



COUNTY OF SONOMA

575 ADMINISTRATION
DRIVE, ROOM 102A
SANTA ROSA, CA 95403

SUMMARY REPORT

Agenda Date: 4/18/2023

To: Board of Supervisors

Department or Agency Name(s): Public Infrastructure

Staff Name and Phone Number: Johannes J. Hoevertsz, 707-565-2231

Vote Requirement: 4/5th

Supervisorial District(s): Countywide

Title:

2024-2025 Pavement Preservation Program Funding, Graton Mitigation Funds and Modified Tier 2 PG&E Settlement Funds List of Projects

Recommended Action:

- A. Approve the List of Projects and Authorize allocation of the annual Pavement Preservation Program (PPP) funding for the recommended maintenance and capital improvement projects countywide for fiscal years 2023-24 and 2024-25.
- B. Authorize and approve the allocation of \$700,000 of Graton Mitigation funds to Public Infrastructure for paving Lowell Avenue. (4/5 vote required)
- C. Approve Modifications to PG&E Settlement Tier 2 List of Projects
- D. Authorize the Department to proceed with Phase 2 of the design work for the Asti Bridge Project

Executive Summary:

On March 2, 2021, the Board approved a five-year Strategic Plan that included a pillar and related objectives for Resilient Infrastructure. Investments in on-going maintenance and capital improvements to the County's infrastructure support these objectives by reducing maintenance liabilities, maximizing use of taxpayer dollars, improving public safety, and improving access to services. As part of this strategic goal, the Board has assigned a high priority to investing in transportation infrastructure through the annual Pavement Preservation Program (PPP). This program funds ongoing maintenance to streets and roads including large scale paving and sealing projects, drainage improvements, vegetation removal, as well as upgrades to traffic signals, street signs and striping.

Beginning in 2012 and formalized with the acceptance of a Long-Term Road Plan in October 2014, the Board has invested over \$160 Million in discretionary dollars, resulting in the completion of almost 478 miles of pavement preservation and rehabilitation projects throughout Sonoma County. In addition, the Long-Term Road Plan provides strategic guidance to improve the County's maintained road network, with a focus on heavily traveled roads that are vital to local economic development, agriculture, recreation, and tourism.

This item includes Sonoma County Public Infrastructure (SPI) request for approval of several elements of the

2023-24 and 2024-25 PPP including:

1. The list of pavement preservation projects for the 2024 and 2025 construction seasons
2. Authorization of an operating transfer of \$700,000 of Graton Rancheria Mitigation funds for paving Lowell Avenue elements of the PPP
3. Modifications to the PG&E Settlement Funds Tier 2 list of projects originally approved on 5/25/2021.
4. Approval to proceed with Phase II of the design work for the Asti Bridge Project.

Discussion:

Pavement Preservation Program (PPP):

Beginning in 2012 the Board of Supervisors began allocating money from the County's General Fund for maintenance and repair of county roads. This allocation was in addition to established Maintenance of Effort contributions the County was obligated to make to receive annual apportionments of State gas taxes. Formalized in 2014 with the adoption of a Long-Term Road Plan by the Board, the Board committed to continuing its annual General Fund investment. This investment consisted of \$8 million General Fund for pavement preservation which was increased to \$9 million in FY 2015-16 to address worst local roads, \$375,000 in Aggregate Mitigation Road impact fees, and \$2.2 million in Refuse Franchise Fees. Additionally, in 2015 the Board directed an annual increase in the \$9 million General Fund base contribution of 2% beginning in FY 2016-17. In addition to General Fund contributions, Sonoma County Public Infrastructure (SPI) allocates a portion of Road Maintenance and Rehabilitation Account (SB1) revenue to the Program each year. Finally, since FY 2017-18 at the direction of the Board, 20% of revenue from the County's Transit Occupancy Tax (Measure L) is allocated to the PPP each year.

The Plan and funding sources are now collectively referred to as the Pavement Preservation Program (PPP). An estimate of all planned funding sources for the 2023-24 and 2023-24 PPP are outlined below.

Summary of funding for 2-Year Pavement Preservation Program:

General Fund PPP Annual Contribution	\$10,544,934
General Fund Allocation of Refuse Franchise Fees	\$ 2,200,000
Estimated Transit Occupancy Tax (Measure L)	\$ 1,352,407
Roads Capital SB1 Allocation (50% of Total County Allocation)	\$ 6,300,000
Roads Maintenance SB1 Allocation (for seal treatments)	\$ 2,000,000
Graton Mitigation Funds	\$ 350,000
District 2 Community Infrastructure Fund	\$ 400,000
Less 5th Payment for Roseland Annexation Road Improvements	(\$ 662,000)
Total Projected FY 2023-24 PPP Funding	<u>\$ 22,485,341</u>
General Fund PPP Annual Contribution	\$10,755,832
General Fund Allocation of Refuse Franchise Fees	\$ 2,200,000

Estimated Transit Occupancy Tax (Measure L)	\$ 1,352,407
Roads Capital SB1 Allocation (50% of Total County Allocation)	\$ 6,815,000
Roads Maintenance SB1 Allocation (for seal treatments)	\$ 2,000,000
Graton Mitigation Funds	\$ 350,000
District 2 Community Infrastructure Fund	\$ 400,000
Less 6th Payment for Roseland Annexation Road Improvements	(\$ 662,000)
Total Projected FY 2024-25 PPP Funding	<u>\$ 23,211,239</u>
<u>TOTAL AVAILABLE FOR NEW PROJECTS IN 2-YEAR PROGRAM</u>	<u>\$45,696,580 *</u>

* Revenue sources outlined above provide funding for PPP design and environmental review, construction, construction management, and project contingencies. Included in the plan is a \$1M set aside to address worst first local roads.

The Roseland Annexation Road Improvement payments included in the financial summary above refers to an agreement with the City of Santa Rosa for the 2017 Roseland annexation. The agreement defined a 10-year payment plan covering immediate road maintenance costs for the County roads that are now the City's responsibility and will continue until 2026. This type of agreement is typically associated with an annexation, where one local agency assumes ownership of another agency's infrastructure.

The 2 Year 2024-25 paving program also includes one-time funds as described below:

- \$800,000 of District 2 Community Infrastructure Funds for paving of Queens Lane and Paula Lane.
- \$700,000 of Graton Mitigation funds which will be used for paving Lowell Avenue.

During the June 2022 Budget Hearings, your Board established a \$10 million Community Infrastructure Fund to be shared equally amongst the five Supervisorial Districts for Public Infrastructure and Regional Parks related projects. Proposed lists of projects will come before the Board for approval at a future date. This proposal for paving roads in District 2 is the first project list requesting your Board's approval. The Graton Mitigation funds are available for road maintenance and capital improvements within a two-mile vicinity of the Graton Casino and Resort in Rohnert Park.

Projects recommended for the FY 2023-24 and 2024-25 PPP were developed using the Road Evaluation Framework in the Long-Term Roads Plan. The Road Evaluation Framework is attached as Exhibit A. The Road Evaluation Framework does not prescribe specific roads or set a target, rather it helps ensure an equitable distribution of repair work throughout the County, while addressing the most critical needs and investing in preservation to ensure the most efficient use of funds. The Roads Evaluation Framework consists of a series of key roadway attributes that SPI has used to identify candidate roads such as: average daily traffic, pavement condition, relevance to bike and bus modes of travel, and location relevant to access public safety facilities. Given the large backlog of pavement repair needs and the fact that there is insufficient funding to address the entire system, the Department generally recommends a continued focus on those roads that serve the most residents. For that reason, in the prior program's candidates were primarily selected from among the Federally Eligible and Significant Rural Road Network categories within the Framework. The roads in these categories generally have the highest usage.

One of the primary tools currently used in the Road Evaluation Framework, is Street Saver® pavement

maintenance and management modeling software. Engineering staff at SPI combine this data with real world observations to develop a geographically equitable list of final projects. A significant amount of engineering judgment is required to develop this list as well as determine the appropriate treatment for each project. Exhibit B shows how all the recommended projects in the new 2- Year Pavement Preservation Program fit into the Road Evaluation Framework.

Exhibit C is a map that shows the proposed project locations and Exhibit D lists of the proposed projects. All treatment types are preliminary until verified through detailed material testing and design. Program estimates are based on the currently identified treatment strategy, and the average costs experienced in recent bids. The recommended new 2-Year Pavement Preservation Program will repair or replace pavement on 37.2 miles total miles of arterial, major, and minor collector roads, and local roads throughout the County.

PG&E Tier 2 Settlement

The Sonoma Complex Fires of 2017 (Tubbs, Nuns, Pocket) damaged roads, signs, retaining walls, guardrails, trees, and culverts. The Board adopted an Infrastructure Resiliency Investment Plan based on three tiers of projects including:

1. Fire damaged roads
2. Fire suppression and safety improvements
3. Disaster preparedness and mitigation opportunity investments

The plan provided a starting point for discussion of allocation of the PG&E Settlement funds. Included in the discussion was \$20,000,000 investment in Tier 2 transportation projects. Project schedules for the individual locations will be determined and are expected to occur over the next three years from today.

Since developing the original list of PG&E Tier 2 projects in 2021, priorities have shifted and several projects were either incorporated into the Department's annual Pavement Preservation Program contracts, or completed by County road maintenance crews. As a result, Department staff has worked with Districts 2 and 4 to reallocate their PG&E Tier 2 funding and modify their project lists. Those modifications are presented in this Board Item as Exhibit E. District 2 replaced paving Fallon Rd with King and Corona Roads. No changes to budget are included in these modifications, and the allocation for the Asti Bridge Phase 2 work fulfills the financing plan requirement set by the Board to complete the environmental work.

Phase 2 includes preparation of final plan, specification & engineer's estimate (PS&E) including all civil, structural, environmental, geotechnical, right-of-way and other services necessary to complete the PS&E and obtain all permits, clearances and agreements necessary to build the new bridge. Please see Agenda Item dated May 24, 2022 awarding a Professional Services Agreement to TRC Engineers, Inc. for design of the Asti Permanent Bridge Crossing Project.

The paving projects included in the Tier 2 list are scheduled for construction in 2024, as originally planned.

Strategic Plan:

This item directly supports the County's Five-year Strategic Plan and is aligned with the following pillar, goal,

and objective.

Pillar: Resilient Infrastructure

Goal: Goal 3: Continue to invest in critical road, bridge, bicycle, and pedestrian infrastructure.

Objective: Objective 1: Continue to maintain road segments, including designated turnouts where feasible, increase efforts on vegetation removal and drainage features, and improve pavement conditions in neighborhoods.

Prior Board Actions:

- 5/24/22 Professional Services Agreement with TRC Engineers, Inc. for design of the Asti Permanent Bridge Crossing Project.
- 1/4/2022 Board Presentation on the accomplishments of the Pavement Preservation Program
- 5/25/2021 Board Approved 2022 and 2023 Pavement Preservation Program Funding and Tier 2 PG&E Settlement Funds List of Projects
- 12/15/2020 Board approved Allocation of Pacific Gas and Electric Settlement Funds for Transportation, Utilities Undergrounding, Communications, Safety, and Preparedness Infrastructure Investments.
- 5/21/19 Board approved 2-year 2019/2020 Pavement Preservation Program
- 9/26/2017 Board approved 2-year 2018/2019 Pavement Preservation Program
- 6/14/16 Board approved 2017 Pavement Preservation Program of projects
- 3/17/15 Board approved the 2015 and 2016 Pavement Program of projects
- 10/28/14 Board adopted the Long-Term Road Plan report

FISCAL SUMMARY

Expenditures	FY 22-23 Adopted	FY23-24 Projected	FY 24-25 Projected
Budgeted Expenses		23,235,341	23,961,239
Additional Appropriation Requested			
Total Expenditures		23,235,341	23,961,239
Funding Sources			
General Fund PPP Contribution		9,882,934	10,093,832
State/Federal (SB1)		8,300,000	8,815,000
Fees/Other (Refuse FF/TOT)		3,552,407	3,552,407
Use of Fund Balance			
(Graton Mitigation/Dist. 2 Community Infrastructure Fund)		550,000	550,000

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Total Sources		22,485,341	23,211,239
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Narrative Explanation of Fiscal Impacts:

Appropriations for the annual Pavement Preservation Program and PG&E Tier 2 Projects are included in the Roads Division Recommended Budget each year including revenue, expenses, and operating transfers.

Appropriations for \$0.7 million in Graton Mitigation funds and \$400,000 in District 2 Community Infrastructure Funds will be requested as part of the 2023-24 Supplemental Budget process. Appropriations for the second year will be requested as part of the FY 2024-25 budget process.

Narrative Explanation of Staffing Impacts (If Required):

N/A

Attachments:

Exhibit A: Updated Long Term Road Plan Evaluation Framework

Exhibit B: Evaluation Framework for the New 2-Year Pavement Preservation Program

Exhibit C: Map of New 2-Year Pavement Preservation Program

Exhibit D: List of New 2-Year Pavement Preservation Program Recommended Roads

Exhibit E: PG&E Settlement Funds Tier 2 Modifications to List of Project

Related Items "On File" with the Clerk of the Board:

None.