CITY OF PLACERVILLE

Lions Park Pickleball Courts

PROPOSED CAPITAL IMPROVEMENT PROGRAM BUDGET FISCAL YEAR 2024/2025

CITY OF PLACERVILLE
PROPOSED CAPITAL IMPROVEMENT PROGRAM BUDGET
2024/2025

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CAPITAL IMPROVEMENT PROGRAM POLICY

Each year the City faces the challenge of meeting infrastructure and equipment needs with limited financial resources. The Capital Improvement Program Budget is designed to address the larger financial investments that are required to maintain and expand public facilities and infrastructure. Ongoing service delivery can be assured only if adequate consideration is given to capital needs including capital asset replacement. If the City were to fail in maintaining its capital assets, facilities and infrastructure will deteriorate until costly, constant maintenance is required, service levels are threatened, and community growth stagnates or even declines.

- In contrast to the Operating Budget, the Capital Improvement Program is a multi-year planning document. With respect to capital projects, it sets our goals for the next few years within what we believe to be realistic revenue projections.

- Capital assets are defined as a new or rehabilitated physical asset that is nonrecurring, has a useful life of five years or more, and is expensive to purchase. Capital projects are undertaken to acquire a capital assets. Examples of capital projects include construction of public facilities, major street improvements, and the acquisition of large pieces of equipment.

- Each project, shown within this document, indicates the potential funding sources based upon a number of restrictions that are common to local government revenue sources. As an example, we can build roads with gas tax funds and development impact funds, but not with park development funds.

- The funding strategy for the capital improvement program is to use all available restricted funds before general capital improvement funds. This maintains the City's flexibility to fund priority projects without regard to the source of revenues.

- Because of limited resources, the City's strategy during the last several years has been to contribute any carry-over from the prior year's operating budget to the General Capital Improvements Fund. This is the only true source of unrestricted capital improvement funds within the City. With the backlog of building maintenance projects, the City's goal is to someday allocate a percentage of sales tax revenues to be used only for capital improvements. This will assure long-term financial health of the City.

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Tunnel Street Maintenance, Phase 1 (CIP #42501)

DESCRIPTION:

Tunnel Street is a collector roadway that provides access to residential neighborhoods, as well as serving access to apartments and El Dorado County facilities. Tunnel Street connects to Spring Street to the south and Northridge Drive to the north. This project specifically addresses Phase 1 – Tunnel Street from Spring Street to the north side of Manor Drive. The existing pavement condition has deteriorated and needs repair. Underground utilities will also be assessed to determine if any water, sewer, or storm drain improvements will be needed, including a potential water leak that has been identified along the east side of Tunnel Street, north of Mira Vista Way. This request is for the initial scoping and assessment of both the utilities and paving improvements for the Tunnel Street Maintenance – Phase 1.

COST SUMMARY:

Environmental Document	$ -
Engineering/Utility Assessment	25,000
Right-of-Way	-
Construction	-
Construction Inspections/Testing	
Subtotal	25,000
Contingency	-
Total Estimate	**$ 25,000**

*Following project scoping, additional future funding will be needed to complete the environmental, design and construction of the project.

POTENTIAL FUNDING SOURCES:

Measure L Fund	$ 25,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

This project is anticipated to reduce annual maintenance and operational costs of Tunnel Street for the estimated project service life of 10 years or more.

ALTERNATIVES:

Defer the project and risk further deterioration of the roadway.

US 50 Trip to Green Congestion Management and Resiliency Strategy (CIP #42502)

DESCRIPTION:

The proposed project facilitates control of signal operations on US 50 through Placerville to provide a safer approach to addressing peak congestion periods, including both regional traffic congestion and during natural disasters including wildfire. By regularly holding a sold green phase during dedicated time periods for US 50, safe travel and improved climate conditions are afforded to local and regional travelers. The proposed project improvements include Intelligent Transportation System (ITS) technology, a series of automatic barriers, barricades, and channelization of movements that will allow US 50 to flow safely and freely by detouring local traffic and prohibiting cross traffic while preserving emergency vehicle access.

The project is funded through the environmental, right of way, and final design phases with state Local Transportation Climate Adaptation Program (LTCAP) funding. The construction phase is currently unfunded.

COST SUMMARY:

PA/ED Phase	$1,000,000
Right of Way Phase*	-
Final Design Phase*	-
Construction Phase*	-
Subtotal	1,000,000
Contingency	-
Total Estimate	**$1,000,000**

POTENTIAL FUNDING SOURCES:

Local Transportation Climate Adaptation Program	$800,000
STBGP Exchange	$200,000

*Additional funding will be allocated in FY 25/26 for the Final Design and Right of Way Phases. Additional funding needs to be identified for the Construction phase.

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

Providing improved traffic operations on US 50 is anticipated to reduce cut-through traffic on local streets and will thereby reduce pavement deterioration and lessen the City's maintenance of those streets.

The new facilities constructed on US 50 as part of this project will be included in a future amendment to the Freeway Maintenance Agreement between the state and the City.

ALTERNATIVES:

Defer the project and risk further traffic and safety issues related to congestion on US 50.

Lead Water Service Replacement (CIP #42503)

DESCRIPTION:

Under California Health and Safety Code, Section 116885 all water systems were required to compile an inventory of known lead service lines, or lines of unknown material. The initial inventory consisted of approximately 400 that were suspected of possibly containing lead gooseneck fittings based on the model and style of curb stop used at the meter.

Some services on the original list have been replaced by Public Works Department staff in the course of repairing water leaks. Several more have been replaced as part of projects completed by the Engineering Department. such as Pacific St, Spring St, and Mosquito Rd. To date, only approximately 50% of the lines suspected of having lead goosenecks have actually contained them. The Public Works and Engineering Departments are currently working together to replace water services which could possibly contain lead fittings as part of several larger projects.

In July of 2020 the City submitted a timeline for replacement of all lead service lines or fittings over the course of 10 years to the State Water Board. This project is proposed to be reoccurring annually as needed to comply with that timeline. It should also be noted that the City continues to monitor lead and copper levels as directed, in accordance with all EPA and State Water Board guidelines. Currently, the City is on a reduced monitoring plan based on historically low levels. The City also added 5 additional sites to our lead and copper sampling plan recently. All water system sampling data is reported annually in the Consumer Confidence Report.

COST SUMMARY:

Construction	$ 56,000
Architecture/Engineering	-
Environmental Document	-
Right-of-Way Acquisition	-
Inspection/Testing	-
Subtotal	56,000
Contingency	-
Total Estimate	**$ 56,000**

POTENTIAL FUNDING SOURCES:

Measure L Fund	$56,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

Replacing aging water services could potentially save money on water lost from undetected leaks.

ALTERNATIVES:

Defer to a later date.

Primary Clarifier No. 1 Recoating (CIP #42504)

DESCRIPTION:

The Water Reclamation Facility (WRF) has two Primary Clarifiers and three Secondary Clarifiers. To keep up with proper maintenance of the five total clarifiers, one clarifier needs to be re-coated and serviced every year. The clarifiers are very important for treatment purposes and volumetrics. Every clarifier needs to be on-line and functioning during the high flow season, and only one clarifier can be off-line during the low flow season.

While a clarifier is offline, it is an excellent time to inspect all the working components that are normally below the surface of the water. This allows WRF staff to perform a full inspection and provide any necessary maintenance of each clarifier once every five years.

COST SUMMARY:

Engineering/Staff Time	$ 10,000
Environmental Document	-
Inspection/Testing	-
Subtotal	10,000
Construction	180,000
Contingency	10,000
Total Estimate	**$ 200,000**

POTENTIAL FUNDING SOURCES:

Sewer Enterprise Fund	$200,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

Recoating of Clarifiers and performing a detailed inspection of all associated mechanical parts will prevent disruptions to the treatment process.

ALTERNATIVES:

Do not recoat the clarifier and allow it to fall behind regular maintenance intervals which could result in catastrophic failures.

Anaerobic Sludge Pump No. 5 Replacement (CIP #42505)

DESCRIPTION:

The WRF has five anaerobic sludge pumps to move flow from the primary clarifiers to the aeration basin. Anaerobic sludge pump #5 (AS #5) was added during the 2008 plant upgrade. What makes AS #5 unique and stand apart from the other AS pumps is that AS #5 is a submersible pump designed specifically for storm events. The other AS pumps are in a dry well and have max flow rate of 2.0 MGD each, while AS #5 is capable of moving flows as high as 3.2 MGD. The only downfall is it sits inside a highly corrosive environment. While it was a significant upgrade, it also presents a huge risk as it is a single point of failure.

AS #5 has been in service for over 15 years. In 2019, an inspection of the pump indicated that the bearings were beginning to fail. At that time, the manufacturer suggested letting it run to failure. Now that five years have passed since that recommendation, it is time to replace this critical component to ensure continuous operations during significant storm events.

COST SUMMARY:

Engineering/Staff Time	$ 2,000
Environmental Document	-
Inspection/Testing	-
Subtotal	2,000
Construction	28,000
Contingency	-
Total Estimate	**$ 30,000**

POTENTIAL FUNDING SOURCES:

Sewer Enterprise Fund	$30,000

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

A replacement AS pump #5 will provide many years of continued service and withstand storm events without worry of failure. Besides the Internal Recycle (IR) pump, AS #5 may be the most critical pump at the WRF. With minimal maintenance needed, the existing pump has lasted 15 years of continuous service. This pump is a single point of failure that would cause major issue if not available during a high flow event.

ALTERNATIVES:

Defer the project and risk pump failure and possible state permit violations.

Orchard Hill Park Tot-Lot Replacement (CIP #42506)

DESCRIPTION:

The existing tot-lot at Orchard Hill Park is over twenty years old and has aged to the point that it needs to be replaced. Frequent repairs to play features are necessary and replacement parts are no longer available. The overall condition of the equipment has outlived its useful life and needs to be replaced.

COST SUMMARY:

Construction	$ 20,000
Equipment	31,000
Environmental Document	-
Right-of-Way Acquisition	-
Inspection/Testing	-
Subtotal	51,000
Contingency	10,200
Total Estimate	**$ 61,200**

POTENTIAL FUNDING SOURCES:

Park Development Fund $61,200

IMPACT ON ANNUAL MAINTENANCE AND OPERATION COSTS:

This project will reduce the number of frequent repairs at the site.

ALTERNATIVES:

Defer Project.

City of Placerville
Proposed Capital Improvement Program Budget Summary
Fiscal Year 2024/2025

Project	Local Transportation Climate Adaptation Program	STBGP Exchange	Measure L Fund	Park Development Fund	Sewer Enterprise Fund	Measure H Fund	Total Projected Cost
Tunnel Street Maintenance, Phase 1 (CIP #42501)	$ -	$ -	$ 25,000	$ -	$ -	$ -	$ 25,000
US 50 Trip to Green Congestion Management and Resiliency Strategy (CIP #42502)	800,000	200,000	-	-	-	-	1,000,000
Lead Water Service Replacement (CIP #42503)	-	-	56,000	-	-	-	56,000
Primary Clarifier No. 1 Recoating (CIP #42504)	-	-	-	-	200,000	-	200,000
Anaerobic Sludge Pump No. 5 Replacement (CIP #42505)	-	-	-	-	30,000	-	30,000
Orchard Hill Park Tot-Lot Replacement Project (CIP #42506)	-	-	-	61,200	-	-	61,200
Measure L Fund Construction Reserve	-	-	157,504	-	-	-	157,504
Measure H Fund Construction Reserve	-	-	-	-	-	1,090,437	1,090,437
Total	**$ 800,000**	**$ 200,000**	**$ 238,504**	**$ 61,200**	**$ 230,000**	**$1,090,437**	**$2,620,141**