



A Tradition of Stewardship
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Agenda Date: 3/2/2010

Agenda Placement: 7E

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors

FROM: Don Ridenhour - Director
Public Works

REPORT BY: Anthony Morales, Associate Engineer - (707) 259-8373

SUBJECT: Silverado Trail Overlay (North of Howell Mt. Rd. to Deer Park Rd.) Project RDS 09-13 - Various Authorizations

RECOMMENDATION

Director of Public Works requests the following actions related to the "Silverado Trail Overlay (North of Howell Mountain Road to Deer Park Road)," Project RDS 09-13; funded by the American Recovery and Reinvestment Act of 2009 (ARRA):

1. Approval of and authorization for the Chair to sign Program Supplement Agreement N023 with the California Department of Transportation to administering Agency-State Agreement No. 04-5921R to provide County with reimbursement of \$380,000;
2. Approval of Budget Transfer No. DPW014 appropriating \$380,000 in a new department (30030) in the Roads budget with offsetting revenue from American Recovery and Reinvestment Act (ARRA) (4/5 vote required); and
3. Approval of plans and specifications, authorization to advertise for sealed bids and opening of the bids at a time, date and location to be published by the Director of Public Works pursuant to Section 20150.8 of the Public Contract Code.

EXECUTIVE SUMMARY

The County of Napa has been allocated American Recovery and Reinvestment Act of 2009 (ARRA) funding for asphalt concrete resurfacing projects on various County roads. A number of the resurfacing projects funded by ARRA were completed at Silverado Trail, Hardman Avenue and Atlas Peak Road in 2009. Various Board approvals are now required to continue with the implementation of ARRA funded resurfacing projects.

FISCAL IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	No
What is the revenue source?	American Recovery and Reinvestment Act of 2009 (ARRA).
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	Approvals are required to be able to bid the project and receive reimbursement.
Is the general fund affected?	No
Future fiscal impact:	Construction costs will occur in FY 2010-2011. Future impact is limited to routine road maintenance as is currently performed.
Consequences if not approved:	By not authorizing the subject item, the County will forfeit American Recovery and Reinvestment Act of 2009 funds and this section of the Silverado Trail will not be rehabilitated.
Additional Information:	<p>The American Recovery and Reinvestment Act of 2009 (ARRA) enables the Federal Government to make supplemental appropriations for job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed, and State and local fiscal stabilization. The Federal Government does not require local agencies to provide matching funds for construction; however, all costs incurred prior to construction are the responsibility of the local agency. Design costs for preliminary activities on this project are approximately \$12,500. This includes project development for obligation with the State of California Department of Transportation as well as development of bid documents. This is not a reimburseable cost. Authorization to proceed with construction was granted by the State of California Department of Transportation on December 4, 2009.</p> <p>The State funding obligation is \$380,000. This programmed value reflects funds available for bidding, construction, construction contingencies, project management, inspections, and materials testing. The County is not obligated to provide matching funds for this obligation.</p> <p>To comply with ARRA grant requirements, the Auditor-Controller has recommended that ARRA revenues and related expenditures be budgeted and accounted for in a separate Department under the Road Budget Fund. Approval of Budget Transfer No. DPW014 moves \$300,000 of appropriations from the Roads Budget and adds an additional \$80,000, for a total of \$380,000 in appropriations, in the new department with offsetting revenue from the ARRA.</p>

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: This project is subject to both the California Environmental Quality Act (CEQA) process and the National Environmental Policy Act (NEPA) process. The CEQA and NEPA determinations are as

follows:

- | **Categorical Exemption Class 2:** It has been determined that this type of project does not have a significant effect on the environment and is exempt from the California Environmental Quality Act. [See Class 2 ("Replacement or Reconstruction") which may be found in the guidelines for the implementation of the California Environmental Quality Act at 14 CCR §15302.]
- | **Categorical Exclusion:** an action which does not have a significant environmental effect and is excluded from the requirement to prepare an Environmental Assessment or Environmental Impact Statement.

BACKGROUND AND DISCUSSION

On February 24, 2009 the Napa County Board of Supervisors adopted a resolution authorizing the filing of an application for American Recovery and Reinvestment Act of 2009 (ARRA) funding in the amount of \$1,800,000. It was determined that these funds would be used to rehabilitate sections of Hardman Avenue and Atlas Peak Road, as well as a significant portion of the Silverado Trail stretching from Howell Mountain Road to Larkmead Lane—a total distance of approximately five miles. The ARRA funding obligation was subsequently adjusted to \$1,880,000 and subdivided into discrete funding tiers for separate rehabilitation projects as follows:

Tier I

- | Atlas Peak Road Overlay between Hardman Avenue and Highway 121 and Hardman Avenue Overlay between Atlas Peak Road and Silverado Trail with funding in the amount of \$775,000. This project was completed in 2009.
- | Silverado Trail Overlays between Glass Mountain Road and Bale Lane and a short section north of Howell Mountain Road with funding in the amount of \$725,000. This project was also completed in 2009.

Tier II

- | Silverado Trail Overlay between Howell Mountain Road and Deer Park Road with funding in the amount of \$380,000. Staff has been processing the request for authorization to proceed with construction with the State of California Department of Transportation. This project is scheduled to be constructed in summer 2010.

Staff has received authorization to proceed with construction from the State of California Department of Transportation for the remaining \$380,000 in ARRA funds for "Tier II". In order to be reimbursed for these funds, the Board must approve Program Supplement Agreement N023. Program Supplement Agreement N023 establishes a mechanism by which the County of Napa is enabled to receive the \$380,000 in ARRA funding for the project. This document supplements the California Department of Transportation to Administering Agency-State Agreement No. 04-5921R, which is a general agreement between the State and Napa County that allows available federal funds to be used for local transportation related projects.

The purpose of Tier II of the Silverado Overlay Project is to rehabilitate 1.1 miles of the Silverado Trail between Howell Mountain Road and Deer Park Road through the application of a conventional asphalt overlay. Construction will also include re-striping the roadway once the asphalt overlay has been applied. No additional right of way is necessary. It is anticipated that rehabilitating this portion of the Silverado Trail will extend the useful life of the roadway by 12 to 15 years. Plans and Specifications are complete and ready for bid solicitation. Staff will be returning to the Board with a recommendation to award a construction contract once bids are opened. Construction is targeted for the Summer of 2010.

California has experienced aggregate cost savings resulting from the low bid amounts for ARRA funded projects throughout the state. Consequently, staff has applied through the Napa County Transportation and Planning Agency for additional ARRA funding that may become available to the County for the rehabilitation of a third segment of the Silverado Trail. This additional funding, designated "Tier III," will enable the County to rehabilitate the Silverado Trail from Larkmead Lane to Bale Lane—a distance of approximately 1.2 miles. Once staff receives authorization to proceed with construction from the State of California Department of Transportation staff will return to the Board for the proper approvals to move into the construction phase of the Tier III project.

An additional recent development is passage by the House of Representatives of the "Jobs for Main Street" bill, which will create a new funding source similar to the original ARRA program. Although the bill has not advanced to the Senate yet, the County has been asked to identify potential projects which could make use of this funding. In doing so, agencies were advised to select projects that would satisfy the same criteria as had been required for ARRA funding; that is, the "federal aid" road system only, eligible for Categorical Exclusion from National Environmental Policy Act (NEPA), and "shovel ready" within 90 to 180 days following passage of the bill. Staff has identified another segment of Silverado Trail, from Zinfandel Lane to Skellenger Lane, as meeting all these criteria and being next-highest priority for pavement rehabilitation based on its Pavement Condition Index, or PCI. This portion of Silverado Trail had previously been identified for funding from the final (yet to come) phase of California's Proposition 1B. Since those funds have not yet come available, it is preferable to move this project forward with the federal funds for which it is eligible, and identify later another project or projects for use of the Prop 1B money, which has much-less stringent eligibility criteria. Staff will return to the Board when the Jobs for Main Street bill advances toward passage, with necessary approvals to move this project forward.

SUPPORTING DOCUMENTS

None

CEO Recommendation: Approve

Reviewed By: Helene Franchi