



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 7/10/2018

Agenda Placement: 6J

NAPA COUNTY BOARD OF SUPERVISORS Board Agenda Letter

TO: Board of Supervisors

FROM: Steven Lederer - Director of Public Works
Public Works

REPORT BY: James Reese, Associate Engineer - x8281

SUBJECT: Pavement Restoration - Authorize Program Supplement Agreement No. 044-F

RECOMMENDATION

Director of Public Works requests adoption of a resolution authorizing the Public Works Director or designee to sign California Department of Transportation (Caltrans) Program Supplement Agreement No. 044-F administering Agency-State Agreement No 04-5921F15 for 2014 Napa Earthquake Pavement Repairs reimbursements for the following projects:

1. Oak Knoll Ave (DAF No. RAC-NAP-001-0);
2. Oak Knoll Ave (West of Big Ranch) (DAF No. RAC-NAP-002-0);
3. Old Sonoma Road MPM 0.70 (DAF No. RAC-NAP-005-0);
4. Old Sonoma Road MPM 0.78 (DAF No. RAC-NAP-006-0);
5. Old Sonoma Road MPM 0.93 (DAF No. RAC-NAP-007-0);
6. Old Sonoma Road MPM 2.12 (DAF No. RAC-NAP-008-0);
7. Old Sonoma Road MPM 2.26 (DAF No. RAC-NAP-009-0);
8. Old Sonoma Road MPM 2.75 (DAF No. RAC-NAP-010-1);
9. Las Amigas Road (DAF No. RAC-NAP-012-0); and
10. Cuttings Wharf Road (DAF No. RAC-NAP-013-1).

EXECUTIVE SUMMARY

There are ten pavement areas identified by Caltrans as damaged during the 2014 Napa Earthquake. Approval to repair the ten sites has been authorized for Federal Highway Administration funding and the E76 for preliminary engineering has been issued by California Department of Transportation (Caltrans). The purpose of the Program Supplement Agreement presented herein for approval is to set up an instrument by which the Caltrans can reimburse the County for the projects.

FISCAL IMPACT

Is there a Fiscal Impact?	Yes
Is it currently budgeted?	Yes
Where is it budgeted?	<p>The Design costs for the projects are currently budgeted in Fund 2040, Sub-Division 2040500. The Board on 12/5/2017 approved, as part of the Roads Funding Study Session agenda item, for the Roads fund to upfront the design cost for these projects. These ten sites were damaged in the 2014 earthquake, and qualified for Federal Highway Administration (FHWA) reimbursement funds.</p> <p>The total preliminary engineering cost estimate for these ten projects is \$86,635; \$15,000 for planning phase has already been spent funded by Roads funds. For the \$86,635 preliminary engineering costs the county's portion is \$7,090, and the Federal portion is \$79,545. Once funds are reimbursed from FHWA, they will be returned to the Roads Fund and reused on the next earthquake project.</p>
Is it Mandatory or Discretionary?	Discretionary
Discretionary Justification:	Caltrans Program Supplemental Agreement No. 044-F will allow the County to receive the Federal Highway Administration (FHWA) funds in the amount of \$79,745 to complete the design phase for the ten pavement repair projects.
Is the general fund affected?	No
Future fiscal impact:	<p>Of the ten restoration projects, four have already been repaired and six remain to be repaired. Once the Program Supplemental Agreement is approved and the Board approves the design phase budget, the design of remaining six projects will begin. The total estimated cost including design, environmental clearance, right-of-way, construction engineering and construction is approximately \$1,215,560 for the ten projects. The amount of \$179,033 has already been spent on the four completed projects and will be eligible for 100% reimbursement. The amount of \$1,036,527 is for the remaining ten projects and will be reimbursed at a 88.53% ratio. There is a 90 days deadline to sign and return the Program Supplement Agreement to Caltrans.</p> <p>The Construction costs for the projects are currently not budgeted. Staff will be returning to the Board at a later date to adjust the budget for the Construction phase. In order to address a significant amount of FHWA reimbursable 2014 Earthquake projects, and the few remaining FEMA/CALOES reimbursable projects, the Board also approved on 12/5/2017 that repayment of the remaining \$2.5 million of the loan to the Roads Fund (part of the original loan provided to the Roads fund in 2015 which was successfully used to complete the Greenwood and Oakville Bridges and paving a section of Silverado Trail) be deferred under a revised payment schedule in order to provide cash flow and cover the County portions of the remaining 2014 earthquake roads projects. The loan term date was moved from June 30, 2019 to June 30, 2022.</p>
Consequences if not approved:	The program supplement agreements must be approved in order to provide a

mechanism by which the County will be reimbursed with Federal Highway Administration funds for each project.

Additional Information: It is anticipated that PE costs will occur in Fiscal Year 2017/2018 to Fiscal Year 2018/2019. Construction is anticipated to occur in Fiscal Year 2018/2019, and Fiscal Year 2019/2020. After completion of the preliminary engineering phase, CEQA/NEPA clearance and final design, staff will submit a request for authorization for the construction phase funds. All other future impact is limited to routine road maintenance as is currently performed.

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

There are ten pavement areas identified by Caltrans as damaged during the 2014 Napa Earthquake. The project to repair the ten sites has been qualified for Federal Highway Administration funding and E76 for preliminary engineering has been issued by California Department of Transportation (Caltrans). The purpose of the Program Supplement Agreement presented herein for approval is to set up an instrument by which the Caltrans can reimburse the County for the projects.

Of the ten restoration projects, four have already been repaired in the emergency opening phase and six remain to be repaired. Since all ten projects are bundled under one Program Supplement Agreement, reimbursements for the construction work completed under the emergency opening can only be initiated after the E76 for construction is issued. Once the Program Supplement Agreement is approved, staff can request reimbursements for the preliminary engineering phase. Staff is working on technical studies required for National Environmental Policy Act (NEPA) clearance and Right of Way certification. After NEPA clearance, right of certification and design completion, staff will submit the Request for Authorization for construction.

The total estimated cost including design, environmental clearance, right-of-way, construction engineering and construction is approximately \$1,215,560 for the ten projects. The amount of \$179,033 has already been spent on the four completed projects and will be eligible for 100% reimbursement; the amount of \$1,036,527 is for the remaining six projects and will be reimbursed at a 88.53% ratio. There is a 90 days deadline to sign and return the Program Supplement Agreement to Caltrans.

The pavement restoration for the ten projects includes excavating 10 inches, recompacting the base and applying 4 inches of new asphalt for various lengths and widths. The four locations and corresponding damage assessment forms (DAF) for the completed projects are:

1. Old Sonoma Road MPM 0.70 (DAF No. RAC-NAP-005-0);
2. Old Sonoma Road MPM 0.78 (DAF No. RAC-NAP-006-0);
3. Old Sonoma Road MPM 0.93 (DAF No. RAC-NAP-007-0);
4. Old Sonoma Road MPM 2.26 (DAF No. RAC-NAP-009-0);

The six locations and corresponding damage assessment forms (DAF) for the remaining projects are:

1. Oak Knoll Ave (DAF No. RAC-NAP-001-0);
2. Oak Knoll Ave (West of Big Ranch) (DAF No. RAC-NAP-002-0);
3. Old Sonoma Road MPM 2.12 (DAF No. RAC-NAP-008-0);
4. Old Sonoma Road MPM 2.75 (DAF No. RAC-NAP-010-1);
5. Las Amigas Road (DAF No. RAC-NAP-012-0); and
6. Cuttings Wharf Road (DAF No. RAC-NAP-013-1).

SUPPORTING DOCUMENTS

A . RESOLUTION

CEO Recommendation: Approve

Reviewed By: Helene Franchi