



**COMMUNITY DEVELOPMENT AGENCY
LONG RANGE PLANNING DIVISION**

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March 24, 2015

To: Board of Supervisors

From: Claudia Wade, Senior Civil Engineer

Subject: Annual 2015 Capital Improvement Program Workshop

PURPOSE:

The Capital Improvement Program (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.

General Plan Policy TC-Xb and Implementation Measure TC-A require the County to prepare an annual CIP for the West Slope Road/Bridge Program specifying expenditures for roadway improvements within the next 10 years.

General Plan Policy TC-Xb and Implementation Measure TC-A also require a Major CIP and Traffic Impact Mitigation (TIM) Fee Program update every five years, in line with the major review of the General Plan, specifying expenditures for roadway improvements within the next 20 years.

Staff will be working on parallel processes for the 2015 CIP Minor Update and the 5-Year Major CIP/TIM Fee Program updates. Refer to pages 4-6 of Attachment B for a discussion of these parallel processes. This minor update is an interim step that will ensure the CIP continues to adequately guide infrastructure investments through FY 2015/16 while the County processes the 5-Year Major CIP/TIM Fee Program Update.

DEPARTMENT RECOMMENDATION:

Community Development Agency (CDA), Long Range Planning Division (LRP) and Transportation Division (TD) recommending the Board incorporate changes outlined in Items 1 through 5 listed below into the proposed 2015 CIP. Staff will return to the Board for adoption of the 2015 CIP Book in June 2015.

1. Approve additions and changes to West Slope Road/Bridge CIP projects for

- inclusion in the 2015 CIP, as described in Attachment C
2. Incorporate the 5-Year Tahoe Environmental Improvement Program (EIP), as summarized in Attachments C and D
 3. Postpone one project in the Transportation Facility Improvement Program (TFIP):
 - a. Headington Wash Rack & Sewer Connection Project (CIP #88134), pending the outcome of a Department of Water Resources Water-Energy grant application
 4. Continue to fund FY 2015/16 Airport CIP projects with Federal Aviation Administration (FAA) grants and local matching funds (Attachment E)
 5. Continue to use external funds as they become available for projects on the Infrastructure Investment Options list (Attachment F)

DISCUSSION/BACKGROUND:

The proposed 2015 CIP Book includes the following five programs:

- West Slope Road/Bridge (CIP)
- Tahoe Environmental Improvement Program (EIP)
- Airport Capital Improvement Program (ACIP)
- Transportation Facility Improvement Program (TFIP)
- 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
- 20-year CIP

Tahoe EIP, ACIP, TFIP and CORP

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

Projects that span several years may be listed in more than one funding segment of the CIP, depending on when funds are spent. For example, a project may be included in the 5-Year CIP for planning and the 10-Year CIP for construction. Projects are included in a funding segment if any funds are estimated to be spent during any of the segment's fiscal years.

The Executive Summary section of the 2014 CIP Book included work plans for the Road Maintenance Program and the National Pollutant Discharge Elimination System Program, in an effort to coordinate and capture all of the CDA's work plans. Since these activities do not involve capital projects, they will not be included in the 2015 CIP Book. The CDA TD will be discussing the Road Maintenance Program in depth in an upcoming separate Board item.

Taking into consideration all five programs, the CDA's goals for the 2015 CIP Book are to:

1. Include new projects, or changes to existing projects, as directed by the Board.
2. Postpone major 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 2015 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)

On February 24, 2015, staff informed the Board of the status of projects in the 2014 CIP. A list of projects completed between 2001 and 2014 is included in Attachment G. Details on the proposed 2015 CIP are shown below in items 1 and 2.

1. Projects listed in Attachment C have had changes in cost or schedule since the 2014 CIP was adopted in June, 2014. Cost or schedule modifications have been made as a result of refinements made during the FY 2014/15 budget process. Staff recommends the Board direct staff to include the changes specified in Attachment C in the 2015 CIP Book.
2. The following projects will be presented to the Board in coming weeks for consideration. If approved by the Board, these projects will be included in the 2015 CIP:
 - A. Camino Interchange – This project will make safety improvements to US Highway 50 in the Camino Corridor. In addition to mainline US Highway 50 improvements, the project will include a grade separated crossing under US Highway 50, connecting Camino Heights Drive and Carson Road, providing improved traffic, bicycle and pedestrian circulation. Caltrans is the lead agency and will provide the majority of funding for the project. However, the County is being asked to contribute funds for improvements to County roads outside of the US Highway 50 right-of-way.

- B. Courthouse Road/Ray Lawyer Drive Extension – This project will extend Ray Lawyer Drive to provide access to the proposed new Courthouse Facility in Placerville. This project is being coordinated with the County Chief Administrative Office, the State Administrative Office of the Courts and the City of Placerville.

Tahoe EIP:

In 2014, Transportation's Tahoe Engineering Group (TEG) completed the following projects:

- ❖ Golden Bear Erosion Control Project
- ❖ Forest View Water Quality Project
- ❖ County Service Area (CSA) #5 – Upper Area Erosion Control Project
- ❖ Lake Tahoe Blvd Enhancement 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 four projects per season (reference Attachment D for a map summarizing projects planned through 2019).

Staff proposes to construct the following projects this summer:

- ❖ 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

TFIP:

The TFIP section of the 2015 CIP Book includes one Facilities project – the Headington Wash Rack Facility Project (CIP #81134), formerly named Headington Wash Rack & 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.

The CDA has applied for a Water-Energy Grant application from the Department of Water Resources. This grant may fully fund the Headington Wash Rack Facility Project, and would also include the installation of solar system and storm water improvements at

the facility. Construction was postponed from FY 2014/15 to FY 2015/16, pending the outcome of this grant opportunity (as stated in Attachment C).

Significant operational cost savings could be realized at the facility due to the elimination of sewer discharges (and corresponding sewer fees), use of automated wash features (less labor and wash time), and a potential solar system (reduction in electrical costs).

ACIP:

The CDA is responsible for operating the Placerville and Georgetown Airports, which includes developing and implementing the ACIP for both airports. The Federal Aviation Administration (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 2015-2020. The State has provided matching funds for Airport projects in past years. However, State matching funds have not been programmed in the 2015 ACIP, as these funds have become unreliable. State funding will continue to be pursued.

Due to the recent change in airport engineering consultants, as well as CDA staffing changes, several of the projects scheduled for FY 2014/15 were shifted to FY 2015/16. ACIP projects proposed for the 2015 CIP are included in Attachment E and are listed below.

Placerville Airport projects proposed for inclusion in the 2015 CIP book:

- Crack Seal and Remark Runway 5-23, Taxiways, Aprons and Tee Hangar Taxilanes (CIP #93129)
- Update Pavement Maintenance/Management Program (CIP #93131)
- Remove and Install Taxiway Edge Lights (CIP #93130)

Georgetown Airport projects proposed for inclusion in the 2015 CIP book:

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

In past years, the CIP book included several projects focused on further development of the airports. These projects were scheduled in future years with no secured funding. CDA staff recently learned from its airport consultant that the FAA does not fund development or expansion projects; its focus is on safety projects at airports. Therefore, the following development projects will not be included the 2015 CIP book.

Placerville Airport:

- Tee Hangar Site Development Phase 2 (CIP #93126)

- 13 Unit Nested Tee Hangar (CIP #93128)

Georgetown Airport:

- West Taxiway Phase 1 (CIP #93524)
- West Side Development Phase 1 (CIP #93525)
- West Side Development Phase 2 (CIP #93529)
- West Access Road (CIP #93531)
- West Taxiway Phase 2 (CIP #93532)
- Nested Hangars (CIP #93533)

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 5-year ACIP for the Placerville Airport recently completed in cooperation with the FAA includes a similar update currently anticipated for FY 2016/17. 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.

In conjunction with the CDA's FY 2015/16 Business Plan development, the CDA plans to seek Chief Administrative Office and Board consideration of an economic development study for the County's airports, led by the County's Economic Development Division with CDA support. The goals of the study would include determining the size and scope of potential future development at County airports, as well as identifying potential funding sources or returns on County investment.

CORP:

CORP Projects are Asphalt-Concrete (AC) overlays of one-inch (1") or more in thickness. Transportation's strategy has been to fund CORP projects primarily with external funding. Projects on the Infrastructure Investment Options list (Attachment F) 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 2001-2014 are included in Attachment G.

For the current year, \$750,000 of Local Funds-Tribe were allocated for CORP projects at the Board meeting on August 5, 2014 (file 14-0228) where TD brought forward a proposed work plan, along with options, for Board consideration. These options included \$2,500,000 in tribe funding that was split between CORP, asphalt overlay, slurry seal, minor and major rehabilitation, and sign maintenance (to meet new retro-reflectivity requirements within the Manual on Uniform Traffic Control Devices). A separate item is being brought forward, also on the March 31, 2015 agenda (file 14-1370), to discuss the Pavement Management Program. This item will also include a discussion on allocating Tribe funding for subsequent years.

RECOMMENDATION:

Staff is requesting Board direction to incorporate changes outlined in Items 1 through 5 listed below into the proposed 2015 CIP. Staff will return to the Board for adoption of the 2015 CIP Book in June 2015.

West Slope Road and Bridge Program:

1. Approve additions and changes to West Slope Road/Bridge CIP projects for inclusion in the 2015 CIP, as described in Attachment C.

Tahoe EIP:

2. Incorporate the 5-year EIP as summarized in Attachments C and D.

TFIP:

3. Postpone one project in the Transportation Facility Improvement Program (TFIP): Headington Wash Rack & Sewer Connection Project (CIP #88134), pending the outcome of a Department of Water Resources Water-Energy grant application.

ACIP:

4. Continue to fund FY 2015/2016 Airport CIP projects with FAA grants and local matching funds, as shown in Attachment E.

CORP:

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

ALTERNATIVES:

N/A

OTHER DEPARTMENT/AGENCY INVOLVEMENT:

N/A

FINANCIAL IMPACT:

Funding for projects in the 2015 CIP comes from various Federal, State, Local and Accumulative Capital Outlay funding sources, and will be included in the FY 2015/16 Budget.

NEXT STEPS:

In addition to the 2015 CIP Book, LRP will also be working on a parallel process to produce a 5-Year Major CIP/TIM Fee Program Update. Refer to pages 4-6 of Attachment B for a discussion of these parallel processes.

CLERK OF THE BOARD FOLLOW UP ACTIONS:

None.

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 safe roads are a crucial factor in the Public Safety component of the County Strategic Plan.

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