



Legislation Text

File #: 15-0279, **Version:** 3

Community Development Agency, Long Range Planning and Transportation Divisions, recommending the Board approve Capital Improvement Program update information, per the attached 2015 CIP Mid-Year Update Table.

FUNDING: Various Federal, State, Local and Accumulative Capital Outlay Funding Sources.

DEPARTMENT RECOMMENDATIONS

Community Development Agency (CDA), Long Range Planning (LRP) and Transportation Divisions recommend the Board approve Capital Improvement Program (CIP) update information, per the attached 2015 CIP Mid-Year Update Table (Attachment 3A).

DISCUSSION/BACKGROUND

On June 16, 2015 (Item No. 40), the Board adopted the 2015 CIP, which included a Current Year work plan, a 5-Year CIP, a 10-Year CIP, and a 20-Year CIP. Since June 16, 2015, the majority of projects remain within budget and on schedule. However, several CIP revisions are necessary to reflect more accurate forecasts for project cost and/or schedule for Fiscal Year (FY) 2015/16.

Upon Board approval of this item, CDA staff will post the 2015 CIP Mid-Year Update table information to the CIP website at: <http://www.edcgov.us/Government/DOT/CIP.aspx>. CDA staff will continue to work throughout FY 2015/16 to implement the current CIP through delivery of identified projects.

In addition to the 2015 CIP Mid-Year Update, LRP is also working on parallel processes for the 2016 CIP Interim Update and the 5-Year Major CIP update. Refer to Pages 4-6 of Attachment 3B for a discussion of these parallel processes.

ALTERNATIVES

If additional funding is not provided for each project, then one of two things would need to happen:

1. The project would have to be canceled; or
2. The size of the project would have to be scaled back to fit within current funding.

In one case, the Green Valley Road at Tennessee Creek - Bridge Replacement Project (CIP No. 77109), an invoice for \$23,161 was received after Project completion from the California Highway Patrol for work on the Construction Zone Enhanced Enforcement Program. After accounting for a reduction in prior costs, additional funding of \$18,161 is needed to ensure proper Project close-out.

OTHER DEPARTMENT / AGENCY INVOLVEMENT

None

CAO RECOMMENDATION

FISCAL IMPACT

Funding changes for the 2015 CIP Mid-Year Update are identified below. There are sufficient

appropriations in the current year to cover the increase in expenditures; therefore, a Budget Transfer will not be required.

1. Green Valley Road at Tennessee Creek Bridge Replacement: A CHP invoice was delivered after closeout of the project, which necessitates new funding. New funding comes from Traffic Impact Mitigation fees (\$18,161), and the funding will not delay or have a negative effect on current or future projects.
2. Green Valley Road at Weber Creek - Bridge Replacement: The construction contingency amount for this project was originally less than five percent. During construction soils along the western approach were revealed to be inconsistent with the original test cores. This change along with other change orders pushed the contingency amount over the budget, but still under the 10 percent allowed to be signed by Transportation. New funding comes from Highway Bridge Program (\$436,932) and Regional Surface Transportation Program (\$56,705). The Highway Bridge Program funding is from a Federal source and the additional use of this funding should not have a serious effect on our bridge program. The Regional Surface Transportation Program does have more limited funding, but the current use of these funds does not have a negative effect on the scheduling or completion of current or scheduled projects.
3. Class II Bikeway - Green Valley from Loch Way to Signalized Entrance to Pleasant Grove Middle School: There were increased construction costs due to the shoulder deteriorating more than estimated. New funding comes from Transportation Development Act (\$17,428). The County awarded allocation of funding for the Transportation Development Act was actually higher than shown in the current CIP. This inaccuracy is corrected with this change.
4. Green Valley Road Traffic Signal Interconnect: There were increased construction costs for expanding the scope to replace two traffic signals. New funding comes from Regional Surface Transportation Program Match (\$51,783) and will not have a negative effect on the scheduling or completion of current or scheduled projects.

CLERK OF THE BOARD FOLLOW UP ACTIONS

None.

CONTACT

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