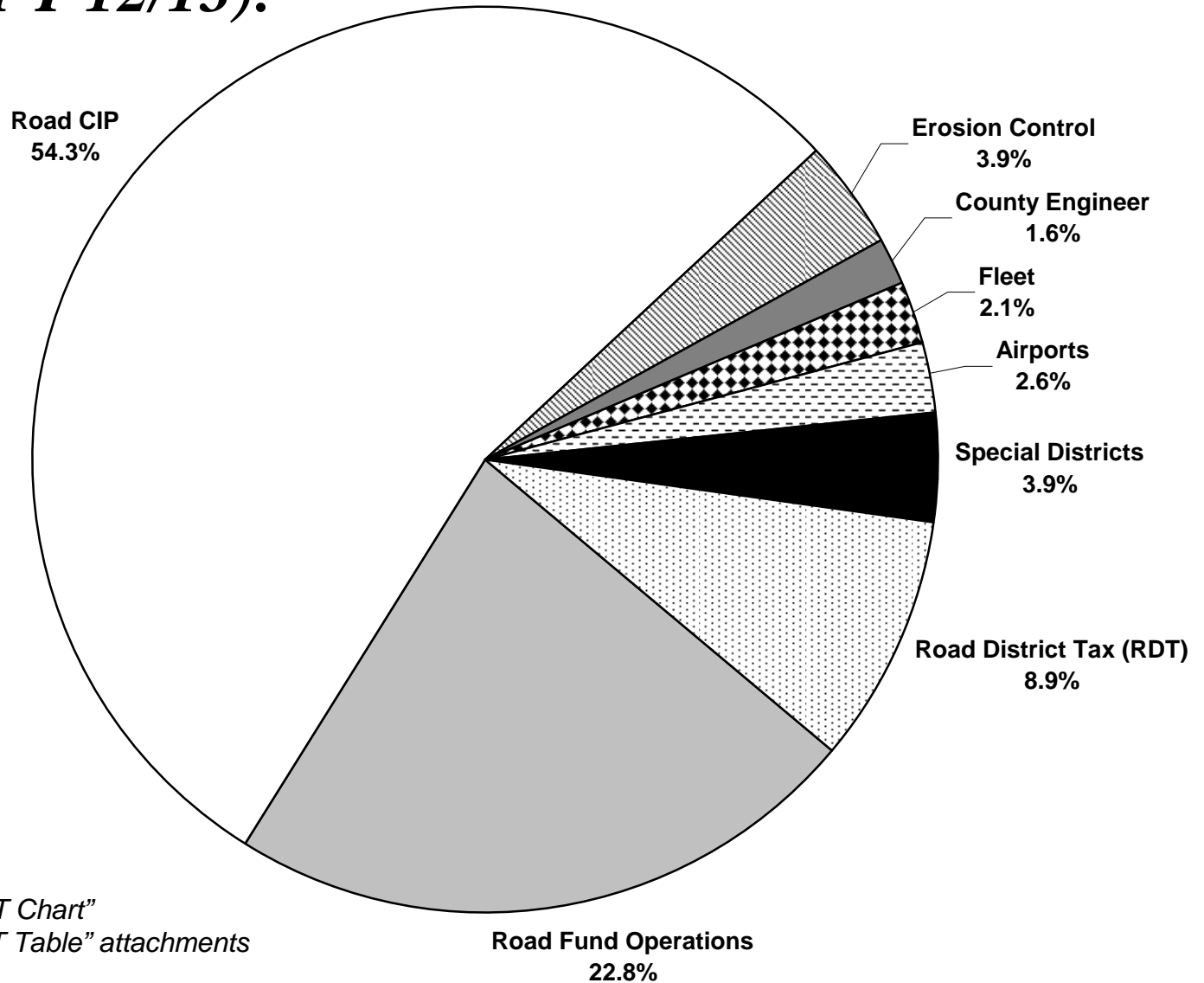


# *How DOT's Proposed CIP Ties Into DOT's Overall Budget*

Department of Transportation  
Prepared for the Board of Supervisors  
April 17, 2012

Legistar Item #11-1324

# *The CIP is approx. 54% of DOT's overall budget (proposed FY 12/13):*



See "Components of DOT Chart"  
and "Components of DOT Table" attachments  
for more information.

# *Topics for today's discussion:*

- DOT's 10 year financial history
- Road Maintenance (Primarily Road Fund, General Fund)
  - History
  - Organizational Structure
  - Proposed 12/13 Work Plan
- Road Fund – 5 year forecast
- W. Slope Road/Bridge CIP (Primarily TIM Fees, Grants)
  - History
  - Projects proposed to be automatic “ins” or “Givens”
- Discretionary \$ and options
- Airports (Airport Enterprise Funds, FAA grants, ACO matching funds)
- Tahoe EIP (Grants)
- Board Direction

# ***Background: Revenue sources and where each can be used:***

- **“Road Fund”**: Various entitlements received by the County for general road purposes. The top 4 sources of funding projected for fiscal year 2012/13 include:

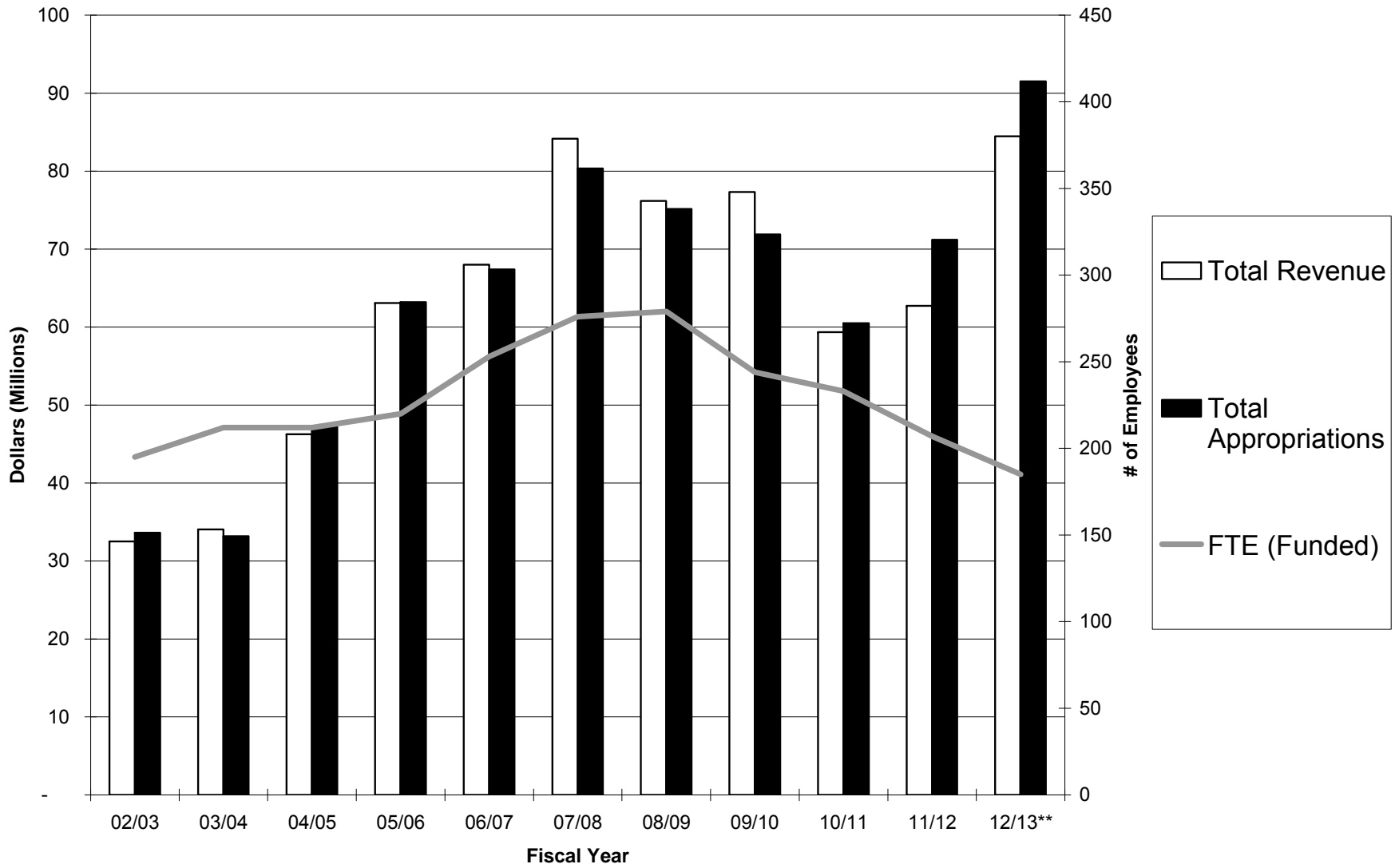
<b>FUND TYPE</b>	<b>REVENUE (\$M)</b>	<b>RESTRICTED</b>	<b>ALLOWABLE USES</b>
<b>State Highway Users Tax (“Gas Tax”)</b>	<b>8.42</b>	<b>YES</b>	<b>Roads only</b>
<b>Road District Tax (RDT)</b>	<b>4.70</b>	<b>YES</b>	<b>Roads only</b>
<b>Miscellaneous*</b>	<b>1.89</b>	<b>YES</b>	<b>Reimbursements</b>
<b>Public Utility Franchise Fees (PUFF)</b>	<b>0.66</b>	<b>NO</b>	<b>Board Discretion</b>

*\* Interest, permits and fees, billings to outside sources or other departments/funds (e.g., County Engineer, Fleet, Special District, etc.), RSTP*

# *Background: Revenue sources and where each can be used (cont.):*

- **State Highway Users Tax (aka “Gas Tax”):** Provided for under the Streets and Highway Code, Sections 2104-2106. Most of this funding is calculated by formula based on the number of licensed vehicles and maintained mileage.
- **Road District Tax:** A percentage of property taxes.
- **Public Utility Franchise Fees:** Provided for under the Streets and Highway Code, Sections 680-694. Public utility companies have entered into franchise agreements that provide for the payment of franchise fees to the County based on a percentage of power sales.
- **General Fund:** Can be used for anything the Board directs DOT to use it for, including capital overlays, road maintenance, matching funds for bridge grants, etc.
- **Federal/State Grants:** Grants awarded for various types of (primarily) capital projects.
- **MC&FP:** Master Circulation and Funding Plan: A portion of the sales and property tax collected in the MC&FP district, that is to be used to fund roadway capital improvement projects inside the district (e.g., Missouri Flat Interchange, Diamond Springs Parkway).
- **TIM Fees:** Capital projects in “Exhibit B” of the most current Board adopted TIM Fee Resolution
  - 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 (TIM Fee Program Zone 8)
  - Highway 50 TIM: Traffic Impact Mitigation fees collected in all Zones to fund road improvements along the Highway 50 Corridor
  - Zones 1-7 TIM: Traffic Impact Mitigation Fees to fund road improvements in the remainder of the county (TIM Fee Program Zones 1-7), excluding El Dorado Hills and Tahoe.
- **RSTP:** Regional Surface Transportation Program: This program was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. Various types of projects are eligible for funding from the RSTP including, but not limited to: construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on Federal-aid highways and bridges; safety improvements on public roads of all functional classifications; capital costs for transit projects eligible for assistance under the Federal Transit Act; etc.
  - **Urban RSTP:** Can only be used in the urbanized area based on the Sacramento Urbanized Area Map 2000. El Dorado Hills is part of the Sacramento Urbanized Area.
  - **Rural RSTP:** Can only be used in areas that are not considered urban.

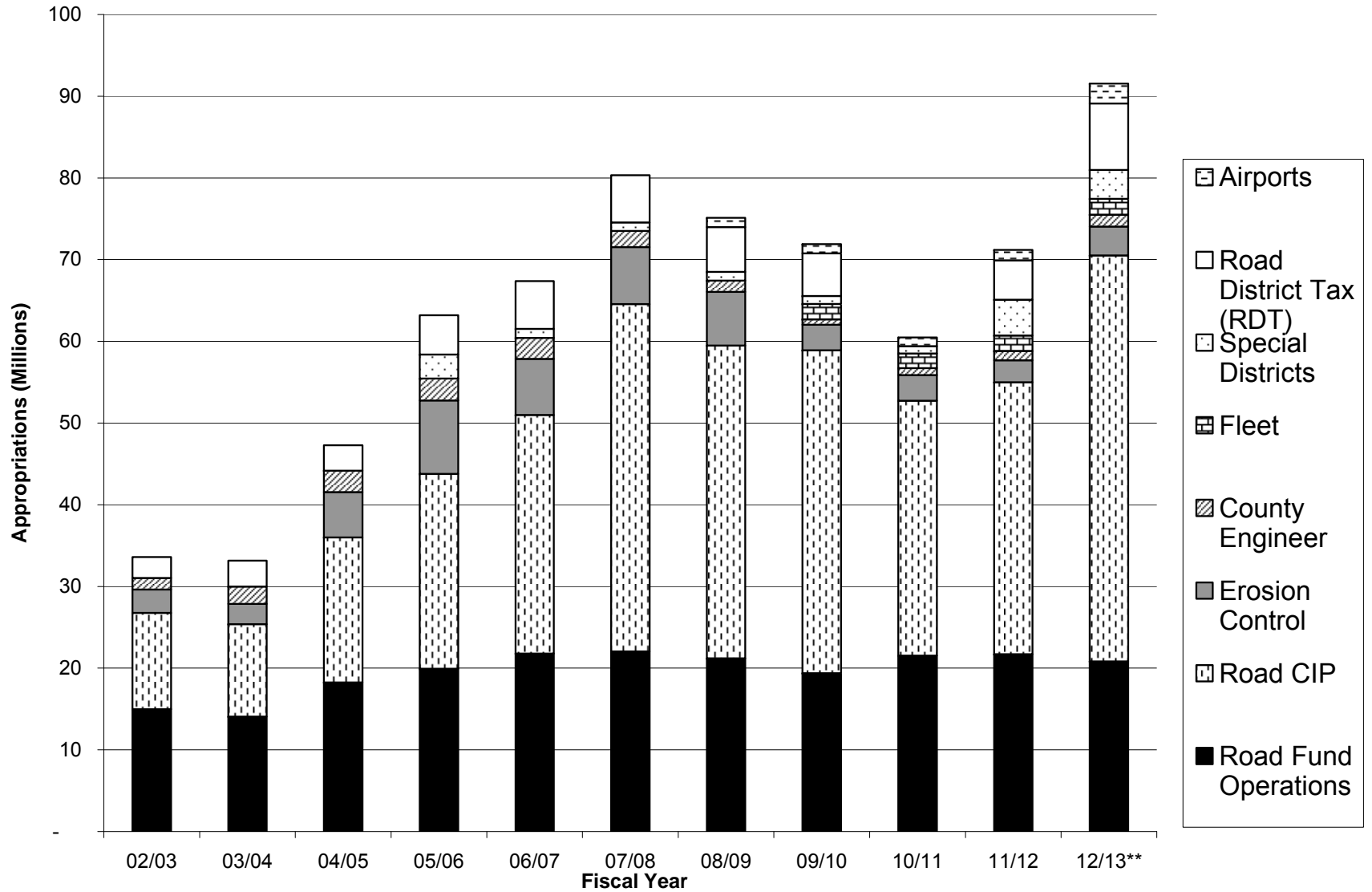
## Department of Transportation - History of Revenues/Appropriations and Staffing Levels\*



\* Does not include General Fund Units assigned to DOT from FY09/10 to FY11/12, and SLT Transit

\*\* Estimated Proposed Budget for FY12/13 - As of 4/6/12

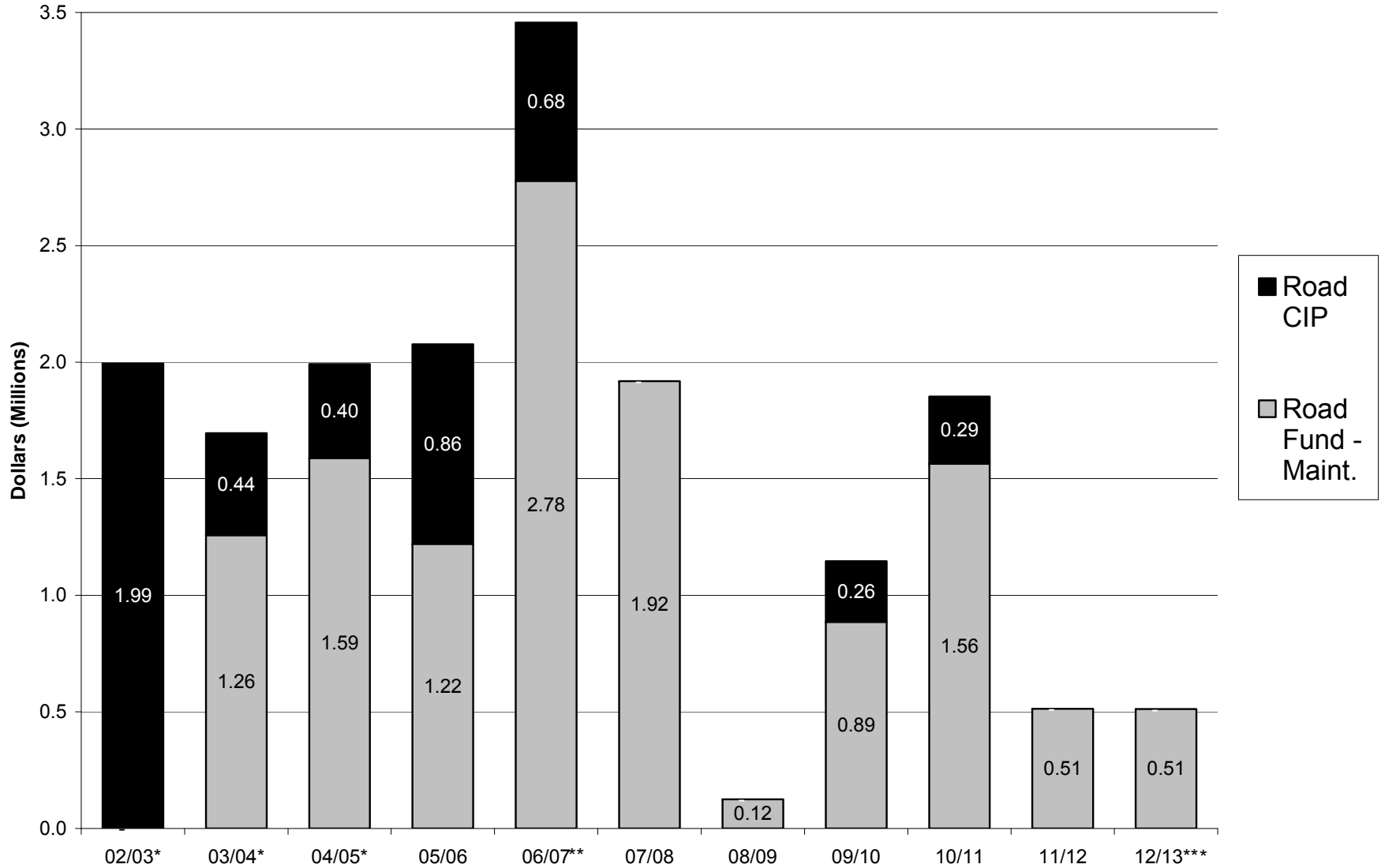
### Components of DOT\*



\*Does not include: General Fund Units assigned to DOT from FY09/10 to FY11/12 or SLT Transit

\*\* Estimated Proposed Budget for FY12/13 - As of 4/6/12

## Department of Transportation - General Fund Contribution to Road Fund and Road CIP



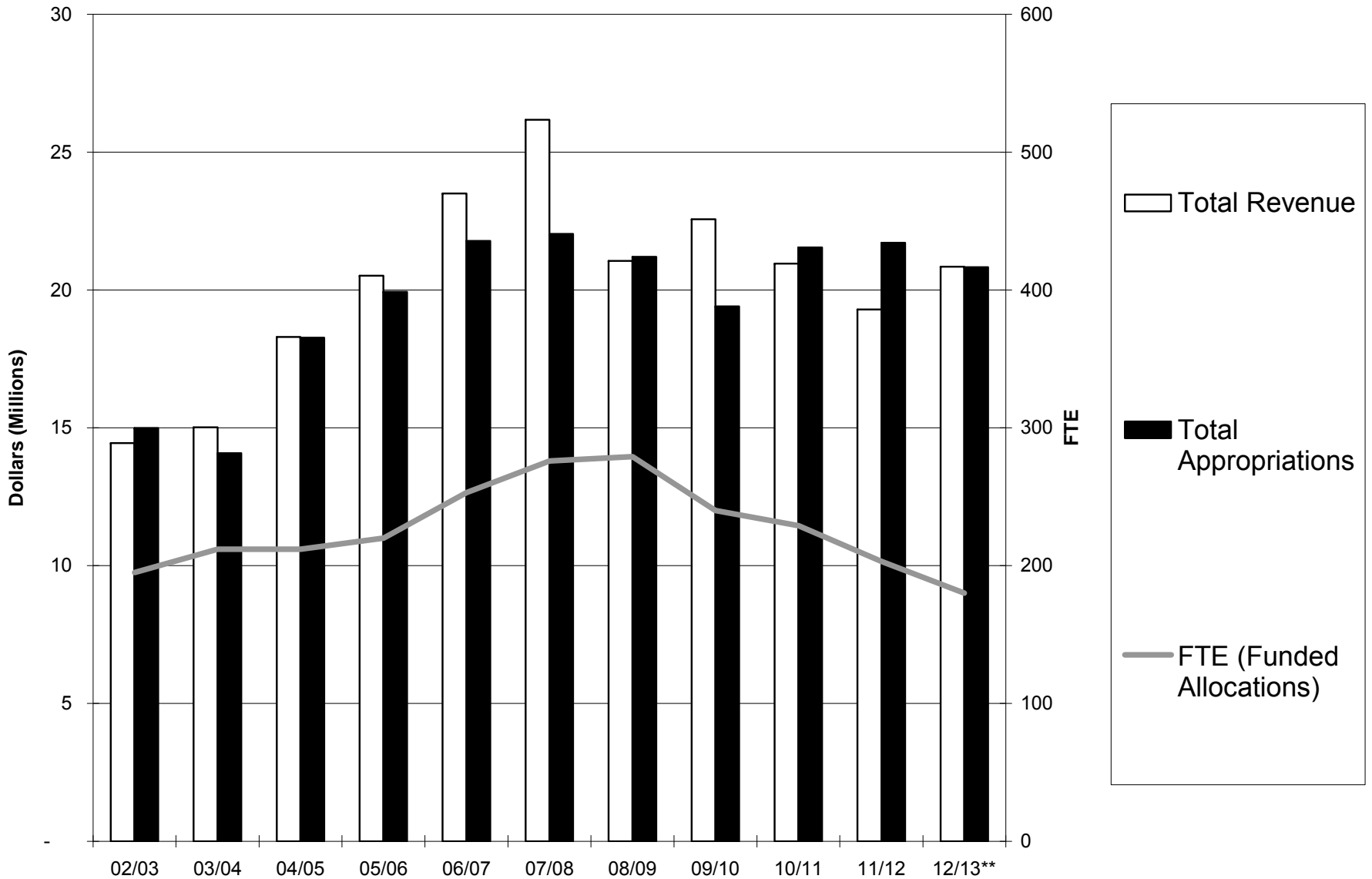
\* FY 02/03, 03/04 & 04/05 include Measure H Funding

\*\* FY 06/07 includes extra funding due to storm issues

\*\*\* Estimated Proposed Budget for FY12/13 - As of 4/6/12



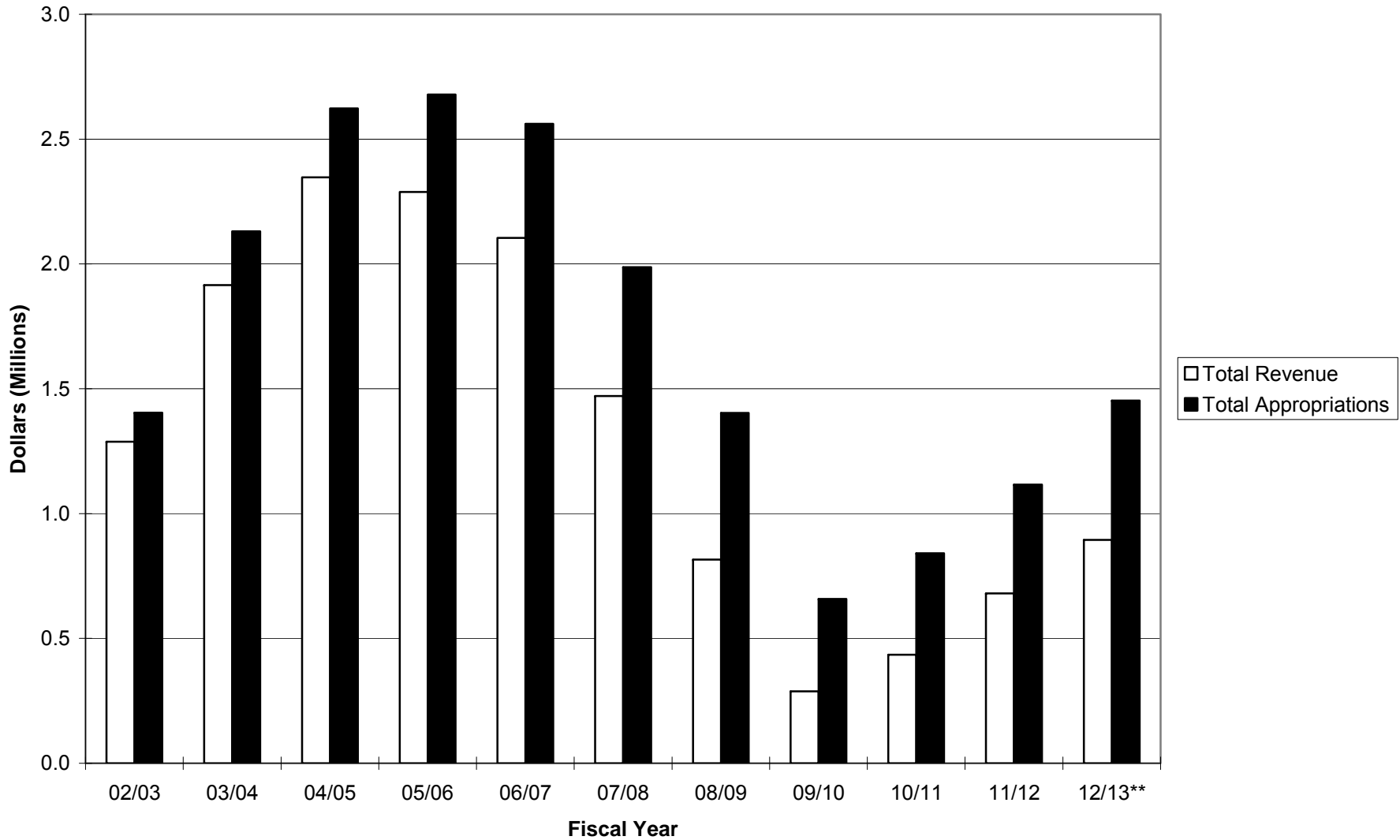
# Department of Transportation - Road Fund & Road District Tax



See "Components of Road Fund" attachment

Fiscal Year

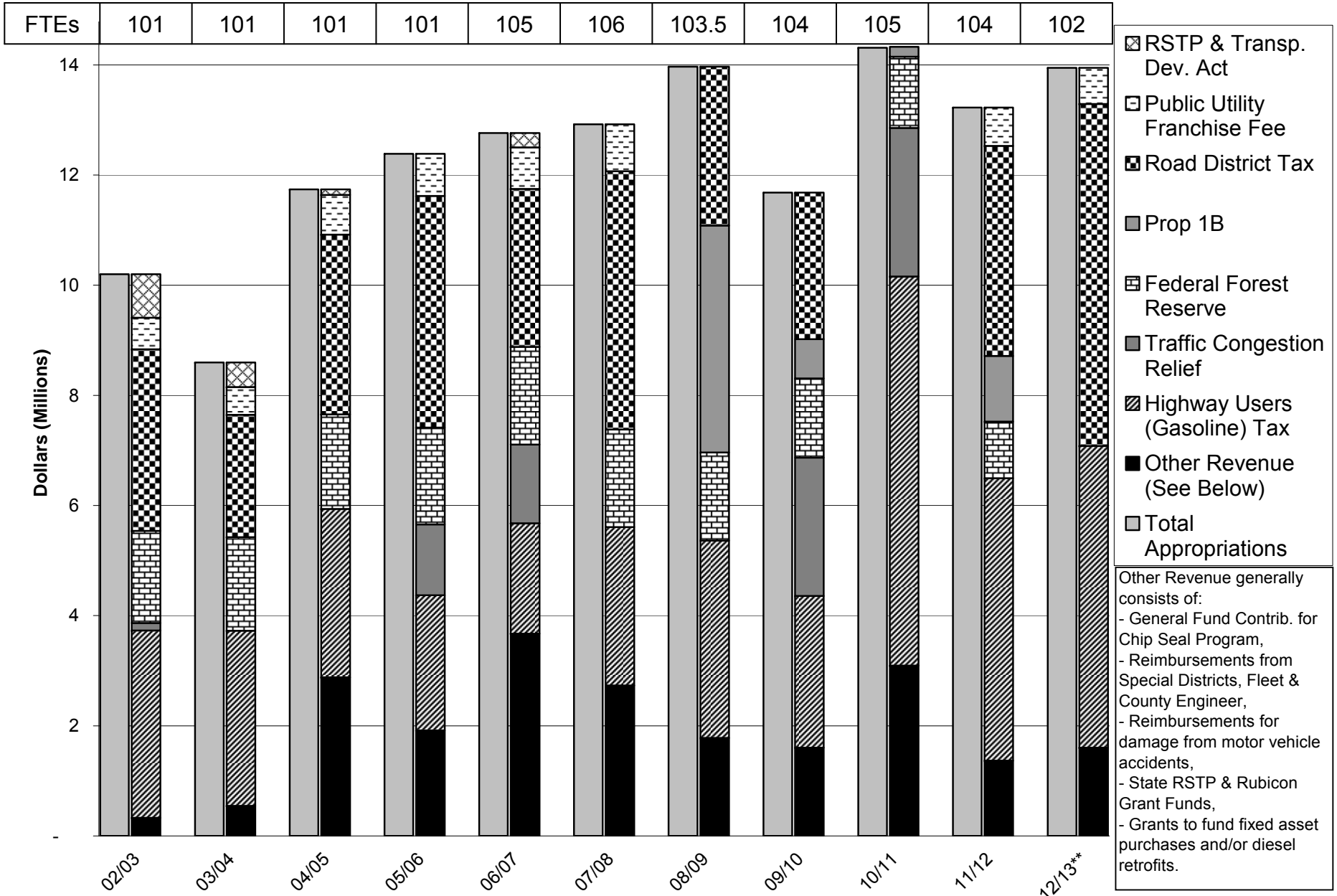
## Department of Transportation - County Engineer / NPDES Program



\*\* Estimated Proposed Budget for FY12/13 - As of 4/6/12

*Note: Funding is from Road Fund, PUFF, and General Fund contribution; the latter makes up the difference between revenue and appropriations.*

# Department of Transportation – Maintenance Program: Sources of Revenues & Staffing (FTEs)



Other Revenue generally consists of:

- General Fund Contrib. for Chip Seal Program,
- Reimbursements from Special Districts, Fleet & County Engineer,
- Reimbursements for damage from motor vehicle accidents,
- State RSTP & Rubicon Grant Funds,
- Grants to fund fixed asset purchases and/or diesel retrofits.

\*\* Estimated Proposed Budget for FY12/13 - As of 4/6/12

*DOT is responsible for maintaining over 1,000 miles of roads.*

ROAD CLASSIFICATION	WEST SLOPE	TAHOE	TOTAL MILES
REGIONAL	345.7	24.5	370.2
LOCAL*	572.7	134.5	707.2
TOTAL MILES	918.4	159.0	1077.4

\*74.8 of local West Slope miles and 0.6 of local Tahoe miles are “unconstructed” or dirt roads (Total: 75.4 miles).

Regional roads typically receive overlay surface treatment, while local roads typically receive chip seal surface treatment.

Total maintained miles = 1,077.52

Less unpaved roads = -75.40

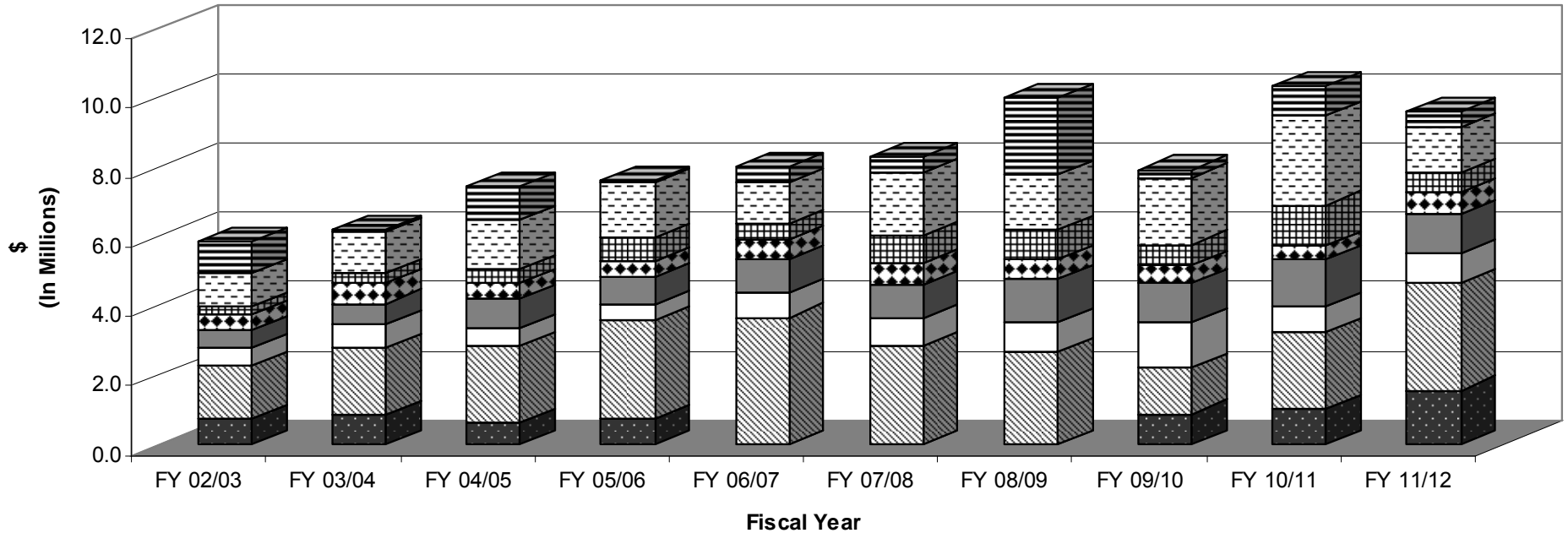
Constructed roads = 1,002.12

# *DOT is responsible for maintaining 79 bridges.*

<b>CATEGORY</b>	<b># of Eligible Bridges</b>	<b>In Construction or Done</b>	<b>New Grants or In Design Phase</b>
<b>New Bridges</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b>Replacement</b>	<b>15</b>	<b>4</b>	<b>11</b>
<b>Rehabilitation</b>	<b>41</b>	<b>5</b>	<b>1</b>
<b>Maintenance</b>	<b>21</b>	<b>6</b>	<b>4</b>
<b>Total</b>	<b>79</b>	<b>15</b>	<b>18</b>

- Caltrans inspects bridges every 2 years, and gives each a “sufficiency rating” (See “Master Bridge List” attachment)
  - Score  $\leq 50$ : Eligible for replacement
  - Score between 50-80: Eligible for rehabilitation (e.g., painting, railing, deck repairs, etc.)
  - Inspection reports also point to reasons for maintenance grant eligibility
- DOT then ranks bridges according to several factors
  - Caltrans sufficiency ratings
  - ADT (Average Daily Traffic)
  - Safety (e.g. traffic accidents, etc.)
- 30 county bridges are eligible for 100% funding (See “Off System Bridges” Attachment )

# Costs Per Major Maintenance Category



See "Maintenance Costs" and "Roads Sealed" attachments for more detail.

# 2012 Assessment of County Road Conditions:

<b>% of Roads 2005</b>	<b>% of Roads 2012</b>	<b>Pavement Condition Index</b>	
<b>38%</b>	<b>25%</b>	<b>Excellent</b>	<b>100</b>
<b>27%</b>	<b>18%</b> } <b>36%</b>	<b>Very Good</b>	<b>85</b>
	<b>18%</b>	<b>Good</b>	<b>70</b>
<b>24%</b>	<b>23%</b> } <b>32%</b>	<b>Fair</b>	<b>55</b>
	<b>9%</b>	<b>Poor</b>	<b>40</b>
<b>11%</b>	<b>7%</b> } <b>&lt; 8%</b>	<b>Very Poor</b>	<b>25</b>
	<b>&lt;1%</b>	<b>Failed</b>	<b>10</b> <b>0</b>

**Proposed West Slope and Tahoe Basin Roads Work Program Budget FY12/13**

Work Program Activity	Unit	Cost (\$)	FUNDING SOURCES (\$)					
			Road Fund	General Fund	RSTP	Sp Tax / Assessment	Grants	Reimbursements
Chip Seal*	33.5 miles	1,067,706	323,452	500,000	37,255	-	206,999	-
Crack Seal	15 miles	275,866	275,866	-	-	-	-	-
Grading	30 miles	323,113	323,113	-	-	-	-	-
Brushing	90 miles	891,907	891,907	-	-	-	-	-
Ditching	30 miles	291,600	291,600	-	-	-	-	-
Vegetation Control	475 miles	208,798	208,798	-	-	-	-	-
Bridges, Box Culverts	141 each	166,087	166,087	-	-	-	-	-
Patching/Surface Treatment	N/A	2,242,312	2,242,312	-	-	-	-	-
Snow Removal	303 miles	3,121,150	3,121,150	-	-	-	-	-
Culvert/Drainage Repair	N/A	1,179,808	1,179,808	-	-	-	-	-
Sweeping	N/A	436,186	436,186	-	-	-	-	-
Litter/Dead Animal Pickup	N/A	144,000	144,000	-	-	-	-	-
Sign Maintenance	N/A	550,877	550,877	-	-	-	-	-
Centerline/Marker Maintenance	500 miles	549,127	549,127	-	-	-	-	-
Signal Maintenance	43 each	425,073	425,073	-	-	-	-	-
Special Districts	N/A	221,316	(34,045)	-	-	255,361	-	-
Emergency/Hazard Response	N/A	37,034	37,034	-	-	-	-	-
Rubicon Trail	N/A	204,992	(6,743)	-	-	-	211,735	-
Other Maintenance	N/A	1,186,256	999,350	-	-	-	-	186,906
Fixed Assets	N/A	421,650	217,563	-	-	-	204,087	-
<b>Total</b>		<b>13,944,858</b>	<b>12,342,515</b>	<b>500,000</b>	<b>37,255</b>	<b>255,361</b>	<b>622,821</b>	<b>186,906</b>

\* when snow level is 3,000 ft. or higher

***With an additional \$440K, DOT would chip & slurry seal 15 additional miles in Deerpark and other subdivisions In El Dorado Hills and Cameron Park areas.***

See "Maintenance Organization" and "Chip Seal Proposal" attachments



# Projected Road Fund Operating Revenues & Expenditures (\$M):

Fiscal Year	Actual	Projection				
	10/11	11/12	12/13	13/14	14/15	15/16
<b>FY 10/11 Beginning Fund Balance Available for Operations</b>	12.99					
<b>Revenues:</b>						
Misc. Annual Revenues	3.29	2.78	1.86	1.86	1.86	1.86
Hwy Users Tax	8.16	8.37	8.42	8.42	8.42	8.42
Federal Forest Reserves	1.30	1.01	-	-	-	-
Public Utility Franchise Fees (PUFF)*	1.02	0.74	0.66	0.66	0.66	0.66
Road District Tax (RDT)**	-	4.81	4.70	4.70	4.70	4.70
Revenue for Staff - CIP	6.03	4.96	5.29	5.29	5.29	5.29
Revenue for Staff - Erosion Control	1.54	1.43	1.38	1.38	1.38	1.38
Revenue for Staff - County Engineer	0.79	1.07	1.25	1.25	1.25	1.25
SMUD Funds	-	-	-	0.50	0.50	0.50
General Fund	1.57	0.51	0.51	0.50	0.50	0.50
One-Time Revenues	-	2.27	-	-	0.68	-
<b>Revenue - Totals</b>	<b>23.70</b>	<b>27.95</b>	<b>24.07</b>	<b>24.56</b>	<b>25.24</b>	<b>24.56</b>
<b>Expenditures:</b>						
Annual Expenditures	27.47	25.82	25.44	25.44	25.44	25.44
Chip Seal/Slurry Seal Materials	0.85	1.48	0.80	0.50	0.50	0.50
Fixed Assets	0.41	0.57	0.37	0.30	0.30	0.30
One-Time Expenditures***	3.15	0.13	1.01	0.49	0.10	0.04
<b>Expenditure - Totals</b>	<b>31.88</b>	<b>28.00</b>	<b>27.62</b>	<b>26.73</b>	<b>26.34</b>	<b>26.28</b>
<b>Use of Fund Balance</b>	<b>(8.18)</b>	<b>(0.05)</b>	<b>(3.55)</b>	<b>(2.17)</b>	<b>(1.10)</b>	<b>(1.72)</b>
<b>Ending Fund Balance - Road Fund</b>	<b>4.81</b>	<b>4.76</b>	<b>4.76</b>	<b>3.87</b>	<b>2.77</b>	<b>1.05</b>
<b>Ending Fund Balance - Road District Tax</b>	<b>4.83</b>	<b>4.83</b>	<b>1.28</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Fund Balance Available for Road Operations</b>	<b>9.64</b>	<b>9.59</b>	<b>6.04</b>	<b>3.87</b>	<b>2.77</b>	<b>1.05</b>

\*PUFF - beginning 11/12 share for NPDES deposited directly to CE

\*\*RDT - 10/11 held in fund balance, not used for operations

\*\*\* 10/11 one-time transfer of Prop 1B funds to CIP for overlays

Definitions:

- *Misc. Annual Revenues: Interest, permits and fees, billings to outside sources or other departments/funds (e.g., County Engineer, Fleet, Special District, etc.), RSTP*
- *Revenue for Staff – CIP, Revenue for Staff – Erosion Control, Revenue for Staff – County Engineer: Billings to CIP/Erosion Control/County Engineer (respectively) projects to pay for staff work & indirect costs*
- *One-Time Revenues: OH/Indirect recovery from Federal grants for 3 prior fiscal years, Carriage Hills Property purchase*
- *One-Time Expenditures: Wash rack, S. Lake Tahoe Maint. Yard, BMP, diesel retrofit, El Dorado Hills share of TIM fee program update, RSTP transfer to Erosion Control Program*

# *Topics for today's discussion:*

- DOT's 10 year financial history
- Road Maintenance (Primarily Road Fund, General Fund)
  - History
  - Organizational Structure
  - Proposed 12/13 Work Plan
- Road Fund – 5 year forecast

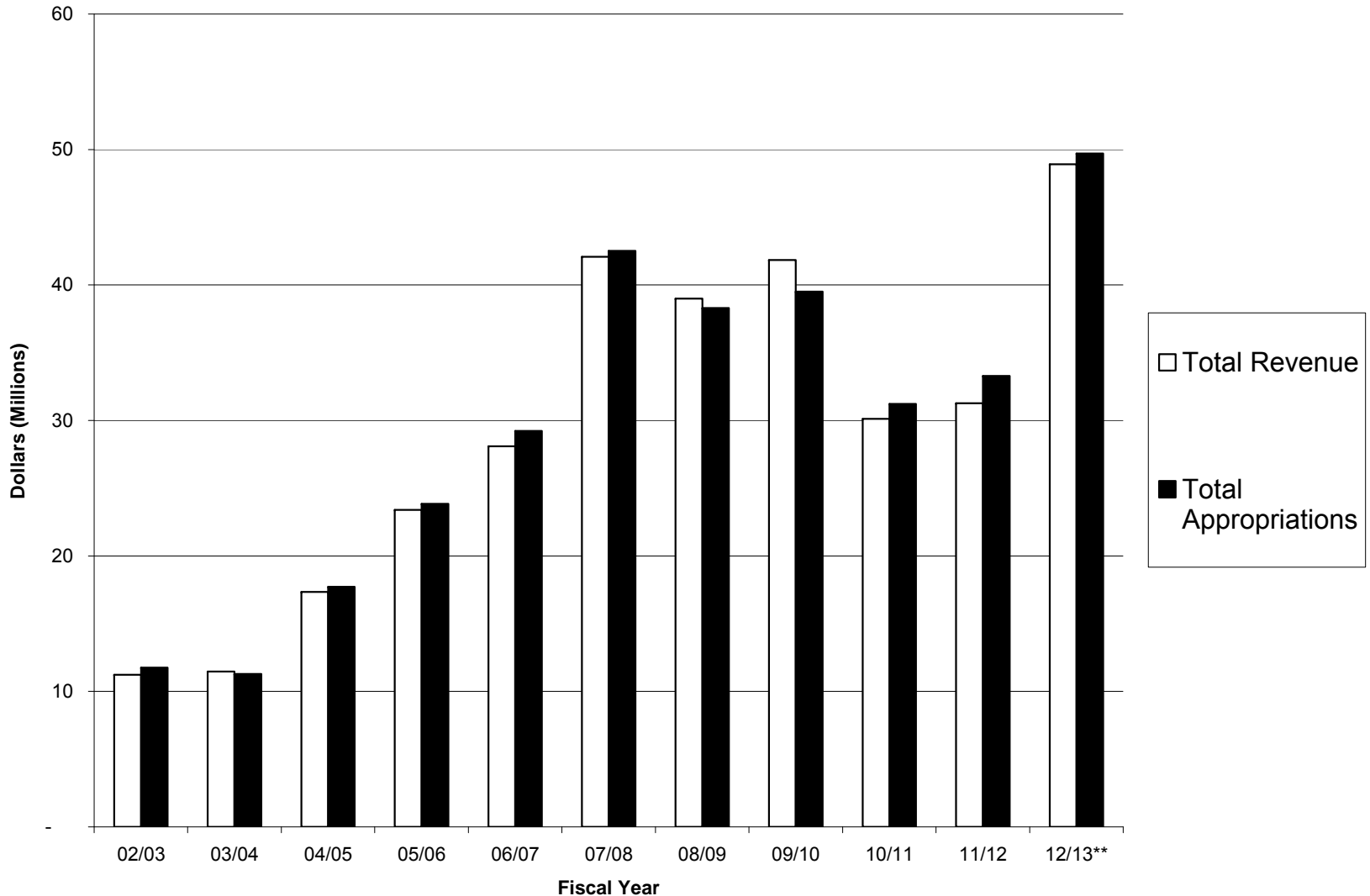


W. Slope Road/Bridge CIP (Primarily TIM Fees, Grants)

- History
- Projects proposed to be automatic “ins” or “Givens”

- Discretionary \$ and options
- Airports (Airport Enterprise Funds, FAA grants, ACO matching funds)
- Tahoe EIP (Grants)
- Board Direction

# *W. Slope Road CIP: 10 year history of revenues and appropriations:*



\*\* Estimated Proposed Budget for FY12/13 - As of 4/6/12

See "CIP Actuals" attachment

***DOT proposes that projects\* that meet one or more of the following criteria be taken as “givens” in the CIP:***

- Are in construction now or planned to start construction by the end of calendar year 2013,
- Grant funded bridge projects in which at least ~\$50K has already been spent, or that are 100% funded,
- Projects that the Board has flagged as high priorities:
  - Silver Springs projects
  - Latrobe Rd – White Rock Rd connector (new road to the West from the El Dorado Hills Business Park)
  - TIM Fee Program Update (including update of travel demand model)
  - West Placerville Interchange

*\* A list of these projects are included in the “Back-up” section at the end of this presentation.*

# *Cumulative funds remaining, updated to include projects on “Givens” list only<sup>1</sup>:*

Year End Fund Balances	FY 10/11 Actuals \$M	Projections \$M				
		FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16
Zone 8 TIM <sup>2</sup>	2.4	2.0	1.0	0.5	0.3	0.4
Silva Valley Set Aside <sup>3</sup>	27.7	23.7	34.9	21.6	0.2	0.3
Zones 1-7 TIM	11.1	10.7	10.6	7.4	8.3	8.8
MC & FP <sup>4</sup>	5.3	5.6	5.4	2.4	3.3	4.2
Hwy 50 TIM	4.1	1.6	1.8	2.1	2.6	3.1
Hwy 50 TIM – Blackstone <sup>5</sup>	1.1	1.2	1.4	1.6	1.9	2.2
RSTP (Regional Surface Transportation Program)	0.4	0.6	0.8	0.2	0.5	0.8
Rural RSTP	0.7	1.2	0.6	0.7	0.5	0.3
Local Funds –Tribe <sup>6</sup>	7.3	10.2	6.1	6.6	9.4	12.1
Road Fund	9.6	9.6	6.0	3.9	3.0 <sup>7</sup>	1.3 <sup>7</sup>

<sup>1</sup> See “Givens List” attachment for use of funds for projects by fund type and “Differences” attachment for an explanation of fund balance differences between this slide and the one shown in the 3/26 Workshop

<sup>2</sup> Includes Blackstone Prepaid      <sup>3</sup> Construction begins 12/13; assumes developer advances balance of funds as needed

<sup>4</sup> Master Circulation and Funding Plan; Note \$1.5M reserve required for possible future bond issuance

<sup>5</sup> Reserved for 53115 US 50 – Westbound Auxiliary Lane – El Dorado Hills Blvd to Empire Ranch Rd

<sup>6</sup> Projected \$2.6M/year with 2%/yr increase beginning FY 13/14

<sup>7</sup> \$0.27M added back in for removal of bridge maintenance project matches; no funds have been spent on these yet

# Options for remaining fund balances (\$M):

PROJECT	DESCRIPTION	Total Needed <sup>1</sup>	RSTP	Rural RSTP	Zones 1-7 TIM	Hwy 50 TIM	Zone 8 TIM	MC&FP	Grants	Road Fund	Other <sup>2</sup>
Lowest Fund Balance Between FY 12/13 and 15/16 (inclusive)		N/A	0.2	0.3	7.4	1.8	0.3	2.4	N/A	1.3	6.1
Headington Rd Ext.	Finish envt'l & design by 2014 then wait for additional funds	0.3			0.3						
Ponderosa Rd Interchange	Finish envt'l for interchange and envt'l & design for frontage roads by 2015 then wait for add'l funds	1.8			0.9	0.9					
Diamond Springs Pkwy Phase 1A	Do just the Hwy 49 Realignment portion now	5.8			3.4			2.4			
Diamond Springs Pkwy: full project	Hwy 49 Realignment AND new connection between Pleasant Valley Rd & Missouri Flat Rd (includes 1 <sup>st</sup> year of construction in 15/16 only) – See 'Back-up'	29.3/ 20.4 <sup>3</sup>									
Wild Chaparral Dr to Palmer Dr	Connect Wild Chaparral Dr to Palmer Dr providing a new frontage road to Highway 50	8.0									
Pleasant Valley Rd/Patterson Dr Signal	Construction planned for 12/13; supports conditions of approval	3.1			1.5				1.6		
EDH Blvd/Francisco Realignment	Rehab and Turn Pocket only now could be done using Urban RSTP	0.8									
Saratoga Way Ext.	Extend to Iron Point in Folsom (#71324)	11.5									
Bridge Replace.	Green Valley Rd at Mound Springs (BR#C)	4.5/0 <sup>3</sup>	0.5/0						4.0/0		
Bridge Replace.	Green Valley Rd at Indian Creek (#77127) - \$3K already spent would have to be given back to Fed.	4.5/ 1.5 <sup>3</sup>	0.5/ 0.2						4.0/ 1.3		
Overlay	Greenwood Rd: Marshall Rd to Hwy 193 Forni Rd – Missouri Flat Rd to Placerville Dr	1.8									
Overlay	Greenstone Rd: Green Valley Rd to Mother Lode Dr	0.6									
Overlay	Luneman Rd: Lotus Rd to Jurgens Rd	1.1									
Overlay	S. Upper Truckee Rd: Hwy 50 to Upper Truckee Br.	1.5									

<sup>1</sup> Estimates are to perform work in "Description" column    <sup>2</sup> E.g., General Fund, Local Funds—assumes these become available for unrestricted use    <sup>3</sup> Total \$ needed listed before "/"; \$ needed prior to FY 16/17 listed after "/"

# Options for remaining fund balances (\$M) (cont.):

PROJECT	DESCRIPTION	Total Needed <sup>1</sup>	RSTP	Rural RSTP	Zones 1-7 TIM	Hwy 50 TIM	Zone 8 TIM	MC&FP	Grants	Road Fund	Other <sup>2</sup>
Lowest Fund Balance Between FY 12/13 and 15/16 (inclusive)		N/A	0.2	0.3	7.4	1.8	0.3	2.4	N/A	1.3	6.1
Bridge Maintenance	Mt. Aukum Road at North Fork Cosumnes River BM#16	0.14							0.12	0.02	
Bridge Maintenance	Ice House Road at Jones Fork Silver Creek BM#45	0.77							0.57	0.20	
Bridge Maintenance	Bayne Road at Dutch Creek BM#72	0.17							0.15	0.02	
Bridge Maintenance	Cosumnes Mine Road at North Fork Cosumnes River BM#102	0.27							0.24	0.03	
New Chipseal project	15 miles: Deerpark and other subdivisions in El Dorado Hills, as well as Cameron Park	0.44									
Funds Remaining After Deducting DOT Recommended Projects			0.0	0.3	1.3	0.9	0.3	0.0	N/A	1.03	6.1

## Guidelines for allocating remaining fund balances:

- Shading indicates applicable fund types for each project (i.e., fund types that aren't shaded for a given project can't be used, with the exception of grants – see next note)
- Grants are project specific and shown for projects where grants have already been secured
- Total \$ used for all projects across any given fund cannot exceed each fund's lowest balance (top row)
- Projects, or portions of projects, that DOT is proposing to advance prior to FY 16/17, have their associated costs allocated by fund as shown in the tables above.
  - The Board may wish to reallocate funds to other projects shown.
- Diamond Springs Pkwy Phase 1A and "Diamond Springs Pkwy full project" are mutually exclusive; Phase 1A is an initial step that can be completed as a stand-alone project now, or as part of the "full project". The latter can be started now but would not be completed until after 2016 due to funding. (See "Back-up" for more info.)

<sup>1</sup> Estimates are to perform work in "Description" column through FY 15/16

<sup>2</sup> E.g., General Fund, Local Funds – assumes these become available for unrestricted use

# *Topics for today's discussion:*

- DOT's 10 year financial history
- Road Maintenance (Primarily Road Fund, General Fund)
  - History
  - Organizational Structure
  - Proposed 12/13 Work Plan
- Road Fund – 5 year forecast
- W. Slope Road/Bridge CIP (Primarily TIM Fees, Grants)
  - History
  - Projects proposed to be automatic “ins” or “Givens”
- Discretionary \$ and options



- Airports (Airport Enterprise Funds, FAA grants, ACO matching funds)
- Tahoe EIP (Grants)

- Board Direction



# Projected Airport Operations Revenues and Expenditures:

Fiscal Year	\$ Thousands					
	Actual	Projections				
	10/11	11/12	12/13	13/14	14/15	15/16
<b>FY 10/11 Beginning Balance Available for Operations</b>	38.5					
<b>Revenues:</b>						
Rents & Fees	215.5	205.5	211.5	211.5	211.5	211.5
State Aviation*	40.0	20.0	20.0	20.0	20.0	20.0
Fuel Sales	385.5	512.0	498.0	498.0	498.0	498.0
Calstar	10.5	10.5	10.5	5.0	0.0	0.0
General Fund**	133.0	77.0	76.0	81.0	76.0	76.0
Reimb. of PY Survey Costs	0.0	12.0	0.0	0.0	0.0	0.0
<b>Revenue - Totals</b>	<b>784.5</b>	<b>837.0</b>	<b>816.0</b>	<b>815.5</b>	<b>805.5</b>	<b>805.5</b>
<b>Expenditures:</b>						
Labor	179.5	215.0	225.0	250.0	225.0	225.0
A87	15.0	25.0	0.0	0.0	0.0	0.0
Insurance	18.0	18.0	18.0	18.0	18.0	18.0
Utilities	19.0	17.5	20.5	20.5	20.5	20.5
State Loans	4.0	4.0	1.0	0.0	0.0	0.0
Fuel Purchases	318.5	466.0	452.0	452.0	452.0	452.0
DOT Admin./Mgt	44.0	40.0	25.0	25.0	25.0	25.0
AWOS	7.0	5.0	5.0	5.0	5.0	5.0
Fuel Truck Purchase	18.5	0.0	0.0	0.0	0.0	0.0
CIP Project Match***	44.5	0.0	0.0	0.0	0.0	0.0
Annual Misc. Expenses	104.0	80.5	67.5	67.5	67.5	67.5
<b>Expenditure - Totals</b>	<b>772.0</b>	<b>871.0</b>	<b>814.0</b>	<b>838.0</b>	<b>813.0</b>	<b>813.0</b>
<b>Use of Funds</b>	<b>12.5</b>	<b>(34.0)</b>	<b>2.0</b>	<b>(22.5)</b>	<b>(7.5)</b>	<b>(7.5)</b>
<b>Total Fund Balance Available for Airport Operations</b>	<b>51.0</b>	<b>17.0</b>	<b>19.0</b>	<b>(3.5)</b>	<b>(11.0)</b>	<b>(18.5)</b>

\* State Aviation - 10/11 includes 09/10 payment

\*\* GF 10/11 includes \$18k for fuel truck & \$52k for payoff of loan

\*\*\*CIP match in 11/12 & future assumed to come from ACO

***Airport projects planned through 2013 depend on \$97K in matching funds<sup>1</sup> from the General Fund (ACO<sup>2</sup>).***

<b>Airport</b>	<b>Proposed Construction Year</b>	<b>DESCRIPTION</b>	<b>Total Project Cost</b>	<b>FAA Grants</b>	<b>State Grants<sup>3</sup></b>	<b>Local Funds</b>
Placerville	2012/2013	Habitat/Security Fence and Gates 93124	\$623,000	\$560,700	\$14,018	\$48,282
Placerville	2012/2013	Water Line and Fire Hydrant to New Apron Area 93122	\$172,000	\$154,800	\$3,870	\$13,330
Placerville	2012/2013	Crack Seal and Remark Runway 5-23, Taxiways, Aprons, and Tee Hangar Taxilanes 93123	\$290,000	\$261,000	\$6,525	\$22,475
Georgetown	2012/2013	Change Runway End Identification Markings and Signs Required by Changes in Magnetic Declination (FAA Required)	\$44,000	\$39,600	\$990	\$3,410
Georgetown	2012/2013	Crack Seal, Joint Seal and Mark Runway, Taxiways, Aprons, and Tee Hangar Taxilanes	\$122,000	\$109,800	\$2,745	\$9,455
<b>Totals</b>			<b>\$1,251,000</b>	<b>\$1,125,900</b>	<b>\$28,148</b>	<b>\$96,952</b>

<sup>1</sup>Approved by the Board on 4/10/12

<sup>3</sup>Assumes 2.5% of FAA Grants, but may be up to 5% (To Be Determined)

<sup>2</sup>Accumulated Capital Outlay

**CSA #5**  
2015/16 - Phase 1

**Tahoe Hills**  
2014/15

**Projects Planned for Completion of Construction Through 2016**

**Montgomery Estates 1, 2 and 3**

2011/12 – Phase 1.A  
2012/13 – Phase 1.B  
2013/14 – Phase 2  
2014/15 – Phase 3

**Lake Tahoe Blvd. SEZ/ECP/Bike Trail**  
2013/14 – Phase 1  
2014/15 – Phase 2  
2015/16 – Phase 3

**~ \$30M**

**Golden Bear**  
2013/14 – Phase 1  
2014/15 – Phase 2

**Boulder Mountain**  
2013/14

**Sawmill 2 ECP/Bike Trail**

2012/13 – Phase 1  
2013/14 – Phase 2  
2014/15 – Phase 3

**Echo View 2**  
2012/13

**Meyers**  
2014/15 – Phase 1  
2015/16 – Phase 2

**Country Club Heights**  
2015/16 - Phase 1

**Apache Ave./US 50 Signal**  
2014/15 – Phase 1  
2015/16 – Phase 2

**Christmas Valley 2C**  
2012/13

Fiscal Yr.	# of Projects in Construction
11/12	2 (including CORP project N. Upper Truckee overlay)
12/13	4
13/14	5
14/15	7
15/16	6

**Hwy 89 Bike Trail**  
2015/16 – Phase 1

*Projects are for erosion control unless otherwise noted.*

See "5-year Draft EIP Budget" attachment

# *Topics for today's discussion:*

- DOT's 10 year financial history
- Road Maintenance (Primarily Road Fund, General Fund)
  - History
  - Organizational Structure
  - Proposed 12/13 Work Plan
- Road Fund – 5 year forecast
- W. Slope Road/Bridge CIP (Primarily TIM Fees, Grants)
  - History
  - Projects proposed to be automatic “ins” or “Givens”
- Discretionary \$ and options
- Airports (Airport Enterprise Funds, FAA grants, ACO matching funds)
- Tahoe EIP (Grants)

- 
- Board Direction

## *DOT requests the Board provide direction\*:*

- Road Maintenance: Approve proposed 12/13 Work Program (slide 16)
- Airports: On 4/10/12, the Board approved matching funds from the Accumulated Capital Outlay (ACO) for FAA grants (slide 26)
- Tahoe: Approve EIP as depicted on map of proposed projects in the Tahoe area (slide 27)
- NPDES: Direct DOT to continue to participate in negotiations and bring information back to the Board on an ongoing basis
- West Slope Road/Bridge CIP:
  - Approve projects proposed as “givens”
  - Provide direction on projects proposed as options

\* See “Motion 1” and “Motion 2” attachments

# *Back-up Slides*

# *W. Slope CIP Recommended “Givens”:*

- **Interchange:**
  - 71336 US 50/ Missouri Flat Road Interchange Improvements - Phase 1B
  - 71328 Silva Valley Parkway Interchange - Phase 1
  - 53124 El Dorado Hills Blvd Westbound Ramps - HOV Phase 0
  
- **Roadway:**
  - 53113 U.S. 50 HOV Lanes (Phase 2A) - Bass Lake Grade to Cameron Park Dr.
  - 76107 Green Valley Road/Silver Springs Parkway Intersection Signalization
  - 76114 Green Valley Road/Deer Valley Road West Intersection Improvements
  - 76108 Silver Springs Pkwy to Bass Lake Rd (south segment)
  
- **Drainage/Safety:**
  - 72369 Hollow Oak Drainage
  - 73359 Latrobe Road North of Ryan Ranch Road (Milepost 7.0 - 7.35)
  - 73362 Salmon Falls Road at Glenesk Lane - Realignment
  - 73360 Cold Springs Road Realignment
  - 73358 Pleasant Valley Road at Oak Hill Road Intersection Improvements
  - 72304 Northside School Class I Bike Path - Phase 1 (SR193)
  - 72306 Northside School Class I Bike Path - Phase 2 (SR49)
  
- **Projects in Planning/Design/Other:**
  - New Road to the West from the El Dorado Hills Business Park: Complete route study in fiscal year 12/13
  - TIM Fee Program Update: Update travel demand model, traffic circulation element
  - West Placerville Interchange: allocate \$5.8M of Local Funds-Tribe

# *W. Slope CIP Recommended “Givens” (cont.):*

- **Bridge (\* Indicates 100% grant funded):**

- 77109 Green Valley Road at Tennessee Creek - Bridge Replacement
- 77114 Green Valley Road at Weber Creek - Bridge Replacement
- 77115 Sly Park Road at Clear Creek Crossing - Bridge Replacement
- 77116 Bucks Bar Road at the N. Fork Cosumnes River-Bridge Rehabilitation
- 77117 Rubicon Trail at Ellis Creek - Bridge Replacement
- 77118\* Wentworth Springs Road at Gerle Creek - Bridge Replacement
- 77119 Blair Road Bridge Replacement
- 77121 Ice House Road Bridges - Maintenance Project
- 77122 Newtown Road / Weber Creek Bridge
- 77123\* Alder Drive at EID Canal - Bridge Replacement
- 77124\* Silver Fork Road at South Fork American River
- 77125\* Hazel Valley Road at EID Canal Bridge
- 77126\* Mosquito Road Bridge at South Fork American River- Bridge Replacement
- 77127 Green Valley Road at Indian Creek - Bridge Replacement
- 77128\* Bassi Road at Granite Creek - Bridge Replacement
- 77129\* Mount Murphy Road at South Fork American River- Bridge Replacement
- BR#A\* Oak Hill Road at Squaw Hollow Creek Bridge Replacement
- BR#B\* Hanks Exchange at Squaw Hollow Creek Bridge Replacement
- BR#D\* Greenstone Road at State Creek Bridge Replacement
- BR#E\* Clear Creek Road at Clear Creek (PM 1.82) Bridge Replacement
- BR#F\* Clear Creek Road at Clear Creek (PM 0.25) Bridge Replacement



***If economic development is a priority for the County, it may be possible to construct the full Diamond Springs Pkwy (DSP) within the next 5 years:***

- A lot of things have to go right including:
  - Developer and County reach consensus on terms of the DDRC<sup>1</sup> Development Agreement;
  - Full funding of DSP would require prepayment of \$2.5M in DDRC TIM fees at time of advertisement, projected to be FY 14/15;
  - Right of way acquisition;
  - A local revenue source becomes available;
  - Success of the City of Placerville to secure alternative CMIA funding for the Western Placerville Interchange;
  - Permits as forecasted for TIM Zones 1-7;
  - Scope of work for DSP to include 4 lanes from Missouri Flat Rd to Pleasant Valley Rd;
  - MC&FP funds as forecasted and the County doesn't bond.

<sup>1</sup> Diamond Dorado Retail Center

*A preliminary funding analysis shows the County could begin construction in FY 15/16 (at the earliest):*

- TIM fee funds are redeployed from the Diamond Springs Pkwy Phase 1A project to the full DSP project
  - County wouldn't be eligible for upcoming cycle of SLPP grants (\$1M);
- Deplete local revenue source assumed to be \$2.6M/yr;
- Deplete Rural RSTP;
- Deplete MC&FP.