



Legislation Text

File #: 09-1173, **Version:** 1

Transportation Department recommending that, regarding the U.S. 50/High Occupancy Vehicle (HOV) Lane projects, the Board direct the Department to:

- (1) Make no revisions to the 2009 Capital Improvement Program at this time;
- (2) Work with the County's Auditor/Controller, Chief Administrative Office, County Counsel and Treasurer/Tax Collector to explore the potential to securitize the revenue stream from the Shingle Springs Band of Miwok Indians payments to the County;
- (3) Work with Caltrans to see if grant funding can be secured for any/all of U.S. 50/High Occupancy Vehicle Lane Project Phases 2A, 2B, and 3; and
- (4) Return to the Board with more information during the 2010 Capital Improvement Program update.

Fiscal Impact/Change to Net County Cost:

There is no fiscal impact nor change to Net County Cost associated with this item.

Background:

When the 2009 Capital Improvement Program (CIP) and the Traffic Impact Mitigation (TIM) Fee Resolution were adopted by the Board (May 5, 2009 and June 2, 2009 respectively), the Department of Transportation (DOT) committed to return to the Board to discuss the costs, issues, and alternatives associated with the

- o U.S. 50 / High Occupancy Vehicle (HOV) Lanes,
- o U.S. 50 / Silva Valley Interchange,
- o U.S. 50 / Cameron Park Dr Interchange.

On June 2, 2009, DOT recommended, and the Board approved, no change in the TIM fees. However, the cost of the total TIM Fee Program increased from \$942.9 million to \$982.1 million (+\$39.2M = 4.2%.) The U.S. 50/HOV Lane projects are one possible alternative to help close the \$39.2M gap because:

- o there is an expected payment stream of \$5.2M/year for twenty (20) years under the Memorandum of Understanding (MOU) with the Shingle Springs Band of Miwok Indians (Tribe) which is not currently included in the TIM Fee Program (reference MOU);
- o not all of the U.S. 50/HOV Lane projects are required by 2025, by either the General Plan or by the traffic analysis done by Caltrans.

This discussion will focus on the U.S. 50/HOV Lane project alternatives, opportunities, and issues and request the Board provide DOT with direction as to next steps.

Reason for Recommendation:

A decision is not urgently needed at this time and more information will become available after the first \$5.2M payment is received from the Tribe (anticipated in December, 2009), and after a response is received regarding a TIGER grant application DOT submitted for the U.S. 50/HOV Lane Projects 2A and 2B (anticipated fall/winter 2009).

Action to be taken by DOT following Board approval:

- 1) work with the County's Auditor/Controller, Chief Administrative Office, County Counsel and Treasurer/Tax Collector to explore the potential to securitize the revenue stream from the Shingle Springs Band of Miwok Indians payments to the County;
- 2) work with Caltrans to see if grant funding can be secured for any/all of U.S. 50/High Occupancy Vehicle Lane Project Phases 2A, 2B, and 3;
- 3) return to the Board with more information during the 2010 CIP update or sooner if DOT receives updated information regarding the TIGER grant application.

Contact:
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Concurrences: None