



DOT's Proposed 2012 Capital Improvement Program (CIP)

Department of Transportation
Prepared for the Board of Supervisors
March 26, 2012

Legistar Item #11-1324

The purpose of today's workshop is to prioritize DOT's Capital Improvement Programs.

- The CIP provides 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
 - Available funding
 - Capacity
 - Location
 - Economic development
 - Regulatory requirements
 - Development projects' conditions of approval.

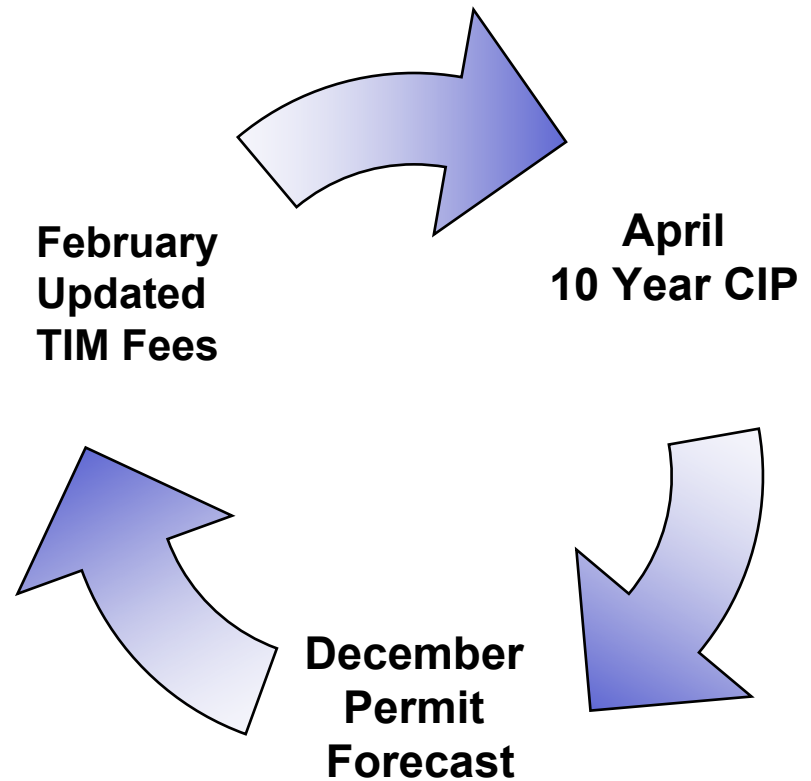
DOT's Proposed 2012 CIP includes:

- West Slope Road / Bridge CIP,
- Capital Overlay and Rehabilitation Program (CORP),
- Airport Capital Improvement Program (ACIP),
- Tahoe Environmental Improvement Program (EIP).

The Facilities and Parks & Trails CIPs are being transitioned to the CAO; a status on each is included in the Staff Report.

The W. Slope Road/Bridge CIP/TIM Fee Program annual updating process was altered this year to include a review by an external Cost Estimate Review Committee:

- **December 19, 2011– Approve Permit Forecast**
 - TIM Fee revenues are directly related to number of permits issued
- **February 14, 2012 – Updated TIM Fees Approved by Board (Effective April 13, 2012)**
 - Based on updated cost estimates (supplied by CIP Cost Estimate Review Committee [CCERC])
- **April, 2012 – Approve CIP**
 - Updated costs and schedules
 - Updated revenue from approved permit forecast
 - Establishes priorities for delivery
 - Determines workload for annual budget needs



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

General Assumptions for updating the CIP:

- Permit forecast per Board direction on 12/19/11 and updated fees as adopted by the Board on 2/14/12:

<u>Long, Slow Climb</u>	10/11 Actual	11/12	12/13	13/14	14/15
Permit Forecast	68	67	80	104	135
Approx. TIM Revenues	\$2.0M	\$2.1M	\$2.0M	\$2.2M	\$2.7M
Actual Permits through Feb. 2012		89			

- We have already received more permits than were forecasted for the current fiscal year...
 - Revenues are tracking the forecast;
 - To be conservative, we recommend proceeding with the approved forecast due to various uncertainties (e.g., weather, economy).

Proposed priorities for the 2012 W. Slope Road/Bridge CIP include 3 interchange and 4 roadway projects in or nearing construction:

INTERCHANGE, ROADWAY PROJECTS	Estimated Construction Start	Supports Econ. Dev.	Total Estimated Cost (\$M)
Missouri Flat Rd Interchange	Under construction	YES	42.0
Silva Valley Pkwy Interchange	12/13	YES	52.4
El Dorado Hills Blvd Interchange Westbound (WB) Ramps	12/13	YES	20.4
U.S. Highway 50/HOV ¹ Ph 2A: Bass Lake Rd to Cameron Park Dr	Under construction	YES	19.3
Silver Springs – Green Valley/Deer Valley (West) Intersection Improvements	12/13 ²	YES	1.3
Silver Springs – Green Valley/Silver Springs Intersection Signalization & Pkwy	12/13 ²	YES	8.0
Diamond Springs Pkwy Phase 1A: Hwy 49 Realignment	12/13	YES	5.9

¹ High Occupancy Vehicle Lane

² Designs are complete; start of construction is contingent on completion of agreements with the developer and subsequent Board approval

Proposed priorities for the 2012 W. Slope Road/Bridge CIP include 1 drainage and 6 safety projects nearing construction:

DRAINAGE, SAFETY PROJECTS	Estimated Construction Start	Supports Econ. Dev.	Total Estimated Cost (\$M)
Hollow Oak Drainage ¹	11/12	NO	0.6
Latrobe Rd / Ryan Ranch Rd Realignment	12/13	NO	2.0
Pleasant Valley Rd / Patterson Dr Signal	12/13	YES	4.1
Salmon Falls Rd Realignment	12/13	NO	1.3
Cold Springs Rd Realignment	12/13	NO	1.7
Oak Hill Rd / Pleasant Valley Rd Intersection Improvements	12/13	NO	1.1
Northside School Bike Paths	12/13	NO	3.8

¹ The culvert required on Bass Lake Rd. as part of this drainage project is being advanced with Rural RSTP funding now, instead of with project 66109 Bass Lake Road Improvements, which can't be advanced until after fiscal year 20/21 due to the lack of revenue in Zone 8 TIM fund.

Proposed priorities for the 2012 W. Slope Road/Bridge CIP include 7 bridge projects in or nearing construction:

BRIDGE PROJECTS	Estimated Construction Start	Supports Econ. Dev.	Total Estimated Cost (\$M)
Green Valley Rd at Tennessee Creek	Under construction	NO	6.4
Wentworth Springs Rd at Gerle Creek	11/12	YES ¹	1.7
Ice House Rd Bridges – Maintenance	11/12	YES ¹	1.1
Sly Park Rd at Clear Creek	12/13	NO	5.4
Rubicon Trail at Ellis Creek	12/13	YES ¹	1.3
Green Valley Rd at Weber Creek	13/14	NO	10.6
Bucks Bar Rd at N. Fork Cosumnes River	13/14	NO	4.8

¹ Supports tourism/recreation

Proposed priorities for the 2012 W. Slope Road/Bridge CIP include achieving key milestones on other high priority projects:

PROJECT	PROPOSED PLAN	Supports Econ. Dev.	NEAR TERM SPENDING
Headington Rd Extension	Finish environmental and design by 2014; Construct after 2016	YES	\$317K needed to finish design
Ponderosa Rd Interchange	Finish environmental for the interchange and environmental & design for the frontage roads by 2015; Construct frontage roads after 2016 and design interchange after 2021	YES	\$108K to finish environmental, \$1.5M for the design of the frontage roads
New Road to the West from the El Dorado Hills Business Park	Route Study to be completed in FY 12/13; Construct in Future	YES	\$19K for staff to work with developer who is advancing the route study
TIM Fee Program Update	Update County's travel demand model, traffic circulation element	YES	\$1M through 2013/14
West Placerville Interchange	Allocated \$5.8M (but there is potential for reduction due to alternate funding source)	YES	Between \$800K and \$5.8M of Local Funds - Tribe

Cumulative funds available, assuming approved permit forecast and prioritized CIP projects:

Year End Fund Balances for Key Funds used for CIP	FY 10/11 Actuals (\$M)	Projections (\$M)			
		FY 11/12	FY 12/13	FY 13/14	FY 14/15
Zone 8 TIM ¹	2.6	1.6	0.6	0.1	0.0
Silva Valley Set Aside	27.6	23.7	25.9 ²	0.7	0.2
Zones 1-7 TIM	11.2	10.5	6.1	1.1	1.5
MC & FP ³	5.3	5.6	0.5	0.8	1.7
Hwy 50 TIM	4.1	1.5	1.7	1.7	1.8
Hwy 50 TIM – Blackstone ⁴	1.1	1.2	1.4	1.6	1.9
RSTP (Regional Surface Transportation Program)	0.3	1.0	0.5	0.1	0.4
Rural RSTP	1.5	1.7	1.7	1.8	1.0
Local Funds -Tribe ⁵	7.3	5.0	4.7	5.9	8.7
TOTAL	61.0	52.0	43.4	14.0	17.4

¹ Includes Blackstone Prepaid

² Construction begins 12/13; assumes developer advances balance of funds needed

³ Master Circulation and Funding Plan; Note \$1.5M reserve required for possible future bond issuance

⁴ Reserved for 53115 US 50 – Westbound Auxiliary Lane – El Dorado Hills Blvd to Empire Ranch Rd

⁵ Projected \$2.6M/year with 2%/yr increase beginning FY 13/14

DOT has sought grants for 10 add'l bridge projects since the 12/6/10 CIP Board workshop, bringing the total to 26¹ active bridge projects (10 year program).

- Most of these projects require no matching local funds:
 - Total cost of 26 bridge projects is approx. \$122M
 - Attracting over \$116M of grants
 - Anticipated matching \$ required over next 10 yrs: ~\$4.9M:
 - ~\$295K from TIM Zones 1-7 (already programmed for fiscal year 11/12)
 - ~\$4.1M from RSTP and Rural RSTP²
 - ~\$154K from Road Fund
- DOT is proposing to switch future matches to RSTP/Rural RSTP instead of TIM Fees

¹5 Maintenance and 21 replacement/rehabilitation projects

² Used on projects 77109, 77114, 77115, 77116, 77117, 77118, 77121, 77122, 77127, BR#C; See "Bridge Summary" attachment to agenda item for project names

De-prioritizing options:

PROJECT	FUNDING SOURCES	PROJECTIONS (\$M unless otherwise noted)			
		FY 12/13	FY 13/14	FY 14/15	TOTAL ¹
Headington Rd Extension: Do not finish design	Zones 1-7 TIM	0.3			0.3
Ponderosa Rd Interchange: Do not finish: envt'l for interchange & envt'l & design of frontage roads	Zones 1-7 TIM	0.1	0.4	0.4	0.9
	Hwy 50 TIM	0.1	0.4	0.4	0.9
Pleasant Valley Rd/ Patterson Dr Signal: Finish design & stop	Zones 1-7 TIM	0.7	0.6		1.3
	Other ²	0.2			0.2
	Grants	1.6	We turn back \$1.6M		1.6
Bridges: Turn back the 4 new maintenance grants	Road Fund	19K	56K	68K	154K
	Grants	We turn back \$1.2M			1.2
Bridges: Turn back the capital grants on BR#C & 77127 (\$3K has been spent on 77127)	RSTP	28K	38K	71K	1.0
	Grants	We turn back \$8M			8.00

Implementing all of the above options frees up \$2.5M of 1-7 TIM, \$0.8M of Hwy 50 TIM, \$1M of RSTP & \$154K of Road Fund BUT \$10.8M of grants would have to be turned back.

Figures are rounded to the nearest \$0.1M unless otherwise noted

¹ Totals are for the entire project, not just FY 12/13 – 14/15

² Includes In lieu fees & old El Dorado/Diamond Springs RIF

DOT's strategy has been to fund overlay (CORP¹) projects with external funding.

- Examples of funding sources are the General Fund, ARRA², state grants, etc.
- DOT generally uses the Road Fund for maintenance, not asphalt-concrete overlays.
- Funding from RSTP³, Proposition 1B, and the General Fund enabled DOT to overlay North Shingle Road, Newtown Road, and North Upper Truckee Road (Tahoe) in 2011.
- DOT's "wish list" of high priority overlay projects are not included in the CIP (no funding).
- DOT prioritizes CORP projects based on several criteria including pavement condition, traffic volume, and traffic circulation.

¹ CORP: Capital Overlay and Rehabilitation Program

² ARRA: The American Recovery and Reinvestment Act of 2009

³ RSTP: Regional Surface Transportation Program Exchange Funds

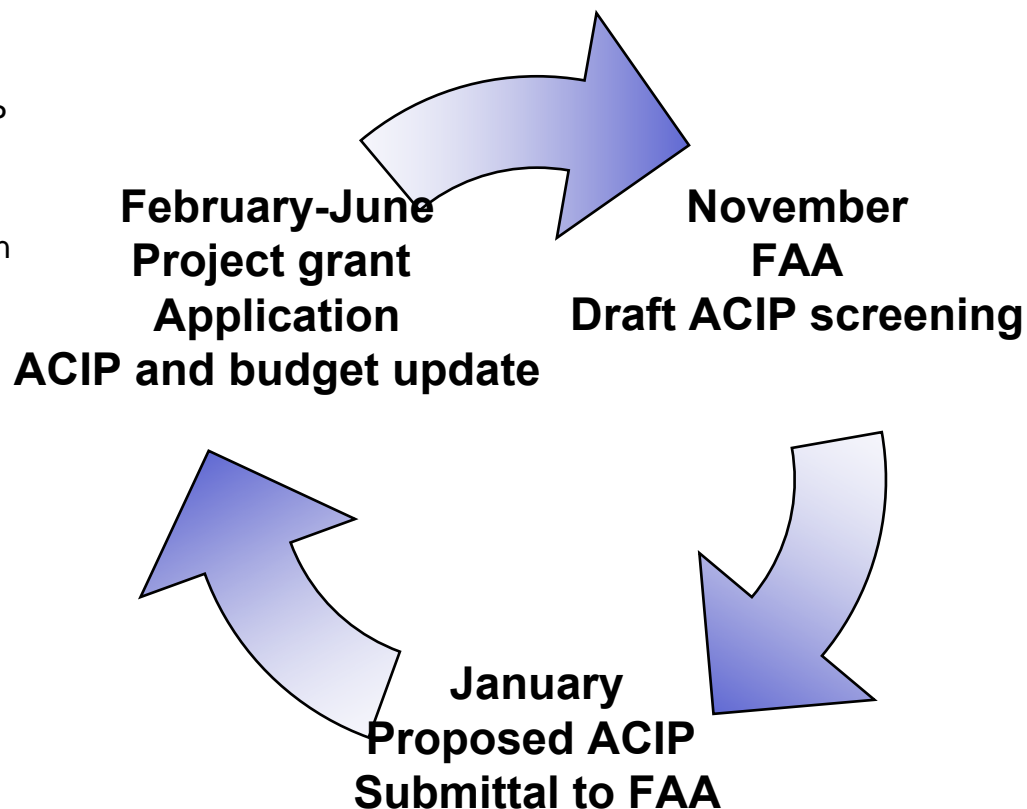
Proposed priorities for asphalt-concrete overlays:

<u>TIMING</u>	<u>AREA</u>	<u>ROAD, LIMITS</u>	<u>MILES</u>	<u>EST. COST (\$M)</u>
Target - Summer 2012	Latrobe	Latrobe Rd: Assist with CIP 73359 Latrobe Rd/Ryan Ranch Road prep work for 1,000 feet of roadway overlay south of the safety project	0.19	0.2
Awaiting funding	Garden Valley, Greenwood, Placerville	Greenwood Rd: Marshall Rd to Hwy 193 Forni Rd – Missouri Flat Rd to Placerville Dr 72183	7.00	1.8
Awaiting funding	Placerville	Greenstone Rd: Green Valley Rd to Mother Lode Dr	2.53	0.6
Awaiting funding	Lotus, Coloma	Luneman Rd: Lotus Rd to Jurgens Rd	3.96	1.1
Awaiting funding	Tahoe	S. Upper Truckee Rd: Hwy 50 to Upper Truckee Bridge	4.00	1.5

- ☐ General Fund and Prop 1B
☒ When funding comes available

DOT's Airport CIP (ACIP) is driven by priorities and grant funding from the FAA.

- **November – Annual meeting with FAA to review Airport Layout Plan (ALP) and Draft ACIP for project screening**
 - Review ALP for compliance with Aviation Design Standards. Propose revisions to ALP & ACIP. The FAA guides DOT in project ranking and funding eligibility.
 - FAA circulates draft ACIP for funding potential to CTC*, Federal and State aviation divisions.
- **January – Update ACIP and submit to FAA**
 - Based on FAA guidance, DOT creates a project list for a five to seven year period and submits to FAA.
- **February thru June – Submit grant applications.**
 - DOT updates budget for next year's potential projects (based on Federal and State budget constraints).
 - Projects may be authorized for planning, design, and/or construction work
 - FAA awards engineering and construction grants and begins reimbursement process.



*California Transportation Commission

The ACIP is updated every year.

Airport projects planned through 2013 depend on \$97K in matching funds from the General Fund (ACO¹).

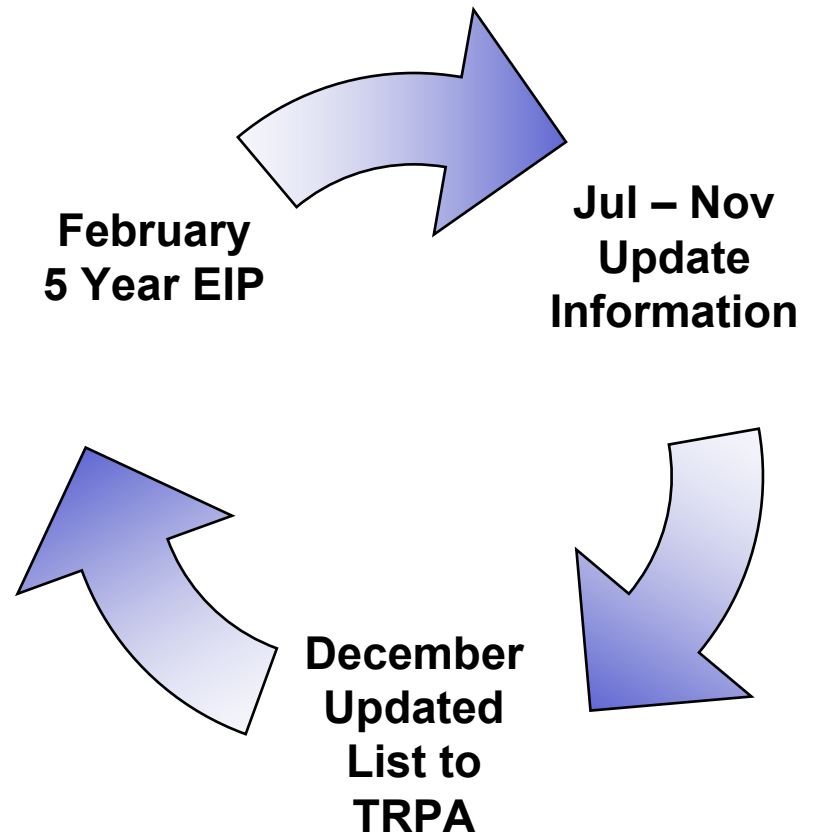
Airport	Proposed Construction Year	DESCRIPTION	Total Project Cost	FAA Grants	State Grants²	Local Funds
Placerville	2012/2013	Habitat/Security Fence and Gates 93124	\$623,000	\$560,700	\$14,018	\$48,282
Placerville	2013/2014	Water Line and Fire Hydrant to New Apron Area 93122	\$172,000	\$154,800	\$3,870	\$13,330
Placerville	2013/2014	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	2013/2014	Crack Seal, Joint Seal and Mark Runway, Taxiways, Aprons, and Tee Hangar Taxilanes	\$122,000	\$109,800	\$2,745	\$9,455
Totals			\$1,251,000	\$1,125,900	\$28,148	\$96,952

¹ Accumulated Capital Outlay

² Assumes 2.5% of FAA Grants, but may be up to 5% (To Be Determined)

The Tahoe EIP is driven solely by available grant funding; we build what we get grants for.

- **Jul – Nov: Update Information**
 - Identify needs of granting Agencies
 - Update Federal/State/Local grant forecast
 - Revise projects in EIP based on latest cost and grant information
- **December: Updated List to TRPA**
- **February: Approve EIP**
 - Updated costs and schedules
 - Updated revenue
 - Establishes priorities for delivery
 - Determines workload for annual budget needs



The EIP is updated every year.

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

Echo View 2
2012/13

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

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

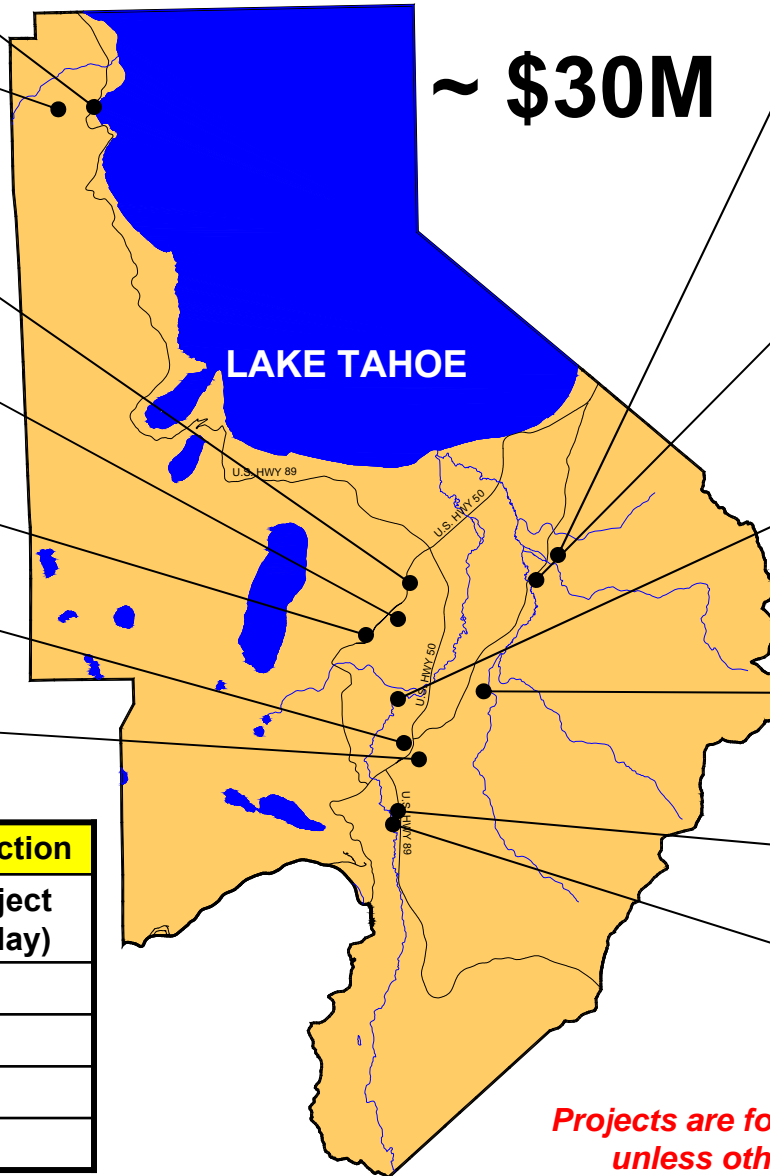
Apache Ave./US 50 Signal
2014/15 – Phase 1
2015/16 – Phase 2

Country Club Heights
2015/16 - Phase 1

Christmas Valley 2C
2012/13

Hwy 89 Bike Trail
2015/16 – Phase 1

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



Projects are for erosion control unless otherwise noted.

National Pollutant Discharge Elimination System (NPDES)

Tahoe and West Slope Status

- New permit requirements are more restrictive → more costly
- Tahoe: Currently negotiating municipal permit: City of South Lake Tahoe, Placer County, El Dorado County, and Lahontan Regional Water Quality Control Board
 - Goal: Reduce costs and requirements
- W. Slope: new MS-4 permit being re-written by Central Valley Regional Water Quality Control Board
- Funding options:
 - Stormwater utility fees
 - State and federal grants
- Storm Water Management Program update
- Storm Water Ordinance

DOT requests the Board provide direction:

Recommended West Slope Road/Bridge CIP, near term priorities:

- 3 Interchange: Missouri Flat Rd, El Dorado Hills Blvd, Silva Valley Pkwy
- 4 Roadway: HOV Ph 2A, Silver Springs (2), Diamond Springs Pkwy
- 7 Safety/Drainage:
 - Hollow Oak Drainage
 - Pleasant Valley Rd/Patterson Signal
 - Latrobe Rd/Ryan Ranch Realignment
 - Salmon Falls Rd Realignment
 - Cold Springs Rd Realignment
 - Oak Hill/Pleasant Valley Rd Intersection
 - Northside School Bike Paths
- 7 Bridge:
 - Green Valley Rd at Tennessee Creek
 - Green Valley Rd at Weber Creek
 - Sly Park Rd at Clear Creek
 - Bucks Bar Rd at N. Fork Cosumnes
 - Rubicon Trail at Ellis Creek
 - Wentworth Springs Rd at Gerle Creek
 - Ice House Rd Bridges - Maintenance
- 5 Planning/Design/Other:
 - Headington Rd: Finish environmental and design by 2014
 - Ponderosa Rd Interchange: Finish environmental of the interchange and environmental and design of frontage roads by 2015
 - 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

De-prioritize and de-fund any projects? Shift \$ to ?

DOT requests the Board provide direction (cont.):

- Capital Overlays:
 - Shift RSTP funds from (some) capital projects, in order to do asphalt-concrete overlays?
- Airports:
 - Provide matching funds from the ACO¹ for FAA grants?
 - If so, DOT will return on April 10th with an agenda item for Board approval of this action.

¹ *Accumulated Capital Outlay*