

## Errata Report for Legistar item #13-0082

Changes to the staff report (Attachment A) and the presentation (Attachment L) since the Agenda was published on 1/31/13:

### 1. In Attachment A, the staff report:

- ❖ On page 6, the Traffic Signals and Intersection Operational Improvements section should read: 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 \$31.9M 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 \$57.4M. 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 \$57.4M. This line item will be updated upon completion of the TDM. (See attached revised staff report page 6.)

### 2. In Attachment L, the presentation:

- Slide 43:
  - ❖ Capital Overlay and Rehabilitation Program – should read: 5. Prioritize CORP projects listed on slide 22. Continue to use external funds as they become available for these projects. (See attached revised slide 43 of presentation.)
- Slide 44:
  - ❖ Road Maintenance Program – should read: 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; (See attached revised slide 44 of presentation.)
  - ❖ NPDES Program – should read: 10. Increase annual funding for NPDES by \$400,000 for ongoing permit compliance activities using General Fund and Public Utility Franchise Fees. (See attached revised slide 44 of presentation.)

- ❖ 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 \$31.9M 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 \$57.4M. 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 \$57.4M. 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)

# Staff requests the Board provide direction (cont.):

## Capital Overlay and Rehabilitation Program

5. Prioritize CORP projects listed on slide 22. Continue to use external funds as they become available for these projects

## Tahoe EIP

6. Approve 5 year work plan as summarized above
7. Approve one additional project for inclusion in the 2013 Tahoe EIP: Forest View Water Quality Project

## Airports

8. Approve the addition of \$51k to match the FAA grants on the balance of the remaining FY 13/14 Airport CIP projects as shown above



# Staff requests the Board provide direction (cont.):

## 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 for NPDES by \$400,000 for ongoing permit compliance activities using General Fund and Public Utility Franchise Fees.

