

County is \$6,705,000, which is in addition to the estimated \$8,330,000 of HUTA gas tax revenue. While the SB 1 revenue must be spent on Road Fund related projects, there is no local match commitment for these funds. Therefore, there is no potential Road Fund or General Fund impact in receiving these new revenues. The costs associated with preparing the agenda item are nominal and absorbed by the department's FY2018/19 Adopted Budget

DISCUSSION:

SB 1 establishes specific requirements for Solano County to properly expend the new revenues for road infrastructure and to make project expenditures clear to the public, including annual reporting and life cycle analysis to gauge the success of the new measure. The CTC adopted guidelines to assist agencies with implementation of SB 1. Based on the law and CTC's guidelines, it is understood that:

1. Revenue from SB 1 must be prioritized for basic road maintenance and safety projects. The County's SB 1 funds can be spent on other types of Road Fund eligible projects because Solano County's Pavement Condition Index (PCI) meets or exceeds 80.
2. Per SB 1, Solano County also needs to consider plans to incorporate technologies and material recycling techniques into projects, where feasible, that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads. Regular maintenance habits on higher PCI pavements, like our maintenance program, are recognized for reduced GHG emissions versus more intensive rehabilitation strategies. In addition, the CIP incorporates the use of recycled tire rubber in some of the road maintenance projects.
3. The County must submit an annual report at the end of each fiscal year to the CTC that includes a description and location of each completed project, the amount of funds expended, the completion date, and the estimated useful life of the improvement.

The revenues from SB 1 will allow the CIP to fund more projects in FY2019/20 that maintain or improve the County's roads, bridges, culverts, sidewalks, signage, striping, and signalized intersections. In compiling this year's CIP, the Department is continuing to advance projects that had been deferred or which remained previously unfunded due to lack of available funding options (pre-SB 1). Significant projects included in the CIP over the next two years include the following:

- Culvert repair projects will replace large culverts on Cherry Glen Road, Cantelow Road, and Mix Canyon Road.
- McCormack Road will have paving and drainage improvements on the gravel section west of Canright Road.
- Farrell Road Intersection Improvements at Gibson Canyon Road will improve the intersection approaches.
- Farm to Market Phase 3 Improvements will widen and overlay portions of Abernathy Road, Mankas Corners Road, and Suisun Valley Road.
- Foothill Drive will construct curve improvements to enhance safety.
- Timm Road Improvements will widen, overlay, and provide vertical grade improvements to portions of the road north of Peaceful Glen Road.
- Overlay Project 2019 - Midway Road will overlay a portion of Midway Road.
- Starr Subdivision will have sidewalk rehabilitation and gap closure improvements.
- Stevenson Bridge Rehabilitation will retrofit the bridge for improved seismic capacity, as well as improve the southern road alignment.
- Various light pavement maintenance projects are included, such as chipseals, microsurfacing seals, and asphalt rubber chipseals.
- Various right of way acquisitions are included to potentially create better design options and enhance

upcoming projects.

Generally, the Department remains focused on improving the County's pavement condition index, rehabilitating aged non-road infrastructure (bridges, culverts, sidewalks, signals, etc.), and enhancing safety at intersections and along corridors utilizing accident data determinations. Constraints in Department staffing, consultant and contractor availability, and potential project cost escalation are all factors that will impact our ability to deliver projects. The CIP anticipates approximately \$86 million in improvements over the next 5 years, with approximately \$24 million that remains unfunded.

Long Term Plans and Projects

Prior to SB 1, many agencies had difficulty planning large and long-term projects without having federal grant funds to support "front end" project costs related to environmental clearance, design, and right of way. A significant benefit of SB 1 is that agencies now have stable funding that allows for long term planning for larger multi-year and regionally coordinated projects. Larger projects also typically require right of way acquisition, as well as utility relocation work which can add significant amounts of time to scheduled delivery. The Department included some larger projects to the CIP that can be planned over the next 5 years:

1. McCormack Road reconstruction, which will begin conversion of this regionally significant gravel road into a paved road, meeting full County Road Improvement standards. The Department will work with the City of Rio Vista to coordinate the City/County interface.
2. Benicia Road improvements, which includes sidewalk, striping, light pole relocation, and transit stop improvements from Beach Street to Interstate 80. The Department will work with the City of Vallejo to coordinate the City/County interface.
3. Improvements to modernize signalized intersections and street lights.
4. Improvements at the corporation yards are needed due to the aged condition of the buildings and yards. Over the next year, the Department will assess the viability, long term operational need, and costs for repairs and improvements of each corporation yard.
5. Putah Creek Road shoulder improvements, which will provide fully connected bike lanes from Winters to Stevenson Bridge Road.
6. Investment in more technologically advanced equipment that will reduce some of the more labor intensive duties of Operations Division.

Projects which are listed with unfunded amounts remain candidates for other state and federal grants. SB 1 is generating significant increases to competitive grants, such as the Congested Corridors Program (freeway and highway relievers) and Active Transportation Program (bike/pedestrian). The Department will continue to seek all appropriate grants to enhance project budgets and maximize the County's SB 1 and Road Funds.

The Department will be working with the Solano Transportation Authority, the seven Cities and other interested partner agencies to plan long term projects over the next decade, including the Suisun Parkway connection to Highway 12/29, Suisun Valley Road regional traffic improvements (traffic flow from Napa County), and other impacted regionally significant routes.

The CIP provides a balanced approach to maintaining and improving the County's infrastructure in FY2019/20. The Department will continue its goal to deliver as much project work and road maintenance within available existing engineering and operations staffing. With the Board's approval of the CIP, the Department will work to construct those projects listed for FY2019/20, and plan projects listed in the years following.

ALTERNATIVES:

The Board could choose to revise the CIP within the limitations of available revenues from local, state and federal sources as it wishes. This is not recommended as the CIP provided by the Department provides a recommended list of priorities for the maintenance and construction of County roads and bridges in FY2019/20, in compliance with SB 1 requirements.

OTHER AGENCY INVOLVEMENT:

County Counsel's Office has reviewed and approved this item as to form.

CAO RECOMMENDATION:

APPROVE DEPARTMENTAL RECOMMENDATION