

## Attachment A: Staff Report



### COMMUNITY DEVELOPMENT AGENCY LONG RANGE PLANNING

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May 5, 2016

To: Board of Supervisors

From: Bard Lower, Director, Transportation Division  
Claudia Wade, Senior Civil Engineer, Long Range Planning Division

**Subject: 2016 Interim Capital Improvement Program Book**

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#### **PURPOSE AND SUMMARY:**

Community Development Agency (CDA), Long Range Planning Division and Transportation Division recommending the Board:

#### West Slope Road and Bridge Program:

1. Approve additions and changes to West Slope Road/Bridge Capital Improvement Program (CIP) projects for inclusion in the 2016 Interim CIP, as described in Attachment B.

#### Tahoe Environmental Improvement Program (EIP):

2. Incorporate the Five-Year Interim Tahoe EIP as described in Attachment B.

#### Transportation Facility Improvement Program (TFIP):

3. Continue to work on one project in the Transportation Facility Improvement Program (TFIP): Headington Wash Rack and Sewer Connection Project (CIP #88134) as described in Attachment B.

#### Airport CIP (ACIP):

4. Continue to fund Fiscal Year (FY) 2016/17 ACIP projects with Federal Aviation Administration (FAA) grants and local matching funds, as shown in Attachment C.

#### Capital Overlay and Rehabilitation Program (CORP):

5. Continue to use external funds as they become available for CORP projects on the Infrastructure Investment Options list (Attachment D).

#### 2016 Interim CIP Book:

6. Adopt the 2016 Interim CIP Book, as presented in attachments F through O.

#### **BACKGROUND**

The CIP is the long-range plan for all individual capital improvement projects, including cost estimates, schedules and funding sources. It provides strategic direction for capital projects over a current year, 5-, 10- and 20-Year horizon. The CIP is used as a planning tool, and is updated annually as new information becomes available regarding Board priorities, funding sources, project cost estimates and timing.

In order to ensure that growth in the County, consistent with the General Plan, does not exceed available roadway capacity, the County is required to implement General Plan Policy TC-Xb and Implementation Measures TC-A and TC-B. This policy and measures require major updates to the CIP at least every five years, in coordination with the Five-Year Major review of the General Plan. The Major Five-Year CIP update specifies expenditures for roadway improvements within a 20-Year horizon.

The CDA is currently processing a Major Five-Year update to the CIP and Traffic Impact Mitigation (TIM) Fee program. Refer to Legistar item #14-0245 (Item No. 39), Attachment 7D for background information regarding the Major Five-Year update. The CIP is the planning, prioritization, scheduling and construction mechanism, and the TIM Fee program is one of the funding mechanisms for getting needed CIP projects built within the County.

CDA staff expects to complete the Major Five-Year update in the fall of 2016. At that time, staff will produce a final 2016 CIP Book that incorporates the changes made to the CIP during the major update. The purpose of this Interim CIP is to provide a work plan for the Transportation Division until the Major Five-Year update to the CIP and TIM Fee program is adopted.

## **DISCUSSION**

The proposed 2016 Interim CIP Book includes the following five programs:

- West Slope Road/Bridge CIP
- Tahoe EIP
- ACIP
- TFIP
- CORP

Taking into consideration all five programs, the CDA's goals for the 2016 Interim CIP Book are to:

1. Include new projects, or changes to existing projects, as directed by the Board.
2. Postpone significant CIP changes until the Major Five-Year CIP/TIM Fee Program updates are completed.
3. Make any other necessary revisions per Board direction.

The following discussion describes each program proposed for inclusion in the 2016 Interim CIP Book.

## **CAPITAL IMPROVEMENT PROGRAM**

### **West Slope Road/Bridge CIP:**

CIP projects are prioritized based on a number of factors (in no particular order), such as:

- Operational Deficiencies
- Available funding
- Economic development
- Site Limitations
- Capacity
- Development projects' conditions of approval

- Regulatory requirements
- General Plan policies (e.g., TC-Xa)

A list of projects completed between 2001 and 2016 is included in Attachment E.

Projects listed in Attachment B have had changes in cost or schedule since the 2015 CIP was adopted in June, 2015. Cost or schedule modifications have been made as a result of refinements made during the FY 2016/17 budget process. Staff recommends the Board direct staff to include the changes specified in Attachment B in the 2016 Interim CIP Book.

**Tahoe EIP:**

In 2015, Transportation's Tahoe Engineering Group (TEG) completed the following projects, as summarized in Attachment E:

- Tahoe Hills Erosion Control Project
- Montgomery Estates Area 3 Erosion Control Project
- Lake Tahoe Blvd Erosion Control/ Stream Environment Zone (SEZ) Project
- Sawmill 2B Bike Path and Erosion Control Project

The TEG is solely grant funded, and is primarily responsible for constructing erosion control projects. However, more bike trail projects are appearing in the Tahoe EIP, as tourism and summertime outdoor recreation become more important in the Lake Tahoe Basin. The TEG's proposed Five-Year EIP includes construction of one to two projects per season. Projects in the Tahoe EIP are included in Attachment B. Staff proposes to construct the following projects this summer:

- CSA 5 Erosion Control Project
- Meyers Stream Environment Zone/Erosion Control Project

**TFIP:**

The TFIP section of the 2016 Interim CIP Book includes one Facilities project – the Headington Wash Rack Facility Project (CIP #81134), formerly named Headington Wash Rack and Sewer Connection Project. The project is designed to meet requirements of the State Water Resource Control Board and Regional Water Quality Control Board, and includes the installation of an automated water treatment reclamation/recycling wash rack system at the Headington Corporation Yard.

The improvements include construction of a covered vehicle wash building, electrical power supply, automated treatment recycle system (with treatment equipment and holding tanks), rainwater storage tanks, plumbing of water systems, and disconnecting from the existing sewer line. The purpose of this project is to replace and improve the existing uncovered wash rack for County fleet vehicles, thereby eliminating runoff and sewer discharges, decreasing use of domestic water for equipment maintenance and greatly improving water quality and environmental impacts.

Construction was postponed from FY 2015/16 to FY 2016/17, due to delays in waiting for grant

outcomes and coordinating the project requirements with other agencies (as stated in Attachment B). Significant operational cost savings could be realized at the facility due to the elimination of sewer discharges (and corresponding sewer fees), and use of automated wash features (less labor and wash time).

**ACIP:**

The CDA is responsible for operating the Placerville and Georgetown Airports, which includes developing and implementing the ACIP for both airports. Projects in the 2016 ACIP are included in Attachment C. The FAA reviews, authorizes and funds the ACIPs. Thus, the ACIPs are developed in partnership with the FAA. The FAA funds 90% of most ACIP project costs. A 5-Year ACIP for Georgetown and Placerville Airports was recently completed in cooperation with the FAA, entitling the CDA to pursue FAA grants for projects occurring during 2016-2021. The State has provided matching funds for Airport projects in past years. However, State matching funds have not been programmed in the 2016 ACIP, as these funds have become unreliable. State funding will continue to be pursued.

Placerville Airport projects included in the 2016 Interim CIP book:

- Airport Layout Plan Update and Obstruction Survey (CIP #93132)
- Crack Seal and Remark Runway 5-23, Taxiways, Aprons and Taxilanes (CIP #93129)
- Habitat/Security Fence and Gates Project close-out (CIP #93124)
- Remove and Install Taxiway Edge Lights (CIP #93130)
- Update Pavement Maintenance/Management Program (CIP #93131)

Georgetown Airport projects included in the 2016 Interim CIP book:

- Crack Seal, Joint Seal and Mark Runway, Taxiways, Aprons and Tee Hangar Taxilanes; Change Runway End ID (CIP #93527)
- Obstruction Survey (CIP #93503)
- Update Airport Layout Plan with Program Narrative Report (CIP #93528)
- Update Pavement Maintenance/Management Program (CIP #93534)

The CDA is currently working with its airport consultant on an update to the Airport Layout Plan with Program Narrative Report for the Georgetown Airport. The Five-Year ACIP for the Placerville Airport includes a proposed project for an update to the Airport Layout Plan, similar to the update to the Airport Layout Plan with Program Narrative Report project for the Georgetown Airport that we are currently working on with our airport consultant. If staff is successful in obtaining an FAA grant for the proposed project for an update to the Airport Layout Plan for the Placerville Airport, that update is currently anticipated to start in FY 2016/2017. Each Updated Airport Layout Plan will include updated plans to provide appropriate criteria and guidelines for future airport projects and will generate an updated project list.

**CORP:**

CORP projects are roadway rehabilitation projects which require an improvement to the roadway structural integrity. Transportation's strategy has been to fund CORP projects primarily with external funding. Projects on the Infrastructure Investment Options list (Attachment D) could be constructed if the Board wishes to approve additional General Fund revenue, continue allocating some Tribe revenue, or redirect revenue currently recommended for West Slope Road/Bridge

Projects. CORP accomplishments for the years 2001-2015 are included in Attachment E.

As part of the \$1,250,000 Local Funds-Tribe annual funding designated in FY 2015/16, Transportation will overlay Pleasant Valley Road between Lake Oaks Drive and Solstice Circle and Missouri Flat Road from State Route 49 to 700 feet north of State Route 49 during the 2016 construction season. The Patterson Drive and Missouri Flat Road Overlay project is scheduled to be completed in FY 2016/17.

**ALTERNATIVES**

N/A

**OTHER DEPARTMENT/AGENCY INVOLVEMENT**

N/A

**FINANCIAL IMPACT**

Funding for projects in the 2016 Interim CIP comes from various Federal, State, Local and Accumulative Capital Outlay funding sources, and will be included in the FY 2016/17 Budget.

**NEXT STEPS**

CDA staff expects to complete the major update to the CIP and TIM Fee Program in the fall of 2016. At that time, staff will produce a final 2016 CIP Book that incorporates the changes made to the CIP during the major update.

**CLERK OF THE BOARD FOLLOW UP ACTIONS**

N/A

**STRATEGIC PLAN COMPONENT**

The CIP is a vital part of the Infrastructure component of the County Strategic Plan. Adequate infrastructure is necessary for the Economic Development component and a requirement of the County General Plan, and safe roads are a crucial factor in the Public Safety component of the County Strategic Plan.

**CONTACT**

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