

Attachment A: Staff Report

February 5, 2013 - Board of Supervisors Hearing Legistar Item No. 13-0082

Transportation recommends the Board receive information and provide direction on the proposed 2013 Capital Improvement Program and Transportation Work Plan within the 2013 CIP Book. The 2013 CIP Book includes:

Capital Improvement Program (4 programs)

- 1) West Slope Road and Bridge Program;
- 2) Tahoe Environmental Improvement Program;
- 3) Airport Capital Improvement Program; and
- 4) Capital Overlay and Rehabilitation Program.

And two additional Transportation Programs

- 5) Road Maintenance Program; and
- 6) National Pollutant Discharge Elimination System Program.

BACKGROUND:

General Plan Policy TC-Xb, General Plan Implementation Measures TC-A and TC-B require Transportation to submit an updated Capital Improvement Program (CIP) for the West Slope Road/Bridge Program annually to the Board for adoption.

Pursuant to Implementation Measure TC-A, the County shall prepare and adopt a priority list of road and highway improvements for the CIP based on a horizon of ten years. The Board shall update the CIP every year, or more frequently as recommended by the responsible departments. Additionally, the CIP shall be coordinated with the five-year major review of the General Plan and shall be included in the annual General Plan review. Policy TX-Xb requires Transportation to prepare a CIP every five years, specifying expenditures for roadway improvements within the next 20 years. Each plan shall contain identification of funding sources sufficient to develop the improvements identified.

The Residential Permit Forecast, approved by the Board on September 25, 2012, begins the process of the CIP update. This forecast enables Transportation to estimate revenues associated with the Traffic Impact Mitigation (TIM) fee program, which is a component of the funding for West Slope Road/Bridge Capital Improvement Program (CIP).

DISCUSSION:

The proposed 2013 CIP Book includes the CIP (which includes four programs), the Road Maintenance Program, and National Pollution Discharge Elimination System (NPDES) Program.

The CIP includes the following four programs:

- West Slope Road/Bridge (CIP)

- Tahoe Environmental Improvement Program (EIP)
- Airport Capital Improvement Program (AICP)
- Capital Overlay and Rehabilitation Program (CORP)

These programs are separated out into the following segments:

West Slope Road and Bridge Program

- Current year work plan;
- 5-year CIP;
- 10-year CIP; and
- 20-year CIP

Tahoe EIP, ACIP and CORP

- Current year work plan; and
- 5-year EIP/CIP

Projects that span several years may be included in more than one segment of the CIP. See Attachment B for a breakdown of projects in each segment of the CIP. In some cases (e.g. Ponderosa Interchange) a project might only have funding available during the current year work plan for limited phases of the project, such as design and environmental phases. Therefore, the construction for these specific projects that are constrained by funding would be pushed out to the ten or twenty year CIP, when funding becomes available.

Transportation proposes to include Fiscal Year (FY) 13/14 work plans for the following programs in the 2013 CIP Book, in an effort to coordinate and capture all transportation work plans:

- RMP
- NPDES Program

Taking into consideration all six programs (RMP, NPDES Program and four programs within the CIP), Transportation's goals for the 2013 CIP Book are to:

1. Program the construction of Diamond Springs Parkway in accordance with the December 18, 2012 Board of Supervisors hearing.
2. Invest in road rehabilitation and maintenance, which saves money for Transportation in the long term.
3. Postpone other major CIP changes until 2014, after the Travel Demand Model (TDM) and TIM Fee updates are completed.
4. Make any other revisions to the six listed programs per Board direction.

The following discussion describes each program proposed for inclusion in the 2013 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

Descriptions of the status of projects in the 2012 CIP follow in items A and B. Details on the proposed 2013 CIP follow in items C-F.

- A. Projects completed or near completion - In the past year, Transportation has completed (or is in the process of completing) the following projects:
- ❖ U.S. Highway 50/High Occupancy Vehicle (HOV) Lanes Phase 2A (Bass Lake Grade to Cameron Park Drive)
 - ❖ U.S. 50/Missouri Flat Road Interchange Improvements Phase 1B
 - ❖ Green Valley Road at Tennessee Creek – Bridge Replacement
 - ❖ Wentworth Springs Road at Gerle Creek – Bridge Replacement
 - ❖ Ice House Road Bridges – Maintenance Project
- B. Current Year Work Plan - Transportation is working on twenty-three (23) projects in or nearing construction during the 2012/2013 Fiscal Year:
- ❖ (1) Interchange: Silva Valley Pkwy
 - ❖ (5) Roadway: HOV Phase 0, Silver Springs (N Segment), Diamond Springs Pkwy Phase 1A and 2 (See discussion in Section C below), and the drainage culvert portion of the Bass Lake Full Improvements Phase 1A project
 - ❖ (9) 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 Path Phase 1 and 2
 - Green Valley Rd/Deer Valley Intersection
 - Silver Springs Pkwy/Green Valley Rd Intersection
 - ❖ (5) Planning/Design/Other:
 - Ponderosa Rd Interchange: Finish environmental phase of the interchange, and environmental and design phases of frontage roads by 2015
 - Latrobe Road Connection: Alignment depends on results of the TDM
 - TIM Fee Program Update: Update TDM, traffic circulation element
 - New York Creek Trail – Phase 1
 - Cameron Park Dr. Class 2 Bike Lanes
 - ❖ (3) Bridge:
 - Rubicon Trail at Ellis Creek

- Mt. Aukum Rd at N. Fork Cosumnes
- Cosumnes Mine Rd. at N. Fork Cosumnes

C. Accelerated priority project - On December 18, 2012, the Board directed staff to allocate funding for the completion of the Diamond Springs Parkway from Missouri Flat Road easterly to Highway 49, and the improvement of Highway 49 southerly to Pleasant Valley Road. Transportation was also directed to proceed with the completion of design documents and right-of-way purchases.

Funding for Diamond Springs Parkway will consist of:

- ❖ Local Funds - Tribe
- ❖ MC&FP Fund
- ❖ Zones 1-7 TIM Fees
- ❖ State-Local Partnership Program (SLPP) Grant
- ❖ Potential Developer Advanced funds

The Diamond Springs Parkway project currently consists of three phases (See Attachment C for an illustration of the phases):

- ❖ Phase 1A (CIP Project No. 72375)
- ❖ Phase 1B (CIP Project No. 72334)
- ❖ Phase 2 (CIP Project No. 72368)

Currently, staff has submitted 60% final design and utility relocation plans for Phase 1A for Caltrans approval. Phase 1A includes the construction of two lanes on State Route 49 (SR 49) and right of way acquisition for four lanes on SR49. The right of way acquisition takes into account existing Irrevocable Offers of Dedication (IODs). This phase has a \$1M SLPP grant which stipulates its construction start date, currently December, 2013 (may be extended to December, 2014).

In addition to Phase 1A, there are three viable options for completing the construction of the Diamond Springs Parkway project:

Option 1. Construction of Phase 1B

Cost Estimate: \$22M

Description: This option includes right-of-way acquisition for future four lanes on Diamond Springs Parkway. It also includes the construction of two lanes on Diamond Springs Parkway.

Estimated construction start date for Phase 1B: FY 16/17

Option 2. Construction of Phase 1B and Phase 2 (as described in the 2012 CIP)

Cost Estimate: \$23.5M

Description: This option includes right-of-way acquisition for four lanes on Diamond Springs Parkway. It also includes the construction of four lanes on Diamond Springs Parkway.

Estimated construction start date for Phase 1B and Phase 2: FY 16/17

Option 3. Full build out (includes incorporating two additional lanes on SR 49 into the 2013 CIP)

Cost Estimate: \$25M

Description: This option includes right-of-way acquisition for four lanes for Diamond Springs Parkway and utilization of existing IODs for four lanes on SR 49. It also includes the construction of four lanes on Diamond Springs Parkway, additional two lanes on SR 49, and the full build out of the intersection of Diamond Springs Parkway and SR 49.

Estimated construction start date for Phase 1B and Phase 2: FY 17/18.

Transportation recommends Option 3. The right-of-way acquisition and grading to four lanes on Diamond Springs Parkway and SR 49 is accomplished with Phases 1A and 1B. Phase 2 in the 2012 CIP completes the roadway paving construction to four lanes on Diamond Springs Parkway and 2 lanes on SR 49.

In the interest of economic development, SR 49 can include construction of two additional lanes in Option 3 (first two lanes are included in Phase 1A) for an added cost of \$1.5M of local funds in FY 2017/2018. If the County receives additional funds through potential grants or Developer Advanced funds, this optional project could start construction in FY 2016/2017. Upon Board direction, staff can incorporate two additional lanes on SR 49 as part of the description of Phase 2.

D. New projects proposed for inclusion in 2013 CIP:

- ❖ Diamond Springs Parkway – Transportation is recommending the addition of two lanes on State Route (SR) 49, as described in Option 3 above.
- ❖ Green Valley Rd Traffic Signal Improvements - The estimated cost of this project is \$270,000, and the estimated construction start is FY 13/14. Transportation was awarded a federal grant in the amount of \$242,700 for traffic signal improvements on Green Valley Road. Transportation sought this grant in an effort to improve safety and allow traffic to flow more smoothly on Green Valley Road. This work will be at Francisco Drive, El Dorado Hills Blvd. and Silva Valley Parkway traffic signals. Improved traffic signal cabinet controllers and interconnected communication cables between the traffic signals will result in a minor reduction in traffic delays.
- ❖ Class II Bikeway - Green Valley Road from Loch Way to the signalized entrance at Pleasant Grove Middle School – The estimated cost of this project is \$320,000 and the estimated construction start is FY 13/14. Development of this project is consistent with the County's approved Bicycle Transportation Plan. Transportation was recently awarded a Bicycle Transportation Account (BTA) grant in the amount of \$288,000 for the project. The BTA grant required a ten percent local match of \$32,000, which was programmed by the El Dorado County Transportation Commission from Transportation Development Act (TDA) Article 3 Local Transportation Fund (LTF) bicycle/pedestrian funds. The funds cover design, right of way and construction. Transportation sought these funds in an effort to improve the safety and convenience of travel along

Green Valley Road, and to further the County's goal of increasing bicycle transportation.

- ❖ Traffic Signals and Intersection Operational Improvements - The TIM Fee Program includes a lump sum of \$89.3M for Traffic Signals and Intersection Operational Improvements. Traffic signal projects include such intersection improvements as signalization, widening for turn pockets and shoulders, bike and pedestrian facilities, and Americans with Disabilities Act (ADA) required improvements. Traffic signal and intersection operational improvement projects have been prioritized and individually included to the CIP. Currently, approximately \$57.4M has been spent or currently programmed within the CIP. Transportation's goal is to prioritize the remaining potential traffic signal projects and include them in the 2013 CIP, using the remainder of the \$89.3M, which is approximately \$31.9M. The pending TDM will provide insight into where specific projects will be programmed within the specific segments of the CIP (i.e. projects in the 5-year, 10-year, or 20-year segments). Staff proposes to create a project in the 20-year CIP for the "Traffic Signals and Intersection Operational Improvements" project with funding of \$31.9M. This line item will be updated upon completion of the TDM.
- ❖ El Dorado Trail Extension, from Los Trampas to Halcon – The estimated cost to design and construct this project is \$521,000, with an estimated construction start beyond FY 16/17. Transportation has received grants totaling \$510,000 from the following funding sources: Bicycle Transportation Account, El Dorado County Transportation Commission, Trails Now, and Transportation Development Act. Additional funding of approximately \$11,000 will come from the Accumulative Capital Outlay Fund – Parks.

E. Other Priorities - In addition to prioritizing projects in or near construction, Transportation recommends prioritizing projects that the Board has previously expressed an interest in moving forward. Because of the long lead times to plan, design, and acquire right-of-way for projects prior to construction, Transportation recommends continuing to work on the following projects:

1. Latrobe Road Connection - Staff was directed to continue planning level studies for the new road to the west out of the El Dorado Hills Business Park (i.e., the "Latrobe Road/White Rock Road Connection"). The decision on an alignment for a connection to the west as required by General Plan Policy TC-1u will be deferred until the completion of the TDM and land use forecast efforts. The TDM and land use forecasts may provide new information regarding the level of service at the White Rock Road and Latrobe Road intersection.
2. Bridge Projects - Continue to provide matching funds for nine Bridge projects in addition to the seven projects in or nearing construction, as these attract 90% or more of grant funding.

This would facilitate delivering these bridge projects now, rather than at a future date, when grant funding may no longer be available. Transportation proposes

to use a combination of Regional Surface Transportation Program (RSTP), Sacramento Municipal Utility District (SMUD), El Dorado Irrigation District (EID) and Road Fund (see the attached presentation and "Bridge Summary" for details).

Transportation has discontinued planning level studies for the Cameron Park Drive Interchange, as the need for this project is dependent on the results of the major updates of the TDM and TIM Fee Program. Regarding the Ponderosa Interchange Project, Transportation plans to finish the environmental analysis for the interchange and frontage roads within the five-year CIP work plan, and construct the interchange improvements within the twenty year horizon.

Tahoe EIP:

In 2012, Transportation's Tahoe Engineering Unit completed the following projects:

- ❖ Montgomery Estates Phase 1.B Erosion Control Project
- ❖ Sawmill 2A Bike Path and Erosion Control Project
- ❖ Christmas Valley Phase 2C Erosion Control Project
- ❖ Echo View 2 Erosion Control Project

The Tahoe Engineering Unit 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. Transportation's Proposed 5-Year EIP includes construction of four to five projects per season (reference the attached presentation in Attachment L, slide #15 for a map summarizing planned projects).

Transportation proposes to construct the following projects this summer:

- ❖ Boulder Mountain
- ❖ Lake Tahoe Blvd SEZ/ECP/Bike Trail
- ❖ Montgomery Estates Phase 2 Erosion Control Project
- ❖ Sawmill 2B Bike Path and Erosion Control Project

Transportation also proposes to include the following project in the 2013 Tahoe EIP:

- ❖ The Angora 3 Erosion Control Project (CIP Project No. 95160) CTA 05023 Grant, which expired on June 30, 2012, had \$1M in grant funds remaining.

Transportation applied to the California Tahoe Conservancy (CTC) Board to request to re-encumber the remaining \$1M for two current CIP Projects - Golden Bear Erosion Control Project (CIP No. 95176) and County Service Area #5 (CSA #5) Erosion Control Project (CIP No. 95157), and one new CIP project - the Forest View Water Quality Project. Transportation received CTC Board approval at its December 2012 Board meeting, and is in the process of obtaining new grant agreements. The estimated construction start for the 3 projects is scheduled for FY 14/15, and the estimated costs are as follows:

- Golden Bear Erosion Control Project - \$225,000
- CSA #5 Erosion Control Project - \$400,000
- Forest View Water Quality Project - \$395,000

Airport CIP:

Transportation proposes to work on several projects subject to the Federal Aviation Administration's (FAA) grant funding. On December 18, 2012, the Board of Supervisors approved the use of \$172k of the Accumulative Capital Outlay (ACO) fund to construct the waterline project at Placerville Airport. In addition, Transportation is requesting an additional \$51K to match the FAA grants for the balance of the remaining FY 13/14 Airport CIP projects as shown in the attached power point presentation (Attachment L, slide #18).

The proposed Placerville Airport projects for the next two years include:

1. Habitat/Security Fence and Gates (currently in construction)
2. Water Line and Fire Hydrant to New Apron Area
3. Crack Seal and Remark Runway 5-23, Taxiways, Aprons, and Tee Hangar Taxilanes

The proposed Georgetown Airport projects are:

4. Airport Layout Plan Narrative Including ALP Updated Plans.
5. Crack Seal, Joint Seal and Mark Runway, Taxiways, Aprons, and Tee Hangar Taxilanes and Change Runway End ID.

Capital Overlay and Rehabilitation Program (CORP) CIP:

Asphalt-Concrete (AC) overlays are considered to be capital projects if they are one-inch (1") or more in thickness. Lack of external funding sources precluded Transportation from constructing any overlay projects during the 2012 construction season.

CORP accomplishments for the years 2000-2012 are summarized in the "CORP Accomplishments" (See Attachment D).

As of February 2013, two overlay projects (Latrobe Road and Francisco Drive) are planned for the 2013 construction season.

To date, Transportation's strategy has been to fund AC overlay projects primarily with external funding. If the Board wishes to re-direct revenue currently recommended for West Slope Road/Bridge Projects, additional AC overlay projects could be constructed. Transportation has a "wish list" of AC overlay projects, some of which are listed in Attachment E.

Transportation developed a Pavement Management System over the course of many years, which has provided the necessary information to guide and prioritize various capital overlay projects. Recently, Transportation incorporated the existing system into a more robust Geographic Information System tool entitled "The Pavement Management Program," (PMP). The information provided by the PMP drives Transportation's RMP and CORP programs. The PMP is a tool used to assist in monitoring the condition of all paved roads within the County. It maintains a history of surface treatment and overlay work performed on the roads.

ROAD MAINTENANCE PROGRAM (RMP):

The Road Maintenance Program is spread among 23 categories of roadway maintenance activities that receive funding each year. Seventeen of these categories are funded at a level that allows Transportation to perform work on a reasonable, cyclical basis. The remaining six categories are significantly underfunded each year as follows:

- ❖ Brushing – Ideally, every area is brushed every five years (80 miles/year)
 - . Total Annual Funding required for five-year cycle: \$1.7M
 - a. Average annual funding: \$830,000
 - b. Average annual shortfall: \$870,000
- ❖ Ditching – five-year cycle (65 miles/year)
 - . Total Annual Funding required for five-year cycle: \$790,000
 - a. Average annual funding: \$360,000
 - b. Average annual shortfall: \$430,000
- ❖ Surface Treatment – ten-year cycle (80 miles/year)
 - . Total Annual Funding required for ten-year cycle: \$1.93M
 - a. Average annual funding: \$964,000
 - b. Average annual shortfall: \$966,000
- ❖ Vegetation Control – five-year cycle (1200 miles/year)
 - . Total Annual Funding required for five-year cycle: \$280,000
 - a. Average annual funding: \$140,000
 - b. Average annual shortfall: \$140,000
- ❖ Sign Maintenance – ten-year cycle (2400 signs/year)
 - . Total Annual Funding required for ten-year cycle: \$1.16M
 - a. Average annual funding: \$430,000
 - b. Average annual shortfall: \$730,000
- ❖ Pavement Management Program (PMP) – two-year cycle (510 miles/year)
 - . Total Annual Funding required for two-year cycle: \$150,000
 - a. Average annual funding: \$98,000
 - b. Average annual shortfall: \$60,000

These annual budget shortfalls are ongoing, so while a one-time budget increase will allow Transportation to catch up on work not recently performed, it will have limited long term positive impact on the cyclical nature of the annual work.

During the upcoming months, Transportation's Maintenance Unit will continue with snow removal, drainage, ditching and brushing projects. Starting in mid-April, dirt road grading and chip seal prep work will be done, along with other on-going maintenance projects, and will lead into the surface treatment projects for the summer. The chip seal projects for FY 12/13 are primarily based in the West Slope. Staff performed asphalt concrete overlay work in the Tahoe basin earlier this fiscal year, and the Tahoe roads planned for chip seal in FY 12/13 have been moved to FY 13/14. See Attachment F for a list of the current year chip seal and maintenance projects (e.g., brushing, ditching, vegetation control, sign maintenance).

Proposed FY 13/14 Chip Seal and Maintenance Projects include:

- ❖ 61.35 miles of chip seal
- ❖ 32.55 miles of brushing
- ❖ 41.23 miles of ditching
- ❖ Vegetation control throughout the western part of the County.

Attachment G contains a specific listing of proposed chip seal and maintenance projects (e.g., brushing, ditching, vegetation control) for FY 13/14. Along with these projects, some of the other areas of concentration will be the annual maintenance of Mosquito Bridge, Rubicon Trail Phase 3 and construction of new culvert and bridge on Rubicon Trail.

In the six areas identified in need of more annual funding, the Maintenance Unit has proposed additional FY 13/14 maintenance activities, if additional annual funding is allocated. Staff has developed two options:

- Option A includes 40 miles of brushing, 38 miles of ditching, nine miles of chip seal, and 100 miles of vegetation control. See Attachment H for a specific breakdown of Option A proposed chip seal and maintenance projects.
- Option B includes 20 miles of brushing, 20 miles of ditching, six miles of chip seal, and 75 miles of vegetation control. Attachment I contains the breakdown of chip seal and maintenance projects proposed in Option B.

In addition, Transportation currently replaces about 900 signs per year. Recently, the Federal and State Manual of Uniform Traffic Control Devices (MUTCD) have updated their standards resulting in a need for staff to replace our current sign panels with new retro-reflective panels for better visibility at night. The new sign panels are required to be in place by 2015. With Transportation current funding levels, staff can complete this requirement by 2020.

With the additional funding requested in Option A, staff could replace about 1,500 sign panels per year and meet the new requirement by 2018. Based on Transportation's history with the State and Federal MUTCD, staff has concluded that this would be viewed as adequate progress towards compliance with the new retro-reflective standard. With Option B, staff could replace about 1,300 sign panels per year by 2020.

The Pavement Management Program is also an essential part of road maintenance. With an annual budget of approximately \$98,000, staff can currently inspect 34% of the County roads each year. Proposed funding for the Pavement Management Program would be \$150,000. This would allow for the inspection of 50% of County roads each year and would allow for building an inventory of roadway appurtenances (i.e. culverts, signs, signals, lights, etc.). It would also keep Transportation eligible for future funding streams currently being explored by staff and the El Dorado County Transportation Commission through SACOG and Caltrans.

In summary, current funding available for the RMP allows for only about 50% of the work to be performed under six important maintenance categories. Transportation has concluded that Option A, an annual increase of \$1.8M in annual funding, will allow for a

reasonable cycle of ongoing maintenance for brushing, ditching, surface treatment, vegetation control, sign maintenance, and pavement management. This will decrease the annual shortfall from \$3.2M to a more manageable \$1.4M.

Option B proposes an annual increase of \$1M in annual funding, which would decrease the annual shortfall from \$3.2M to \$2.2M.

Transportation recommends Option A, an increase of \$1.8 million in annual funding for the RMP.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM

The 2013 CIP will also include a section on the NPDES program. The NPDES program is a provision of the Clean Water Act. It is a permitting mechanism that requires the implementation of controls designed to prevent harmful pollutants from being washed by storm water runoff into local water bodies.

Both the Tahoe and West Slope portions of the County are facing increased NPDES requirements that come with more restrictions and with no identified funding sources. Transportation's Tahoe Engineering Unit has successfully negotiated the Municipal NPDES Permit with the Lahontan Water Board, achieving reduced permit costs and requirements, and extended deliverable dates.

On the West Slope, a new "MS4" Permit currently has been drafted by the State Water Resources Control Board (SWRCB). Adoption is scheduled for February 5, 2013. The new permit will include a significant ramp-up in the Clean Water Act's six minimum control measure requirements.

Currently the Tahoe NPDES Program and the West Slope Program are funded by the General Fund and Public Utility Franchise Fees by a 50/50 split. The current budget for the NPDES program is \$490K for Tahoe and \$214K for the West Slope, for a total of \$704K.

Transportation staff Estimates a yearly cost to comply with the new issued permits to range from \$400,000 to \$800,000 for the West Slope and from \$475,000 to \$600,000 for Tahoe. Possible additional funding options include the road fund, storm water utility fees, state and federal grants, public/private partnerships, and increased contributions from the County General Fund or Public Utility Franchise Fees.

Transportation is also currently spending approximately \$2M per year in grant funds on EIP in the Tahoe Basin. These Projects help achieve the County's Total Maximum Daily Load (TMDL) as defined within the NPDES requirements.

To date, Transportation has been looking for win-win opportunities to secure grant funds that help the County comply with its NPDES requirements. Failure to comply with NPDES permit requirements can result in notices of violation, clean up and abatement orders, and related monetary penalties.

In order to comply with the majority of the new NPDES Permit requirements, Transportation requests that the Board increase the current annual funding for the NPDES program by a minimum of \$100K for Tahoe and \$300K for the West Slope, for a total of \$400K. Staff recommends using additional General Fund and Utility Franchise Fees to fund the program.

Transportation is currently working on a Tahoe area Storm Water Ordinance. The item will go to the Board of Supervisors on February 5, 2013 for an initial reading. A second reading of the Ordinance will go to the Board on February 12, 2013 for adoption.

The West Slope Storm Water Ordinance has not been completed as it requires additional information from the SWRCB. Upon receipt of information from the SWRCB, staff will propose a West Slope Storm Water Ordinance for Board approval.

RECOMMENDATION:

Transportation is asking the Board of Supervisors to provide guidance and direction on the proposed 2013 CIP. Revisions will be made to the proposed 2013 CIP based upon the Board's recommendations and Transportation will return to the Board for adoption of the CIP in mid to late May, 2013.

Attachment J lists proposed projects, their costs and possible funding sources. Attachment K lists revenue sources and their potential uses. In summary, Transportation is recommending:

Capital Improvement Program:

West Slope Road and Bridge Program:

1. Approve current year work plan for West Slope Road/Bridge CIP as summarized above.
2. Approve Option 3 for construction of Diamond Springs Parkway. If Option 3 for Diamond Springs Parkway is approved, add two additional lanes for construction on SR 49. Staff can accomplish this by amending the description, cost and funding for Phase 2 as currently described in the 2012 CIP.
3. Approve three additional projects for inclusion in the 2013 CIP:
 - Green Valley Rd Traffic Signal Improvements
 - Class II Bikeway - Green Valley Road from Loch Way to signalized entrance at Pleasant Grove Middle School
 - El Dorado Trail Extension from Los Trampas to Halcon
4. Traffic Signal Projects – Add a new “Traffic Signals and Intersection Operational Improvements” project in the 20 year segment of the 2013 CIP.

Tahoe EIP:

5. Approve the 5-year EIP as summarized attached presentation in Attachment L, slide #15.
6. Approve one additional project for inclusion in the 2013 Tahoe EIP: Forest View Water Quality Project.

Airports:

7. Approve the addition of \$51K to match the FAA grants on the balance of the remaining FY 13/14 Airport CIP projects as shown in Attachment L.

Capital Overlay and Rehabilitation Program:

8. Continue to use external funds as they become available for projects listed in Attachment E.

Road Maintenance Program

9. Approve one of the following options:
 - Option A: Increase annual funding to the Road Fund by \$1.8 M for ongoing Road Maintenance activities; or
 - Option B: Increase annual funding to the Road Fund by \$1.0 M for ongoing Road Maintenance activities.

NPDES Program

10. Increase annual funding by \$400k for ongoing permit compliance activities using General Fund and Public Utility Franchise Fees.

NEXT STEPS:

The TDM is in process, but not yet available for use in the 2013 CIP. When the TDM update is complete, Transportation will be able to run existing and future scenarios to evaluate traffic impacts from projected growth. The traffic impact evaluation of land use decisions can then be used to determine the appropriate roadway infrastructure needs. Therefore, other than the project priorities discussed above, major changes to the CIP will be made during the next CIP update in 2014.

Transportation will return on April 16 with a workshop that incorporates Board direction, and on May 21 with a 2013 Transportation CIP Book for Board adoption.

Contact:

Kim Kerr, Interim Director
Transportation