09/10	10/11	11/12	12/13	13/18	Total
Actuals	165	89						
2/11/2008		300	300	300	300			
9/15/2008		100	100	150	200	300		
1/15/2009		140	150	150	353	557	5,150	6,500

Legend:

Actual 2/11/08 9/15/08 1/15/09

March 2, 2009

Since February 2008, the revenue forecast has been reduced by roughly \$10M each year due to the reduced permit activity (for FYs 08/09, 09/10, and 10/11).

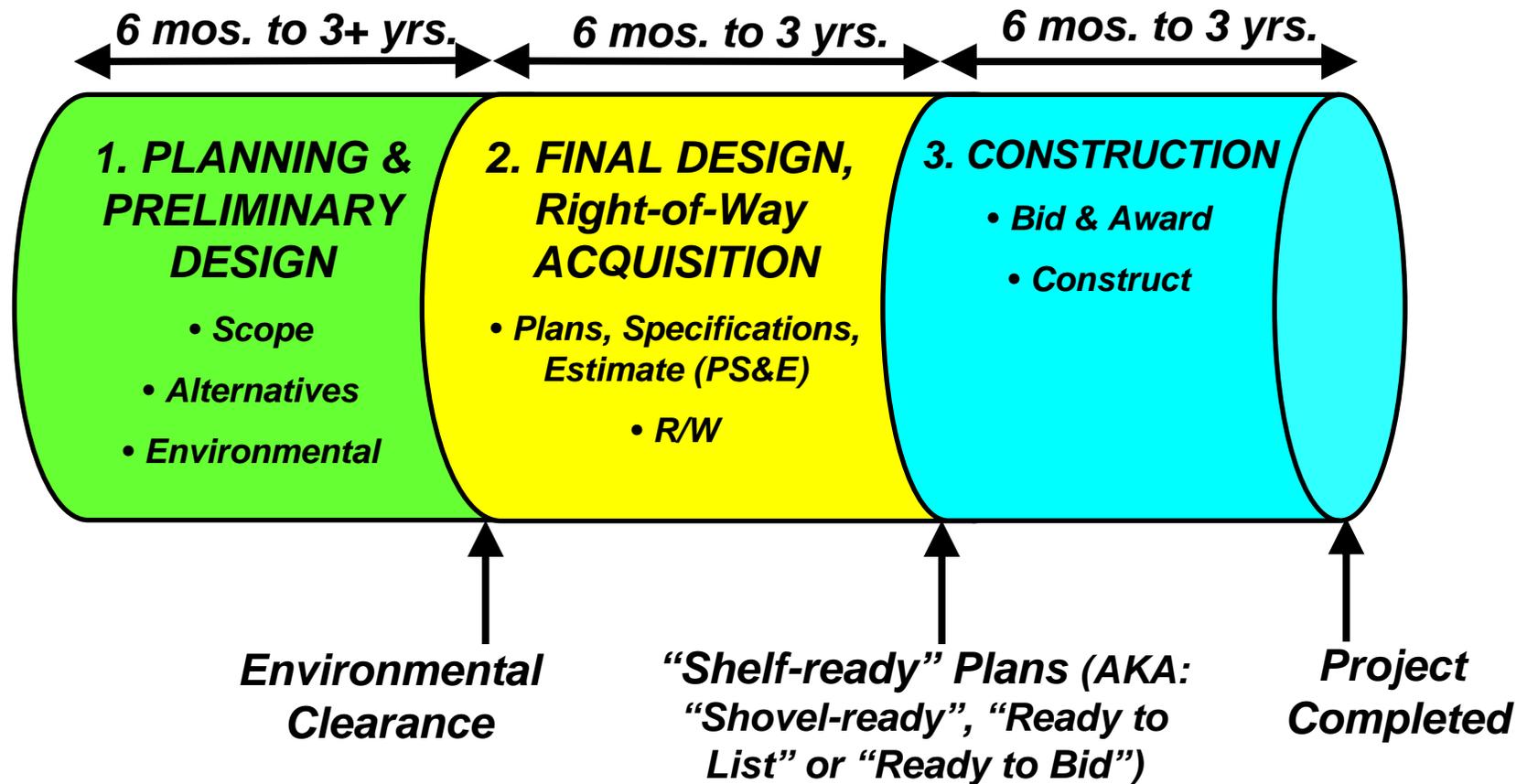
<p align="center">TIM Fee Revenue Comparison Approved Feb 11, 2008 vs Proposed 2009</p>								
Zone		Fiscal Year					Totals thru	
		08/09	09/10	10/11	11/12	12/13	13/18	11/12
El Dorado Hills*	2008 CIP Revenue	5.2	5.2	5.2	5.2			20.8
	2009 CIP Revenue	1.9	1.1	2.6	6.7	9.9	101.6	12.3
	Net Change	-3.3	-4.1	-2.6	1.5			-8.5
West Slope	2008 CIP Revenue	7.2	7.2	7.2	7.2			28.8
	2009 CIP Revenue	3.2	2.9	2.9	6.1	9.2	82.3	15.1
	Net Change	-4.0	-4.3	-4.3	-1.1			-13.7
Highway 50 TIM	2008 CIP Revenue	3.7	4.4	4.4	4.4			16.9
	2009 CIP Revenue	1.7	1.2	1.3	2.8	4.2	43.4	7.0
	Net Change	-2.0	-3.2	-3.1	-1.6			-9.9
Total 2008 CIP Revenue		16.1	16.8	16.8	16.8			66.5
Total 2009 CIP Revenue		6.8	5.2	6.8	15.6	23.3	227.3	34.4
Total Net Change		-9.3	-11.6	-10.0	-1.2			-32.1

* Includes TIM Zone 8 and Silva Valley Set-Aside

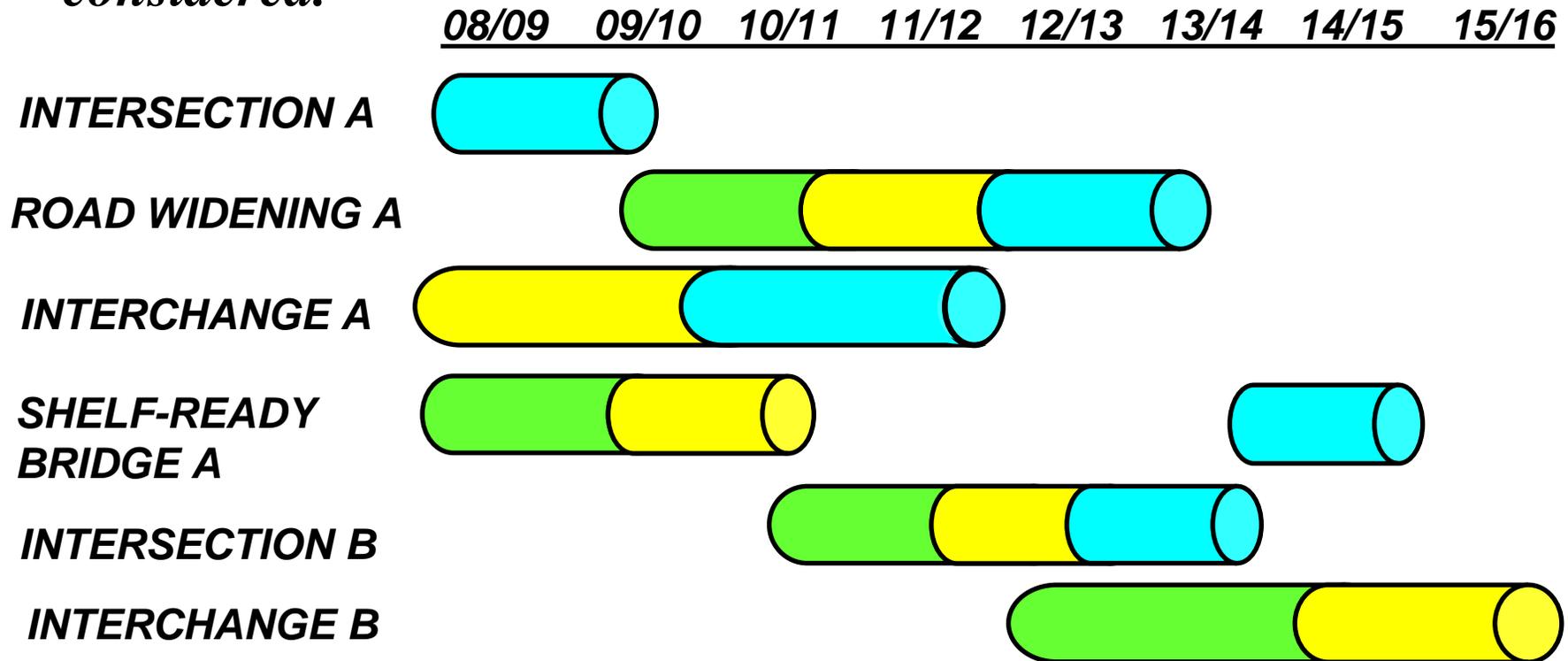
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*The Project Delivery Process is comprised of 3 key steps.
Because of the long lead time to complete a project, having a pipeline full of projects at every step is critical.*



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.

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- Description of Alternatives
 - Assumptions
 - Results of Analysis
 - Preferred Alternative and Implications
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Revenue projections and cost estimates have been updated and four alternatives evaluated. (I)

- Alternative 1: 9/15/08 Program (previous revenue forecasts)
 - Path DOT has been on for the last several years
 - Focus on advancing a large number of projects “ready-to-list” and “shelf-ready” simultaneously
 - This alternative is no longer feasible due to forecasted reductions in the revenue, and spending down cash balances.
- Alternative 2A: A Balanced CIP (current revenue forecasts)
 - Under this alternative, DOT advances critical projects through construction in the next 10 years, and programs everything else out beyond 2018.

Revenue projections and cost estimates have been updated and four alternatives evaluated. (II)

- Alternative 2B: Emphasis on Construction (current revenue forecasts)
 - Build as many projects as revenue supports in the next 10 years and allocate less expenditures on planning and design.
- Alternative 2C: Emphasis on Design (current revenue forecasts)
 - Prioritize planning and design to advance as many projects as possible to “shelf-ready” phase in the next 10 years, forgoing construction within the 10 year program.

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General Assumptions applied to all alternatives (I):

- 10 year CIP instead of a 5 year CIP
- Does not include Tahoe EIP, Maintenance, Airports, Trails
- Fees collected from Zone 8 are intended to be spent for 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 intended to be spent for projects within Zones 1-7 boundary.
- Fees collected for Highway 50 are intended to be spent for projects on Highway 50.
- A minimum carryover of approximately \$1M +/- is maintained in each fund as contingency.

General Assumptions applied to all alternatives (II):

- Revenue forecasts per Board direction on 1/13/09, and TIM Fee Working Group refinement 1/15/09 (for fiscal years 09/10, 10/11 and 11/12).
- All estimates are in current dollars (i.e., inflation is not built in).
- All projects in construction, or to be awarded in FY 09/10, are included (e.g., Mo Flat 1B, HOV Lane Phase 1).
- All TIM revenue to construct a project has to be “in the bank” before it is awarded for construction.

General Assumptions applied to all alternatives (III):

- Projects with current grant agreements were given higher priority (e.g., HBP grant projects are approximately 90% Federal/State funds for bridge projects).
 - DOT is proposing to use TIM money 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.

General Assumptions applied to all alternatives (IV):

- The Silva Valley Parkway Interchange projects are advanced at the same pace in all alternatives because the money in the Silva Valley set-aside fund can only be used for this purpose.
- 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.

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Alternative 1 was the path DOT was on with the adopted 2008 CIP and, for the most part, the 9/15/08 CIP.

- The 9/15/08 CIP had a revenue reduction as compared to the 2/11/08 CIP.
- It was the “shelf-ready” alternative in which DOT was advancing nearly 70 projects between FY 08/09 and 11/12, at an average program cost of \$75M/year.
- DOT anticipated more revenue than is being realized.
- DOT had more projects programmed than it had resources to deliver.
- This is no longer a viable alternative due to the decrease in building permit activity.

Results of Alternative 2A: A Balanced CIP:

- In this alternative, the program was altered to match the revenue stream.
 - The average 10 year program cost is approximately \$51M per year (about 1/3 less than under Alternative 1).
- Some projects are advanced to their logical stopping points (e.g., completed environmental document), in order to shift funds to higher priority projects.

Pipeline for Alternative 2A: A Balanced CIP (pre FY 17/18)

Alternative 2A: A BALANCED CIP

SORTED BY COMPLETION YEAR AND FUNDING

FUNDING	NUMBER	NAME	08/09	09/10	10/11	11/12	12/13	13/18	Future
Zones 1-7 TIM/Utility	73354	Durock Road/Business Center Drive Intersection Signalization	D R		C				
Zones 1-7 TIM/RSTP/Grant	77115	Sly Park Road at Clear Creek Crossing - Bridge Rehabilitation	P R	P D R		R C	C		
Zones 1-7 TIM/RSTP/Grant	77114	Green Valley Road at Weber Creek - Bridge Replacement	P R	P D R	D R	D R C	R C		
Zones 1-7 TIM/Grant	73358	Pleasant Valley Road at Oak Hill Road Intersection Improvements	P	P D R		C			
Zones 1-7 TIM/Grant	77109	Green Valley Road at Tennessee Creek - Bridge Replacement	D R	D R C		C			
Zone 8 TIM, EDH Biz Park	72350	Latrobe Road Widening (2 to 4 lanes) - Golden Foothill Parkway (south) to Investment B	D R	D R C		C			
Zone 8 TIM	73310	White Rock Road/Post Street Signal	D R C	D	C				
Zone 8 TIM	72355	Green Valley Road Widening - County Line to Francisco Drive	P	P	P	P <TREE MITIGATION WATERING>			
Zone 8 TIM	GP182	Silva Valley Parkway/Golden Eagle Lane Intersection Signalization				P D		R C	
Silva Valley	71335A	U.S. 50/Silva Valley Parkway Interchange - Phase 1	D R	D	C				
Silva Valley	71335	Country Club Drive - Silva Valley Parkway to Old Bass Lake Road	P R	P D R		C			
Silva Valley	71328	U.S. 50/Silva Valley Parkway Interchange - Phase 2	P D R	P D R	D R	D R C		C	
RSTP/Grant	73359	Latrobe Road North of Ryan Ranch Road (Milepost 7.0 - 7.35)	P D	D R C					
RSTP/Grant	72304	Northside School Class 1 Bike Paths (SR193)	P D	D R	D	C			
RSTP/Grant	77121	Ice House Road Bridges Maintenance Project	P D	D	C				
RSTP/Grant	77120	Mosquito Road Bridge at S. Fork American River	P	P D	C				
RSTP/Grant	77118	Wentworth Springs Road at Gerle Creek - Bridge Replacement	P R	P D R		C			
RSTP/Grant	77117	Rubicon Trail at Ellis Creek - Bridge Replacement	P R	P D R		C			
RSTP/Grant	77116	Bucks Bar Road at the North Fork Cosumnes River - Bridge Rehabilitation	P	P		D R	R		C
RSTP/Anticipated Grant	72304A	Northside School Class 1 Bike Paths (SR49)		D R	D R C		C	<ENVTL DOC UNDER 72304A	
Hwy 50 TIM/Grant/MC&FP	71336	U.S. 50/Missouri Flat Road Interchange Improvements - Phase 1B	D R	D	C		C		
Hwy 50 TIM, Casino, RSTP	53110	U.S. 50 HOV Lanes (Phase 1) - El Dorado Hills to Bass Lake Grade	D R C		C		C		
Hwy 50 & 1-7	71339	U.S. 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	<PLANNING UNDER 71333>			D	R		C
Hwy 50 & 1-7	71338	U.S. 50/Ponderosa Rd Interchange - Durock Rd Realignment	<PLANNING UNDER 71333>			D	R		C
Developer/SCIP	66106	Green Valley Road/Silver Springs Parkway Intersection Signalization	P D R		C				
Developer/SCIP	66107	Silver Springs Pkwy to Green Valley Rd (north segment)	P D R		C				
Developer/SCIP	66114	Green Valley Road/Deer Valley Road West Intersection Improvements	D R		C				
Developer	66108	Silver Springs Pkwy to Bass Lake Rd (south segment)	P D R	D R		R	C		C
Developer	66115	Bass Lake Frontage Improvements-Silver Springs	P	P D R	<HOLD WHILE DETOUR FOR 66108>				C
Zones 1-7 TIM, Developer/MC&FP	72334	Diamond Springs Parkway - Phase 1	P R	P D R	D R	<DESIGN TO GUIDE DEVELOPMENT>			C
Zones 1-7 TIM	73150	Cameron Park Drive/Green Valley Road Intersection Improvements	P D	D R	R				C
Zones 1-7 TIM	72367	Cameron Park Widening - Durock Rd to Coach Lane				P		D	R C
Zones 1-7 TIM	GP171	Durock Road Widening - Robin Lane to South Shingle Road			P	D	<DESIGN TO GUIDE DEVELOPMENT>		
Zones 1-7 TIM	71375	Headington Road Extension - Missouri Flat Road to El Dorado Road	P R	P D R	<WAIT FOR DEVELOPER>				C
Zone 8 TIM	GP181	White Rock Road/Windfield Way Intersection Signalization				P D R			C
Zone 8 TIM	GP152	White Rock Road Widening - 4 to 6 Lanes, Latrobe Road to US50/Silva Valley Parkway Interchange						P D R C	
Zone 8 TIM	71324	Saratoga Way Extension - Phase 1	P	P	<FINISH ENVTL DOC, THEN HOLD>			D	R C
Zone 8 TIM	66116	Latrobe Road/White Rock Road Connector (New Road)	P	P	P	D			R C
Zone 8 TIM	GP135A	White Rock Road Widening (2 to 4 lanes) - Latrobe Road to Keables	D	D R	<GOOD GRANT CANDIDATE>				C
Zone 8 TIM	GP135	White Rock Road Widening (2 to 4 lanes) - Latrobe Road to US 50/Silva Valley Parkway Interchange		D	<ENSURE DESIGN WORKS BEYOND KEABL			D	R C
Silva Valley	71328A	U.S. 50/Silva Valley Parkway Interchange - Phase 3						P D	C
RSTP/Grant	GP New	Newtown Road / Weber Creek Bridge	P	P D	D	D		R	C
Hwy 50 TIM, Casino	53113	U.S. 50 HOV Lanes (Phase 2) - Bass Lake Grade to Ponderosa Road	D	D	<PAY CALTRANS FOR 100% PLANS, THEN WAIT FOR CASINO \$>				D R C
Hwy 50 & 1-7	71333	U.S. 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	P R	P R	<FINISH ENVTL DOC THEN HOLD>				D R C
Hwy 50 & 1-7	72361	U.S. 50/Cameron Park Drive Interchange Improvements - Phase 1	P	P	P	D			D R C

Legend: Planning Design R/W Construction

Pipeline for Alternative 2A: A Balanced CIP (post FY 17/18)

Alternative 2A: A BALANCED CIP

SORTED BY COMPLETION YEAR AND FUNDING

FUNDING	NUMBER	NAME	08/09	09/10	10/11	11/12	12/13	13/18	Future
Zones 1-7 TIM/Grant	77119	Blair Road Bridge Replacement							P D R C
Zones 1-7 TIM/Anticipated Grant	73320	Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization	P	P D R	D	<GOOD GRANT CANDIDATE; DESIGN TO GUIDE DEVELOPMENT>			
Zones 1-7 TIM	GP166	Bass Lake Road Widening - U.S. 50 to Silver Springs Parkway, Phase 1B							P D R C
Zones 1-7 TIM	GP144	Cameron Park Drive Widening - Palmer Drive to Oxford Lane							P D R C
Zones 1-7 TIM	72368	Diamond Springs Parkway - Phase 2							P D R C
Zones 1-7 TIM	GP179	Green Valley Road Widening - Deer Valley Road East to Lotus Road							P D R C
Zones 1-7 TIM	GP163	Missouri Flat Rd Two-Way Left Turn Lane - El Dorado Rd to Headington Rd							P D R C
Zones 1-7 TIM	GP155	Mother Lode Drive - Greenstone Road to Pleasant Valley Road							P D R C
Zones 1-7 TIM	73307	Mother Lode Drive/Pleasant Valley Road Intersection Improvements							P D R C
Zones 1-7 TIM	GP173	Pleasant Valley Road Widening - Pearl Place to Big Cut Road in Diamond Springs							P D R C
Zones 1-7 TIM	GP174	Pleasant Valley Road Widening from Big Cut Road to Cedar Ravine Road							P D R C
Zones 1-7 TIM	GP160	Pleasant Valley Road Widening from El Dorado Road to State Route 49							P D R C
Zones 1-7 TIM	GP175	Ponderosa Road Widening from North Shingle Road to Meder Road							P D R C
Zones 1-7 TIM	GP177	State Route 49 Passing Lanes from SR93 (in Cool) to the northern County Line							P D R C
Zones 1-7 TIM	GP176	State Route 49 Widening from Pleasant Valley Road to Missouri Flat Road							P D R C
Zone 8, RSTP, Grant	71340	U.S. 50/El Dorado Hills Blvd Interchange - Pedestrian Overcrossing	P	P D	D R	D	<GRANT IN HAND TO FINISH GADS & ENVTL DOC>		
Zone 8 TIM/Developer	GP137	White Rock Road Widening (2 to 4 lanes) - Manchester Drive to Sacramento County Line							P D R C
Zone 8 TIM	71323	U.S. 50/El Dorado Hills Boulevard Interchange Improvements	D R	D	<FINISH GADS, THEN HOLD>				
Zone 8 TIM	GP183	El Dorado Hills Boulevard Widening - Lassen Lane to Park Drive							P D R C
Zone 8 TIM	GP178	Green Valley Road Widening - Francisco to Salmon Falls Road							P D R C
Zone 8 TIM	GP159	Green Valley Road Widening from Salmon Falls Road to Deer Valley Road							P D R C
Zone 8 TIM	GP154	Latrobe Road Widening (4 to 6 lanes) - White Rock Road to Carson Creek (Suncastr Lane)							P D R C
Zone 8 TIM	GP147	Saratoga Way Extension - Phase 2							P D R C
Zone 8 TIM	72332	El Dorado Hills Boulevard/Francisco Drive Intersection Alignment	P D R			P D R	<FINISH DESIGN TO DO R/W SWAP>		
RSTP/Grant	OP005	Metal Beam Guardrail Installation - Various Locations				D			P D R C
Hwy 50, 8, 1-7	GP148	U.S. 50/Bass Lake Road Interchange Improvements - Phase 2							P D R C
Hwy 50, 8, 1-7	71330	U.S. 50/Bass Lake Road Interchange Improvements - Phase 1	P						P D R C
Hwy 50 TIM, Casino	53116	U.S. 50 HOV Lanes (Phase 3) - Ponderosa Road to Greenstone Road	P	P	<PAY CALTRANS FOR BIOLOGICAL/CULTURAL STUDIES; THEN WAIT FOR CASINO \$>				
Hwy 50 & 1-7	71376	U.S. 50/El Dorado Road Interchange Phase 2							P D R C
Hwy 50 & 1-7	71347	U.S. 50/El Dorado Road Interchange Improvements - Phase 1	P	<STOPPED - PRELIMINARY WORK DONE TO FIGURE OUT HEADINGTON EXT. DESIGN>					
Hwy 50 & 1-7	GP150	U.S. 50/Cameron Park Drive Interchange Improvements - Phase 2							P D R C
Hwy 50 & 1-7	GP149	U.S. 50/Cambridge Road Interchange Improvements - Phase 2							P D R C
Hwy 50 & 1-7	71332	U.S. 50/Cambridge Road Interchange Improvements - Phase 1							P D R C
Hwy 50 & 1-7	72359	Cameron Park Drive Study	P	<STOPPED - THIS IS A STUDY>					
Hwy 50	53120	U.S. 50 Mainline Widening at El Dorado Hills	P D						P D R C
Hwy 50	71319	U.S. 50/Camino Area Parallel Capacity/Safety Study	P	<\$ ALREADY COMMITTED TO EDTC STUDY>					
Hwy 50	53121	U.S. 50 Corridor Program Management	P	<STOPPED>					
Hwy 50	53115	U.S. 50 - Westbound Auxiliary Lane - El Dorado Hills Boulevard to Empire Ranch Road							D R C
Developer/SCIPP/OTHER	66109	Bass Lake Road Full Improvements - Phase 1A		D R					P D R C
Developer	GP124	Country Club Drive Extension - Bass Lake Road to Silver Dove Road						D	P D R C
Developer	GP125	Country Club Drive Ext. - Silver Dove Rd to west Bass Lake Hills SP Boundary							P D R C
Developer	GP126	Country Club Drive Realignment - Bass Lake Road to east Bass Lake Hills Specific Plan Boundary							P D R C
Developer	GP130	Runnymede Drive Realignment at El Dorado Road							D R C
Developer	GP165	Missouri Flat Road Widening, Headington Road to Prospector's Plaza							P D R C
Anticipated Grant	GP168	Intelligent Transportation System (ITS) Improvements - Phase 2							D R C
Anticipated Grant	31202	Intelligent Transportation System (ITS) Improvements - Phase 1							P D R C

Legend: Planning Design R/W Construction

March 2, 2009

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10-Year CIP Board Workshop

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*Under Alternative 2A, the following **KEY** projects are programmed for construction by **FY 12/13**:*

– **Highway 50**

- Missouri Flat 1B
- Silva Valley Interchange
- HOV Lanes Phase 1 (El Dorado Hills to Bass Lake Grade)

– **El Dorado Hills**

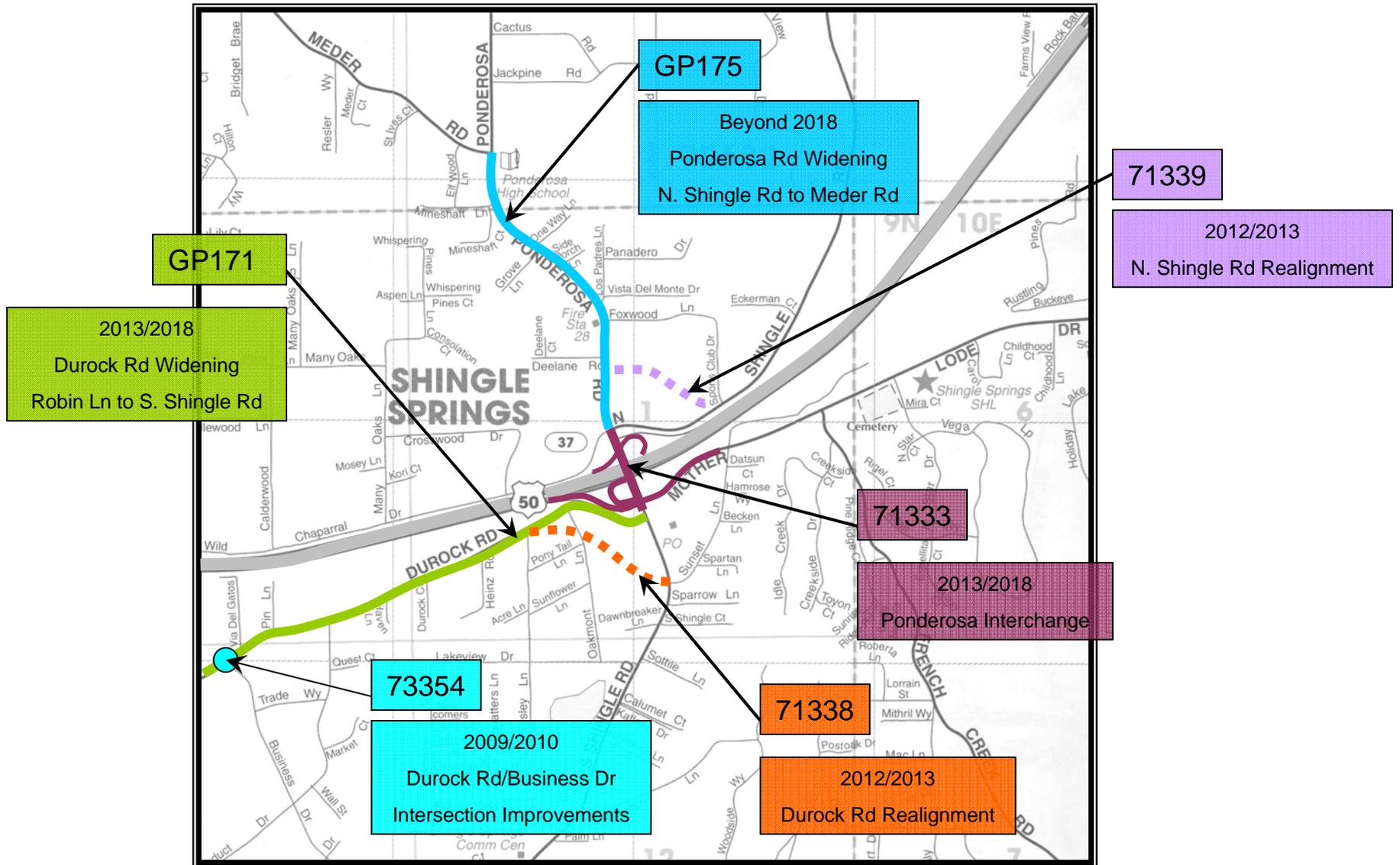
- Latrobe Road Widening 2 to 4 lanes – Golden Foothill Parkway to Investment Blvd

– **West Slope**

- Silver Springs Parkway (Bass Lake Road to Green Valley Road, including intersection signalization)
- 4 Bridge (HBP) Projects including 2 Rubicon Trail bridges (\$2M total, \$26K as the Local Match)
- Projects facilitating Ponderosa Interchange
 - N. Shingle Rd Realignment
 - Durock Rd Realignment

Proposed Ponderosa Interchange Projects:

*PROPOSED COMPLETION YEAR



Under Alternative 2A, the following KEY projects are programmed to be constructed between FY 12/13 and FY 17/18:

– **Highway 50**

- Cameron Park Dr Interchange
- Ponderosa Interchange
- HOV Lanes Phase 2 (Bass Lake Grade to Ponderosa Rd)
- Silva Valley Interchange Phase 3

– **El Dorado Hills**

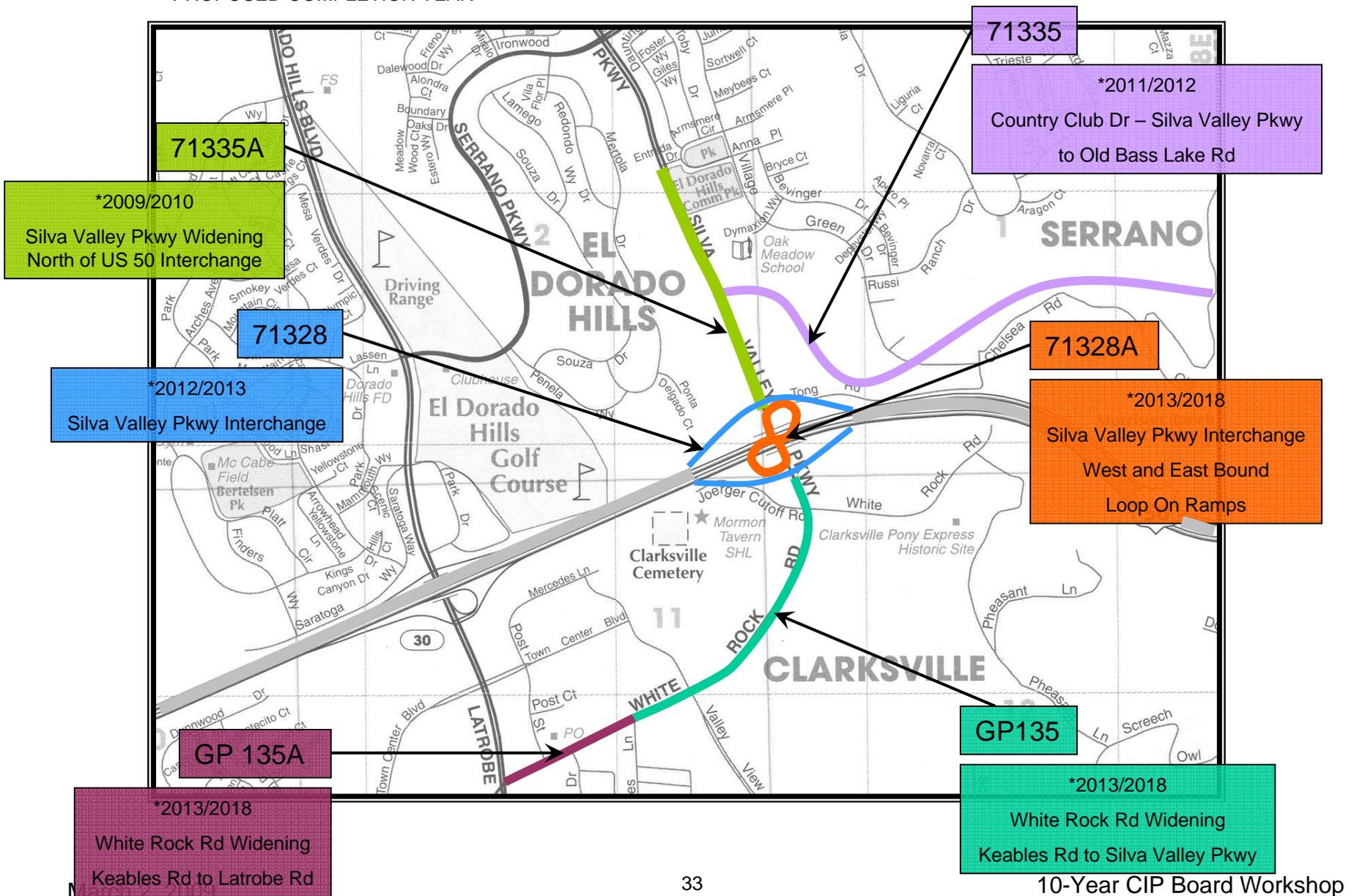
- Latrobe Rd/ White Rock Rd Connector – new road to the West
- Saratoga Way Extension – Phase 1
- White Rock Road widening (to 6 lanes) from Latrobe Rd to Silva Valley Interchange

– **West Slope**

- Diamond Springs Parkway – Phase 1
- Headington Road Extension
- Durock Rd widening – Robin Lane to South Shingle Rd
- Cameron Park Dr widening – Durock Rd to Coach Ln
- Cameron Park / Green Valley Rd Intersection Improvements

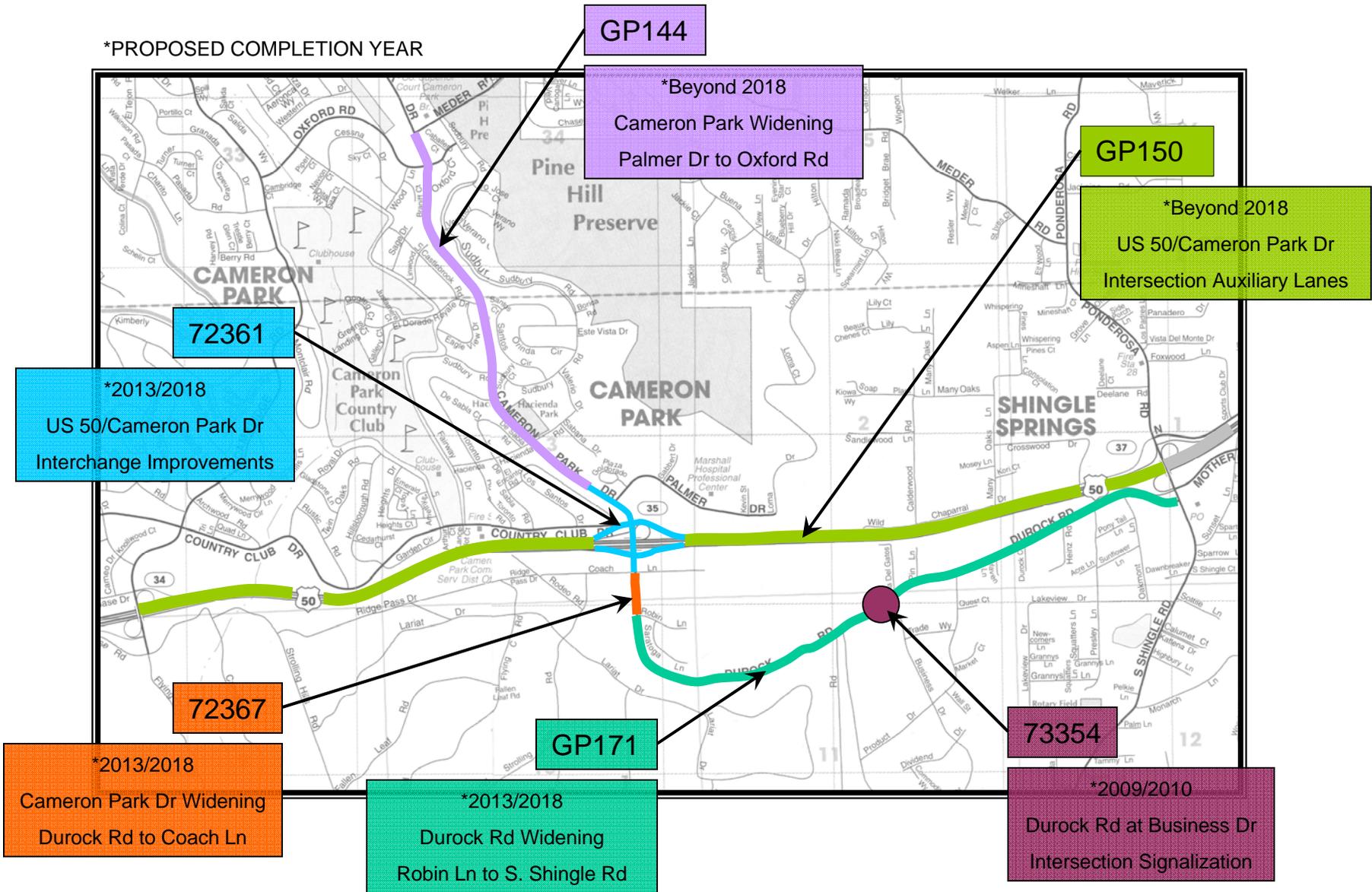
Proposed Silva Valley Interchange Projects:

* PROPOSED COMPLETION YEAR



Proposed Cameron Park Interchange Projects:

*PROPOSED COMPLETION YEAR



March 2, 2009

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10-Year CIP Board Workshop

Under Alternative 2A, the following KEY projects would be postponed for construction beyond FY 17/18:

- El Dorado Hills Blvd Interchange (Zone 8 TIM)
- El Dorado Hills Blvd / Francisco Rd Realignment (Zone 8 TIM)
- Bass Lake Road Interchange (Zone 8, Zones 1-7, and Highway 50 TIM)
- Cambridge Rd Interchange (Zones 1-7 and Highway 50 TIM)
- El Dorado Road Interchange (Zones 1-7 and Highway 50 TIM)
- Pleasant Valley Road (Hwy 49) / Patterson Signalization (Zones 1-7 TIM)

Results for Alternative 2B: Emphasis on Construction:

- In this alternative, the primary focus is on starting projects now that can be constructed by 2018.
- This alternative is very similar to Alt. 2A with these changes:
 - Stopped:
 - Do not finish design for El Dorado Hills Interchange (71323) scheduled for completion in FY 09/10 and Pedestrian Overcrossing (71340) in FY 11/12
 - Delayed signalization of Silva Valley Parkway / Golden Eagle (GP182) by one year to FY 13/14
 - In order to advance:
 - All construction of El Dorado Hills Blvd / Francisco Blvd Intersection Alignment (72332) from beyond 2018 into FY 13/18.
- *Alternative 2A already maximizes construction in the Highway 50 TIM and Zones 1-7 TIM, based on funding.*

Results for Alternative 2C: Emphasis on Design

- Delay all construction on **4** projects to beyond 2018:
 - EDH Blvd / Francisco Dr Intersection Alignment (\$8M)
 - Ponderosa Road interchange (\$9M)
 - Headington Rd Extension (\$10M)
 - Cameron Park Dr/Green Valley Rd Intersection Improvements (\$6M)
- In exchange, Planning/Design is advanced for **24** projects from post-2018 to pre-2018.

Comparison of Alternatives:

DECISION CRITERIA	Alt 2A - A Balanced CIP	Alt 2B - Emphasis on Construction	Alt 2C - Emphasis on Design
# of projects designed by end FY 12/13	32	30	37
# of projects constructed by end FY 12/13	28	28	26
# of projects designed by end FY 17/18	50	48	74
# of projects constructed by end FY 17/18	44	45	40

Agenda

- Purpose
- Background
- Forecasting
- Project Delivery Process
- CIP Alternatives and Implications
 - Description of Alternatives
 - Assumptions
 - Results of Analysis
 - **– Preferred Alternative and Implications**
- Discussion, Direction from Board of Supervisors
- Next Steps

DOT recommends Alternative 2A.

- This alternative keeps some key projects 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, in the 10 year timeframe.
- Most of the revenues available in any given year are spent, but a reasonable cushion is included.

Issues and Challenges with Alternative 2A:

- There is a timing issue with not moving forward the widening of White Rock Road (from 2 to 4 lanes) between Latrobe Rd and the Silva Valley interchange (projects GP135 and GP135A).
 - Silva Valley interchange is scheduled to be built by FY 12/13.
 - Widening White Rock Rd from Silva Valley Interchange to Keables (GP135) has a construction cost estimate of \$7.3M and cannot be built until some time after FY 12/13, given the current revenue forecast in Zone 8.

What happens if DOT gets additional, unexpected funding from the “Economic Recovery Act”?

- No stimulus funding has been included due to the uncertainty surrounding the timing and amount.
- The timing of the arrival of stimulus money may not be until FY 10/11 or FY 11/12, (although a quick delivery time may be required, once the grants are awarded).
- There is a road rehab component and possibly a CIP component.
- El Dorado County may receive \$3 - 5 million.
- ***Reminder: \$1M of stimulus = approximately 30 residential permits in El Dorado Hills.***

The following work would be funded with stimulus funding, (based on current EDCTC priorities):

- Maintain HOV Lane Phase 1 (\$20M)
- Missouri Flat 1B (\$28M)
- Road Rehabilitation based on Pavement Management Priorities (\$2M)
- SPTC Bike Path, Forni Road to Missouri Flat Road (\$350K)

Agenda

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

Should DOT pursue Alternative 2A or something else?

- What focus – Balanced, Design, Construction?
- What are your priorities?
 - How would you re-arrange the project timing?

Shifting project priorities requires:

1. Knowing the project funding needs from the TIM funds for Planning/Design/Right-of-Way and Construction,
2. The TIM revenue available in the applicable TIM Zone(s), by year or period.

TIM funding needs for P/D/R* and Construction:

PROJECTS FUNDED WITH SOME/ALL TIM DOLLARS (\$M)			Planning, Design and R/W	Construction											TIM Total	TOTAL
FUNDING	NUMBER	NAME	Total TIM \$ for Plan, Design, R/W	Total TIM \$ for Construction	08/09	09/10	10/11	11/12	12/13	13/18	Future	TIM Total beg. 08/09	TOTAL COST			
PROJECTS WITH TIM FUNDING PRIMARILY FROM ZONES 1-7 TIM	Zones 1-7 TIM/Utility	73354	Durock Road/Business Center Drive Intersection Signalization	0.03	1.95	0.03		1.95				1.98	4.18			
	Zones 1-7 TIM/RSTP/Grant	77114	Green Valley Road at Weber Creek - Bridge Replacement	0.06	0.39	0.01	0.04		0.10	0.29		0.45	10.46			
	Zones 1-7 TIM/RSTP/Grant	77115	Sly Park Road at Clear Creek Crossing - Bridge Rehabilitation	0.03	0.07	0.03		0.06	0.02			0.10	4.05			
	Zones 1-7 TIM/Grant	77119	Blair Road Bridge Replacement	0.00	0.36							0.36	3.65			
	Zones 1-7 TIM/Grant	77109	Green Valley Road at Tennessee Creek - Bridge Replacement	0.11	0.94	0.11		0.13	0.29	0.52			1.05	7.58		
	Zones 1-7 TIM/Grant	73358	Pleasant Valley Road at Oak Hill Road Intersection Improvements	0.24	0.76	0.02	0.22		0.76				1.00	1.00		
	Zones 1-7 TIM/Anticipated Grant	73320	Pleasant Valley Road (SR 49)/Patterson Drive Intersection Signalization	1.33	3.86	0.19	0.84	0.30				3.86	5.19	6.56		
	Zones 1-7 TIM/Developer/MCFP	72334	Diamond Springs Parkway - Phase 1	3.38	3.29	1.42		0.51			3.29		6.67	29.41		
	Zones 1-7 TIM	GP166	Bass Lake Road Widening - U.S. 50 to Silver Springs Parkway, Phase 1B	4.53	14.50							4.53	14.50	19.03		
	Zones 1-7 TIM	GP144	Cameron Park Drive Widening - Palmer Drive to Oxford Lane	5.00	10.37							5.00	10.37	15.37		
	Zones 1-7 TIM	73150	Cameron Park Drive/Green Valley Road Intersection Improvements	0.87	5.67	0.25	0.60	0.12			5.67		6.54	6.54		
	Zones 1-7 TIM	72367	Cameron Park Widening - Durock Rd to Coach Lane	6.79	2.30				0.12	0.30	6.37	2.30	9.09	9.09		
	Zones 1-7 TIM	72368	Diamond Springs Parkway - Phase 2	0.19	0.94							0.19	0.94	1.13		
	Zones 1-7 TIM	GP171	Durock Road Widening - Robin Lane to South Shingle Road	3.43	5.40			0.20	0.74		2.49	5.40	8.83	8.83		
	Zones 1-7 TIM	GP179	Green Valley Road Widening - Deer Valley Road East to Lotus Road	1.36	4.54							1.36	4.54	5.90		
	Zones 1-7 TIM	71375	Headington Road Extension - Missouri Flat Road to El Dorado Road	0.50	7.95	0.23	0.27					7.95	8.45	8.68		
	Zones 1-7 TIM	GP163	Missouri Flat Rd Two-Way Left Turn Lane - El Dorado Rd to Headington Rd	0.40	1.08							0.40	1.08	1.48		
	Zones 1-7 TIM	GP155	Mother Lode Drive - Greenstone Road to Pleasant Valley Road	0.85	4.00							0.85	4.00	4.85		
	Zones 1-7 TIM	73307	Mother Lode Drive/Pleasant Valley Road Intersection Improvements	1.80	5.90							1.80	5.90	7.70		
	Zones 1-7 TIM	GP173	Pleasant Valley Road Widening - Pearl Place to Big Cut Road in Diamond Springs	1.06	2.38							1.06	2.38	3.44		
	Zones 1-7 TIM	GP174	Pleasant Valley Road Widening from Big Cut Road to Cedar Ravine Road	0.53	2.27							0.53	2.27	2.80		
	Zones 1-7 TIM	GP160	Pleasant Valley Road Widening from El Dorado Road to State Route 49	0.47	0.81							0.47	0.81	1.28		
	Zones 1-7 TIM	GP175	Ponderosa Road Widening from North Shingle Road to Medler Road	1.06	2.38							1.06	2.38	3.44		
	Zones 1-7 TIM	GP177	State Route 49 Passing Lanes from SR93 (in Cost) to the northern County Line	0.94	3.35							0.94	3.35	4.29		
	Zones 1-7 TIM	GP176	State Route 49 Widening from Pleasant Valley Road to Missouri Flat Road	3.28	5.72							3.28	5.72	9.70		
	PROJECTS WITH TIM FUNDING PRIMARILY FROM ZONES 8-11 TIM	Zone 8 RSTP Grant	71340	U.S. 50/El Dorado Hills Blvd Interchange - Pedestrian Overcrossing	0.64	1.60		0.33	0.21	0.10			1.60	5.24		
		Zone 8 TIM/Developer	GP137	White Rock Road Widening (2 to 4 lanes) - Manchester Drive to Sacramento County Line	0.00	1.03							1.03	1.03		
		Zone 8 TIM, EDH Biz Park	72350	Latrobe Road Widening (2 to 4 lanes) - Golden Foothill Parkway (south) to Investment Boulevard	0.00	0.50			0.50				0.50	3.17		
		Zone 8 TIM	GP183	El Dorado Hills Boulevard Widening - Lassen Lane to Park Drive	0.29	1.03						0.29	1.03	1.32		
		Zone 8 TIM	72332	El Dorado Hills Boulevard/Francois Drive Intersection Alignment	0.64	12.35	0.07			0.57		8.00	4.35	12.99		
Zone 8 TIM		GP178	Green Valley Road Widening - Francisco to Salmon Falls Road	0.93	1.51							0.93	1.51	2.44		
Zone 8 TIM		GP159	Green Valley Road Widening from Salmon Falls Road to Deer Valley Road	4.93	10.58							4.93	10.58	15.51		
Zone 8 TIM		GP154	Latrobe Road Widening (4 to 6 lanes) - White Rock Road to Carson Creek (Suncoast Lane)	3.84	7.24							3.84	7.24	11.08		
Zone 8 TIM		86116	Latrobe Road/White Rock Road Connector (New Road)	9.19	14.60				0.55	1.44	7.20	14.60	23.79	24.01		
Zone 8 TIM		71324	Saratoga Way Extension - Phase 1	7.00	7.40	0.18	0.05			0.36	6.42	7.40	14.40	15.06		
Zone 8 TIM		GP147	Saratoga Way Extension - Phase 2	0.68	3.68							0.68	3.68	4.36		
Zone 8 TIM		GP182	Silva Valley Parkway/Golden Eagle Lane Intersection Signalization	0.30	0.45				0.07	0.22	0.45		0.75	0.75		
Zone 8 TIM		71323	U.S. 50/El Dorado Hills Boulevard Interchange Improvements	3.11	23.64	0.18	0.03				2.35	0.56	23.64	26.75		
Zone 8 TIM		GP152	White Rock Road Widening - 4 to 6 Lanes, Latrobe Road to US50/Silva Valley Parkway	1.20	6.48						1.20	6.48	7.68	7.68		
Zone 8 TIM		73310	White Rock Road/Post Street Signal	0.04	0.53	0.04	0.16	0.01	0.37				0.57	0.61		
Zone 8 TIM		GP181	White Rock Road/Windfield Way Intersection Signalization	0.38	0.61				0.38			0.61	0.99	0.99		
Zone 8, Dev Adv		GP135	White Rock Road Widening (2 to 4 lanes) - Latrobe Road to US 50/Silva Valley Parkway	1.85	7.30		0.10		0.70	1.05		7.30	9.15	22.32		
Zone 8 TIM		GP135A	White Rock Road Widening (2 to 4 lanes) - Latrobe Road to Keables	0.27	0.00	0.04	0.23						0.27	1.99		
PROJECTS WITH TIM FUNDING PRIMARILY FROM HWY 50 TIM		Silva Valley	71335	Country Club Drive - Silva Valley Parkway to Old Bass Lake Road	4.42	7.99	0.43	4.00	4.18	3.41			12.01	12.21		
		Silva Valley	71335A	U.S. 50/Silva Valley Parkway Interchange - Phase 1	0.37	2.29	0.22	0.15	2.29				2.66	2.66		
	Silva Valley	71328	U.S. 50/Silva Valley Parkway Interchange - Phase 2	14.44	37.30	0.17	0.32	7.05	6.90	23.00	14.30	51.74	52.07			
	Silva Valley	71328A	U.S. 50/Silva Valley Parkway Interchange - Phase 3	1.50	9.00						1.50	9.00	10.50	10.50		
	Hwy 50, 8, 1-7, Other	71330	U.S. 50/Bass Lake Road Interchange Improvements - Phase 1	3.52	15.55	0.00						3.51	15.55	19.06		
	Hwy 50, 8, 1-7	GP148	U.S. 50/Bass Lake Road Interchange Improvements - Phase 2	4.99	18.65							4.99	18.65	23.64		
	Hwy 50 TIM/Grant/MC&FP	71336	U.S. 50/Missouri Flat Road Interchange Improvements - Phase 1B	0.41	0.00	0.41						0.41	37.58			
	Hwy 50 TIM, Casino, RSTP	53110	U.S. 50 HOV Lanes (Phase 1) - El Dorado Hills to Bass Lake Grade	0.00	12.73		5.48	4.61	2.64				12.73	40.47		
	Hwy 50 TIM, Casino	53113	U.S. 50 HOV Lanes (Phase 2) - Bass Lake Grade to Ponderosa Road	0.10	0.00	0.05	0.05					0.10	36.59			
	Hwy 50 TIM, Casino	53116	U.S. 50 HOV Lanes (Phase 3) - Ponderosa Road to Greenstone Road	0.15	0.00	0.00						0.15	52.85			
	Hwy 50 & 1-7	72359	Cameron Park Drive Study	0.12	0.00	0.01						0.12	0.13			
	Hwy 50 & 1-7	71332	U.S. 50/Cambridge Road Interchange Improvements - Phase 1	4.08	6.53							4.08	6.53	10.61		
	Hwy 50 & 1-7	GP149	U.S. 50/Cambridge Road Interchange Improvements - Phase 2	3.18	12.32							3.18	12.32	15.50		
	Developer	GP165	Missouri Flat Road Widening, Headington Road to Prospector's Plaza	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
	Hwy 50 & 1-7	72361	U.S. 50/Cameron Park Drive Interchange Improvements - Phase 1	13.26	44.72	0.17	0.03	0.86	1.60	1.60	9.00	44.72	57.98	58.87		
	Hwy 50 & 1-7	GP150	U.S. 50/Cameron Park Drive Interchange Improvements - Phase 2	2.45	12.10							2.45	12.10	14.55		
	Hwy 50 & 1-7	71347	U.S. 50/El Dorado Road Interchange Improvements - Phase 1	0.55	2.82	0.02						0.54	2.82	3.37		
	Hwy 50 & 1-7	71376	U.S. 50/El Dorado Road Interchange Phase 2	1.38	5.89							1.38	5.89	7.27		
Hwy 50 & 1-7	71338	U.S. 50/Ponderosa Rd Interchange - Durock Rd Realignment	3.08	3.96			0.70	2.38	3.96			7.04	7.04			
Hwy 50 & 1-7	71339	U.S. 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	4.12	4.40			0.75	3.37				8.52	8.52			
Hwy 50 & 1-7	71333	U.S. 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	5.09	18.26	0.48	0.26				4.35	18.26	23.35	23.71			
Hwy 50	53115	U.S. 50 - Westbound Auxiliary Lane - El Dorado Hills Boulevard to Empire Ranch Road	0.40	3.28							0.40	3.28	3.68			
Hwy 50	53121	U.S. 50 Corridor Program Management	2.04	0.00	0.04						2.00	2.04	2.42			
Hwy 50	53120	U.S. 50 Mainline Widening at El Dorado Hills	0.55	1.27	0.01						0.54	1.27	1.82			
Hwy 50	71319	U.S. 50/Camino Area Parallel Capacity/Safety Study	1.03	2.96	0.20	0.20					0.63	2.96	3.99			
Developer/Old TIM Funds	86108	Silver Springs Pkwy to Bass Lake Rd (south segment)	1.00	0.00		1.00						1.00	6.28			

* Planning, Design, and Right-of-Way

Revenue (\$M) available for TIM Zone 8:

	FY 09/10	FY 10/11	FY 11/12	FY 12/13	13/18
Net Cumulative Revenue*	3.3	3.8	6.3	9.3	72.5
Less Cushion	-1.0	-1.0	-1.0	-1.0	-1.0
Net Cumulative Revenue (if nothing is spent on projects)	2.3	2.8	5.3	8.3	71.5
Change from previous year		+0.5	+2.5	+3.0	+63.2

*** Total Cumulative Revenue less allowances for reimbursement agreements, affordable housing, TIM program annual update, Traffic model update, etc.)**

Revenue (\$M) available for TIM Zones 1-7:

	FY 09/10	FY 10/11	FY 11/12	FY 12/13	13/18
Net Cumulative Revenue*	20.5	21.4	24.9	29.4	102.1
Less Cushion	-1.0	-1.0	-1.0	-1.0	-1.0
Net Cumulative Revenue (if nothing is spent on projects)	19.1	20.0	23.5	28.0	99.1
Change from previous year		+0.9	+3.5	+4.5	+71.1

*** Total Cumulative Revenue less allowances for reimbursement agreements, affordable housing, TIM program annual update, Traffic model update, future bridge/intersection match, etc.)**

Revenue (\$M) available for Highway 50 TIM:

	FY 09/10	FY 10/11	FY 11/12	FY 12/13	13/18
Net Cumulative Revenue*	16.7	20.4	23.1	27.0	69.4
Less Cushion	-1.0	-1.0	-1.0	-1.0	-1.0
Net Cumulative Revenue (if nothing is spent on projects)	15.7	19.4	22.1	26.0	68.4
Change from previous year		+3.7	+2.7	+3.9	+42.4

**** Total Cumulative Revenue less allowances for reimbursement agreements, affordable housing, TIM program annual update, Traffic model update, etc.)***

Agenda

- Purpose
- Background
- Forecasting
- Project Delivery Process
- CIP Alternatives and Implications
- Discussion, Direction from Board of Supervisors

→ • Next Steps

Next Steps:

- Return with answers to your questions.
- Update the analysis based on your feedback.
- Develop the FY 09/10 budget for the Department.
- Return with the complete Departmental CIP/EIP/ACIP for adoption in mid April.
- CIP sets foundation for TIM Fee annual update in early May.
- If the forecasts 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):

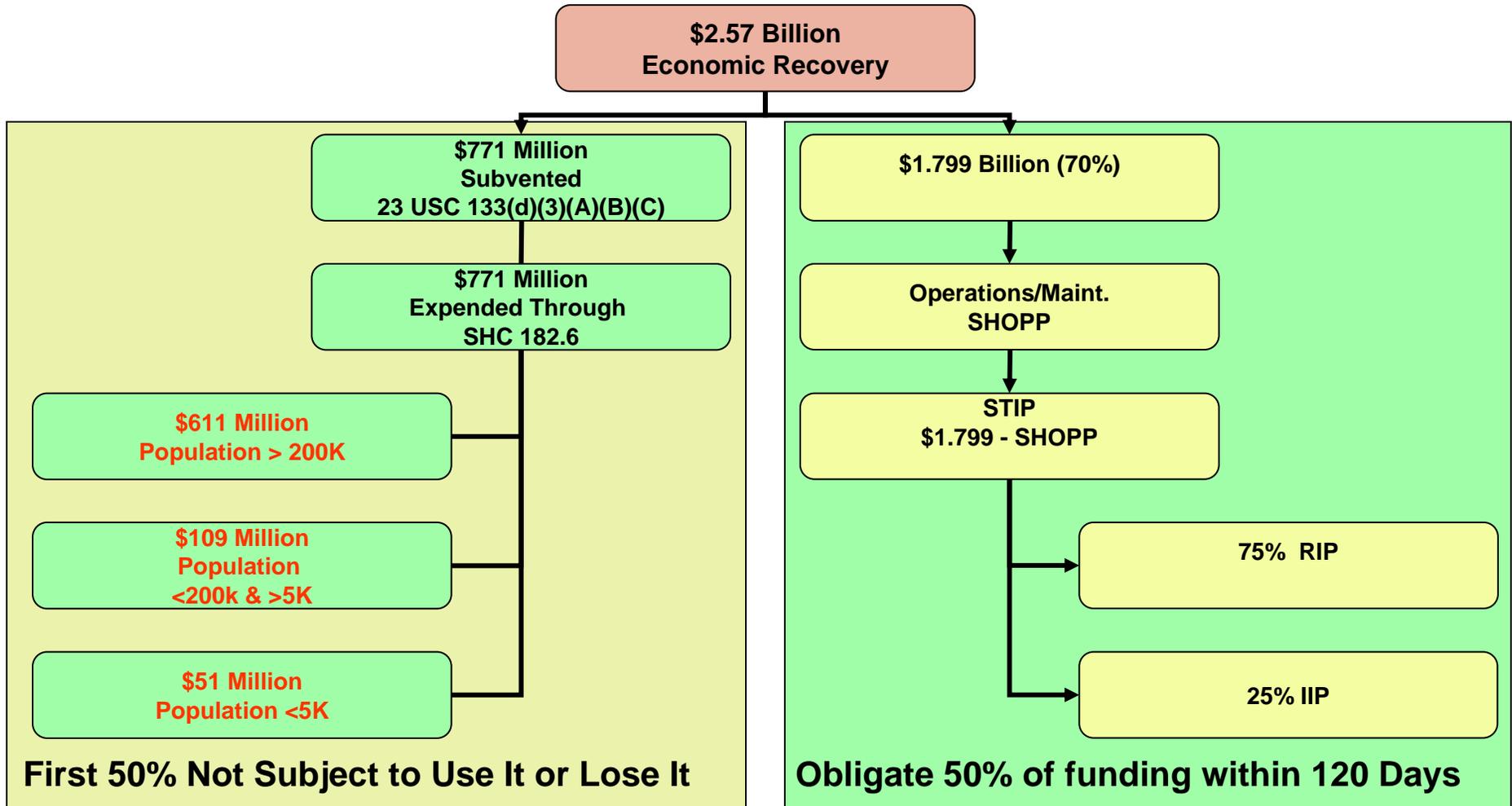
- **MC&FP:** Master Circulation and Funding Plan: Proposed sale of bonds by Missouri Flat CFD to fund projects such as the Missouri Flat Interchange and Diamond Springs Parkway. Bond debt is to be repaid with incremental sales tax and property tax generated from new business in the plan area.
- **PA & 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

Back-up

HR 1
CALIFORNIA DISTRIBUTION
EXISTING LAW



Source: CSAC Remaining Funds Must Be Obligated No Later Than 1 Year from Apportionment

DRAFT CALIFORNIA DISTRIBUTION

**\$2.57 Billion
Economic Recovery**

**\$1.606 Billion
to Regions
(Includes 62.5% of any
TE Takedown)**

**\$963 Million to State
(Includes 37.5% of any
TE Takedown)**

**\$1.272 Billion
Population > 200K**

**\$227 Million
Population
<200k & >5K**

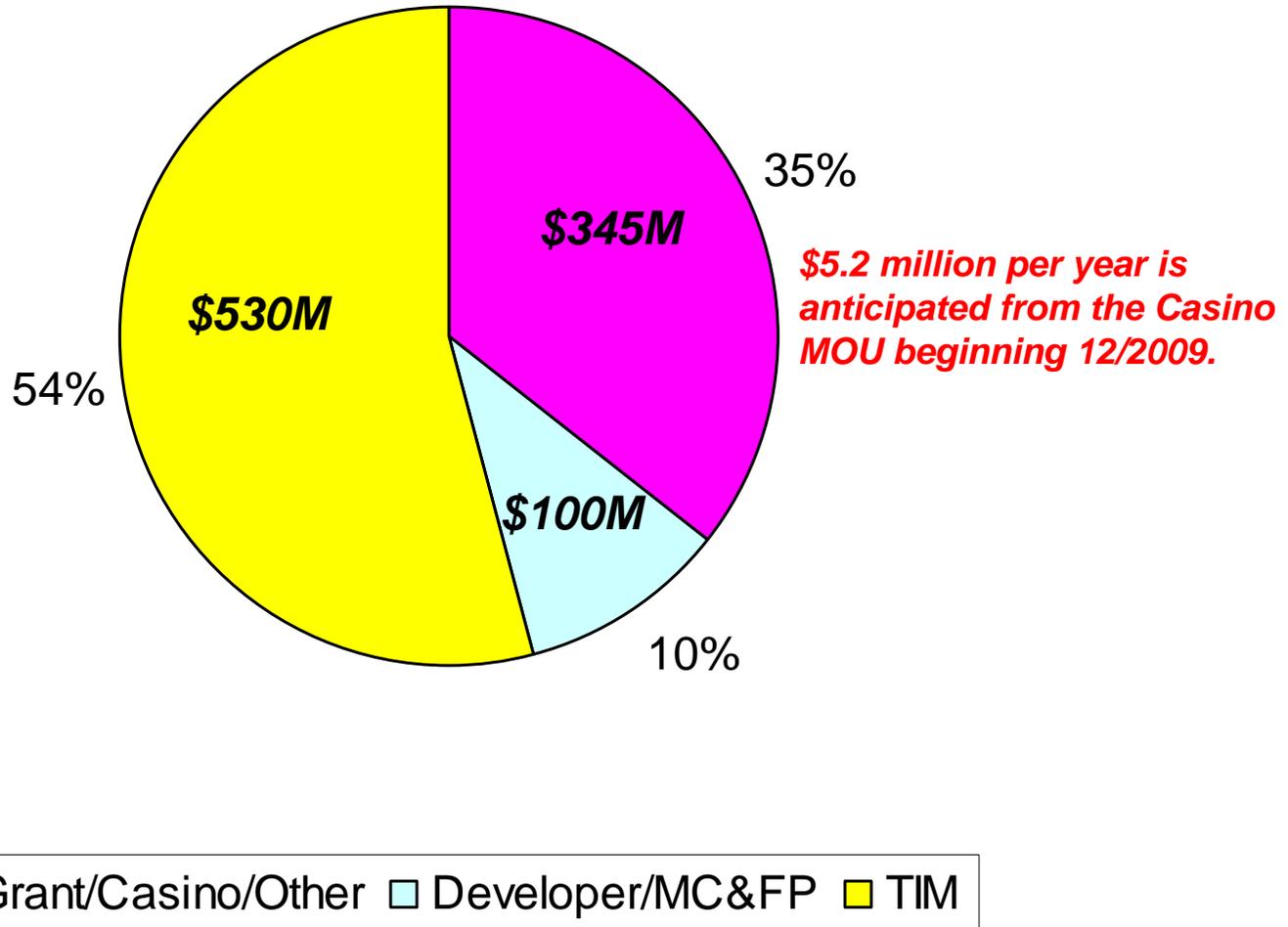
**\$107 Million
Population <5K**

**SHOPP
PROPOSITION 1B
Statewide TE**

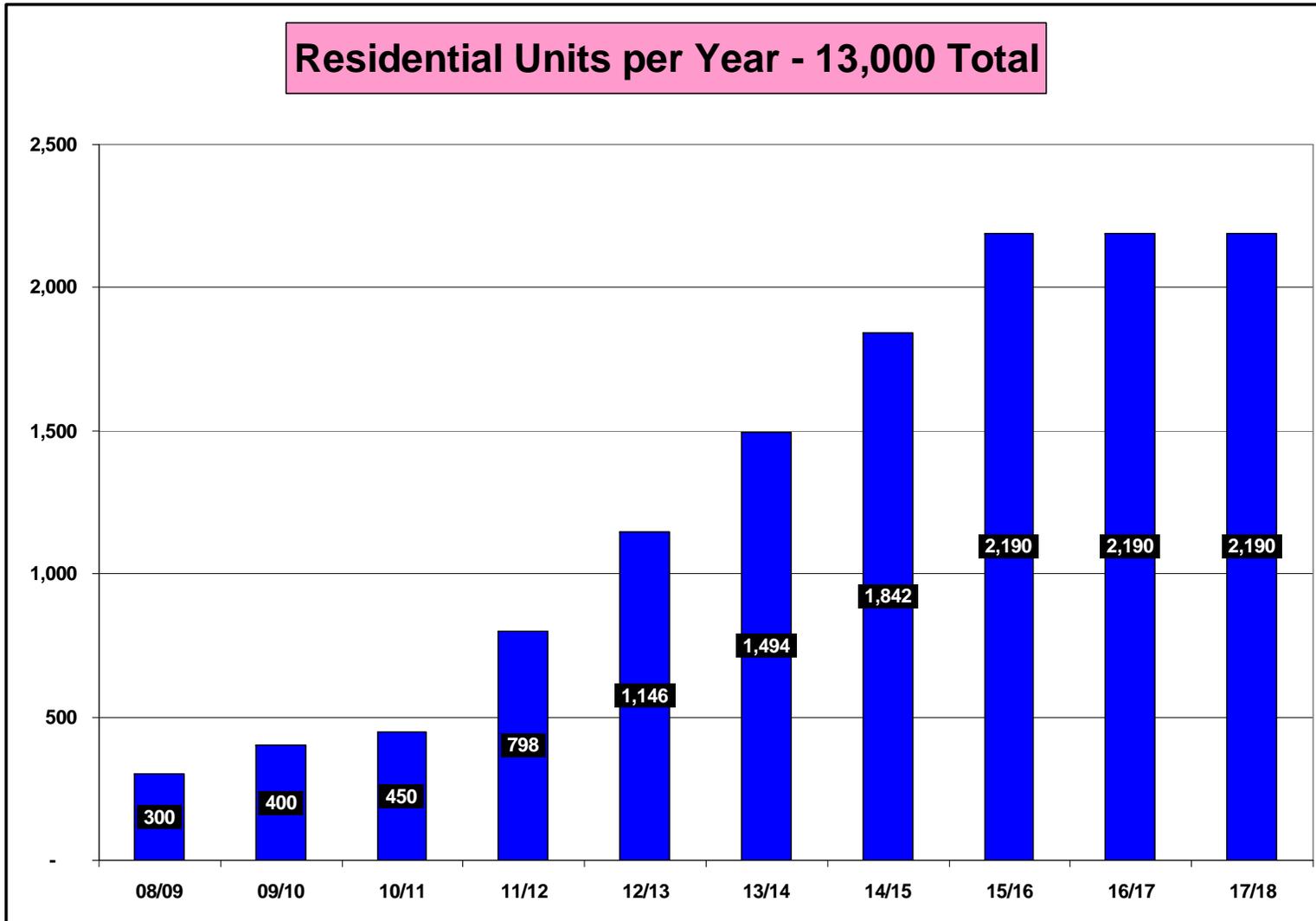
Regions consider priority selection to Cities and Counties
for a minimum of 40% of share
(\$642 Million total)

Source: CSAC

Because TIM Fee revenue contributes about 1/2 of DOT's overall CIP revenue, many projects will be affected over the next few years.



Presented at 1/13/09 Board Meeting:



Presented at 1/13/09 Board Meeting:

TIM Fee Program						
46% of Fiscal Year 08/09						
July 1 - December 15, 2008						
Number of Single & Multi Family Permits						
	Forecast	Actual			Annualized	
	<u>FY 08/09</u>	<u>Jul - Dec</u>	<u>%</u>		<u>12 Months</u>	<u>%</u>
Blackstone Prepaid	100	9	9%		19.6	20%
EDH Full Fee	100	14	14%		30.5	31%
Zone 8	200	23	12%		50.1	25%
Zones 1-7	100	71	71%		154.8	155%
Total Permits	300	94	31%		204.9	68%

Presented at 1/13/09 Board Meeting:

Housing Permits Issued & 9/15/08 CIP Estimate

