

**Department of Transportation**  
*Proposed Interim Capital Improvement Program*  
*Fiscal Years 03/04 through 07/08*

**OVERVIEW**

- The information provided in this Proposed Interim CIP is an update of the Draft Interim CIP prepared in November of 2002, and presented to the Board of Supervisors in March 2003, after six public workshops. The background information provided in the November document and the March Board letter remain a good resource. Copies are available at the Department of Transportation.
- Similar to the previous Interim CIP, the current proposal is also “interim” in recognition of the limitations placed on the program as a result of the Writ of Mandate. Until the Writ is lifted by the Court, the program can only include projects which fall into one of the following categories:
  - 1) Capacity improvements needed for existing, approved and Writ allowed development
  - 2) Environmental improvements
  - 3) Operation & safety improvements
  - 4) Reconstruction & rehabilitation projects
- Programming of projects within the Interim CIP has also been limited to projects for which there is a reasonable expectation that funding will be available. Please refer to the “*Projects for Future Consideration*” section of the November 2003 report for a list of projects that should be reconsidered in future updates of the CIP. The listing includes both projects anticipated, but not yet needed, and projects needed now, but for which sufficient funds do not exist.
- There are many projects included in the four current traffic impact mitigation fee programs that are not represented in the current submittal. This is due partly to funding and delivery limitations in the five year program and partly because some projects are not yet needed. In addition, the list of anticipated future projects is affected by the outcome of the current General Plan process.
- As part of the implementation process for the new General Plan, a comprehensive review and update of the impact fee programs is being completed. The process will identify the roadway improvements needed to support growth anticipated under the new general plan. Those improvements will be incorporated into a new CIP and additional programming will occur to target any available revenue to the most needed projects. An updated “*Projects for Future Consideration*” will also be prepared for those projects not yet needed, or for which funding is not available.
- A review of the *Summary Table by Category*, A-3, will show there are significant funds available to fund many capacity-increasing projects on the west slope and environmental improvement projects in the Tahoe Basin. The program continues

however to be significantly under-funded in the road rehabilitation and reconstruction category. There are some Federal Highway Bridge Rehabilitation and Replacement Funds (HBRR) and Regional Surface Transportation funds (RSTP) available and have been programmed for specific projects, but general road rehabilitation/overlay projects continue to lag behind need.

- The charts following on Page A-4 and A-5, as well as the table on Page A-6 summarize the various funding sources available for the CIP. Detailed descriptions of each funding source, including restrictions, were provided in the Appendix to the March 2003 Interim CIP referenced above.
- Demand for delivery of capital projects has increased in the last few years and continues to be on the rise. Although the Department has been able to increase its project delivery capabilities, as evidenced in the following bar chart, A-7, there continue to be staffing, space and contracting out issues that limit project delivery. There are funded projects that should be advanced that await staffing resources. The Department continues to work toward solutions to these issues. The current reorganization effort is a step toward ramping up the Department's project delivery capabilities. Additional efforts will be needed in the months ahead.

It should also be noted that as the department's capital program continues to expand, there is an effect on the workload of other units within the department and to other support departments. Department staff will continue to work with impacted units and departments to develop solutions to the increasing workload.

- One significant change that is occurring in this proposed CIP is a trend toward more developer sponsored or delivered projects, particularly those projects included in the El Dorado Hills/Salmon Falls Road Impact Fee Program. Over the last few years, conditions on development projects have been written to tie final maps or building permits to specific road project delivery milestones. This has led, in some cases, to developers advancing funds to the County so road projects can be delivered earlier than would be possible given available impact fee cash flow. These projects are shown in the CIP with "Developer Advance" as a revenue source. In others cases, it has resulted in the developer hiring consultant engineers and contractors, with oversight by DOT staff, to deliver projects. These projects, when eligible for reimbursement from a traffic impact fee program, are shown in the proposed CIP as "Develop Built" projects. They are included because they represent significant improvements planned to occur on the public roadway network, and represent a significant oversight workload that impacts staff. In addition, it is important to track these reimbursable projects as they represent an obligation of future impact fee revenues. These future obligations are shown as "Debt Service" in the report.
- Bicycle improvement projects are listed separately only when they are stand-alone projects, such as a Class I bicycle path project. Class II bicycle facilities are included in most roadway widening projects. For example, projects to widen White Rock Road, Latrobe Road, Green Valley Road, and Missouri Flat Road all have Class II facilities included in their scope.