

Update: Pavement Preservation Program 2012-2023

**Department of Transportation
and Public Works**

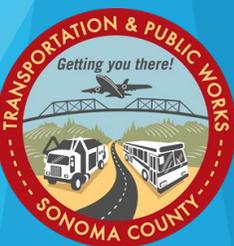
January 4, 2022





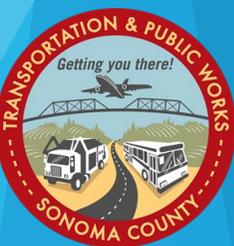
Presentation Overview

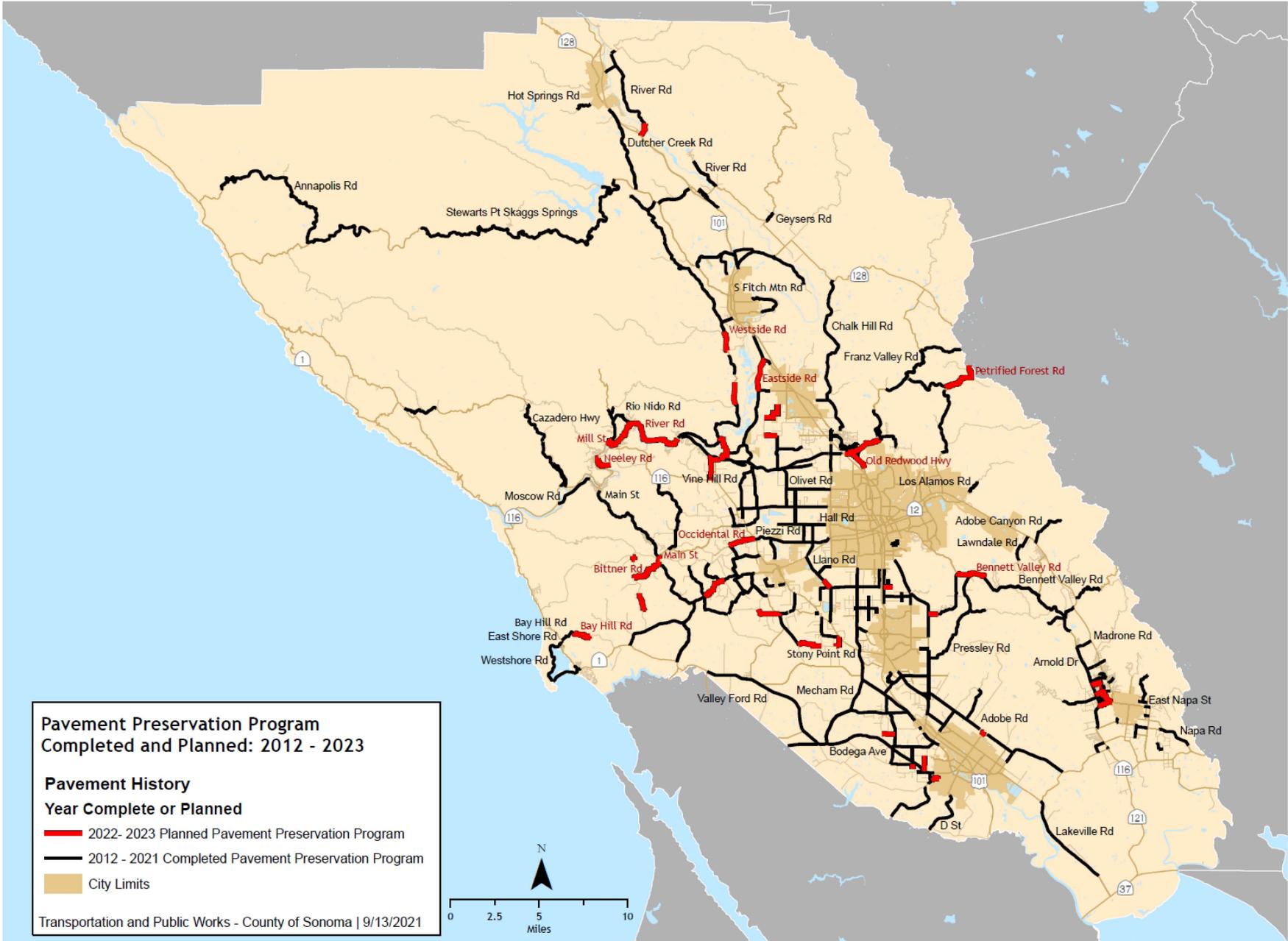
1. What We Accomplished: 2012-2021
2. Background
3. Funding
4. What's Next: 2022-2023 Road Projects
5. Summary & Questions



What We Accomplished

1. Paved 412 miles of roadways
 - ▶ Represents 30% of County's Road Network of 1368 miles
2. \$128.8 million in discretionary dollars allocated to Pavement Preservation Program over ten since 2012





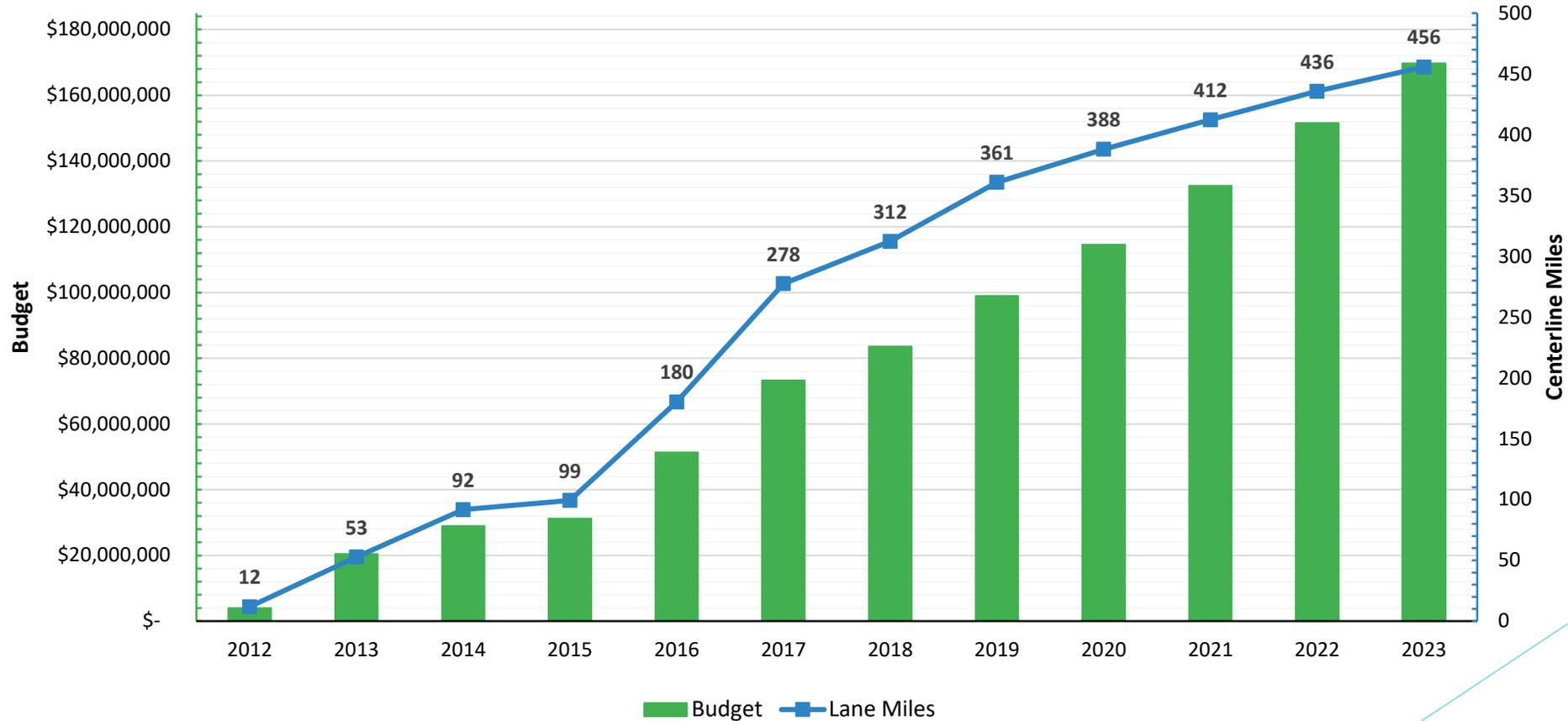
How to Measure Accomplishments

1. Road miles paved
2. Pavement Condition Index (PCI)
 - ▶ Index between 0 and 100 indicating the condition of a specific section of road pavement.
3. 2012 County PCI: 44
4. 2021 County PCI: 52



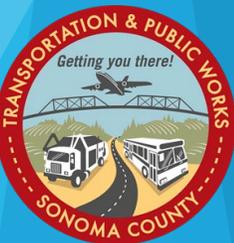
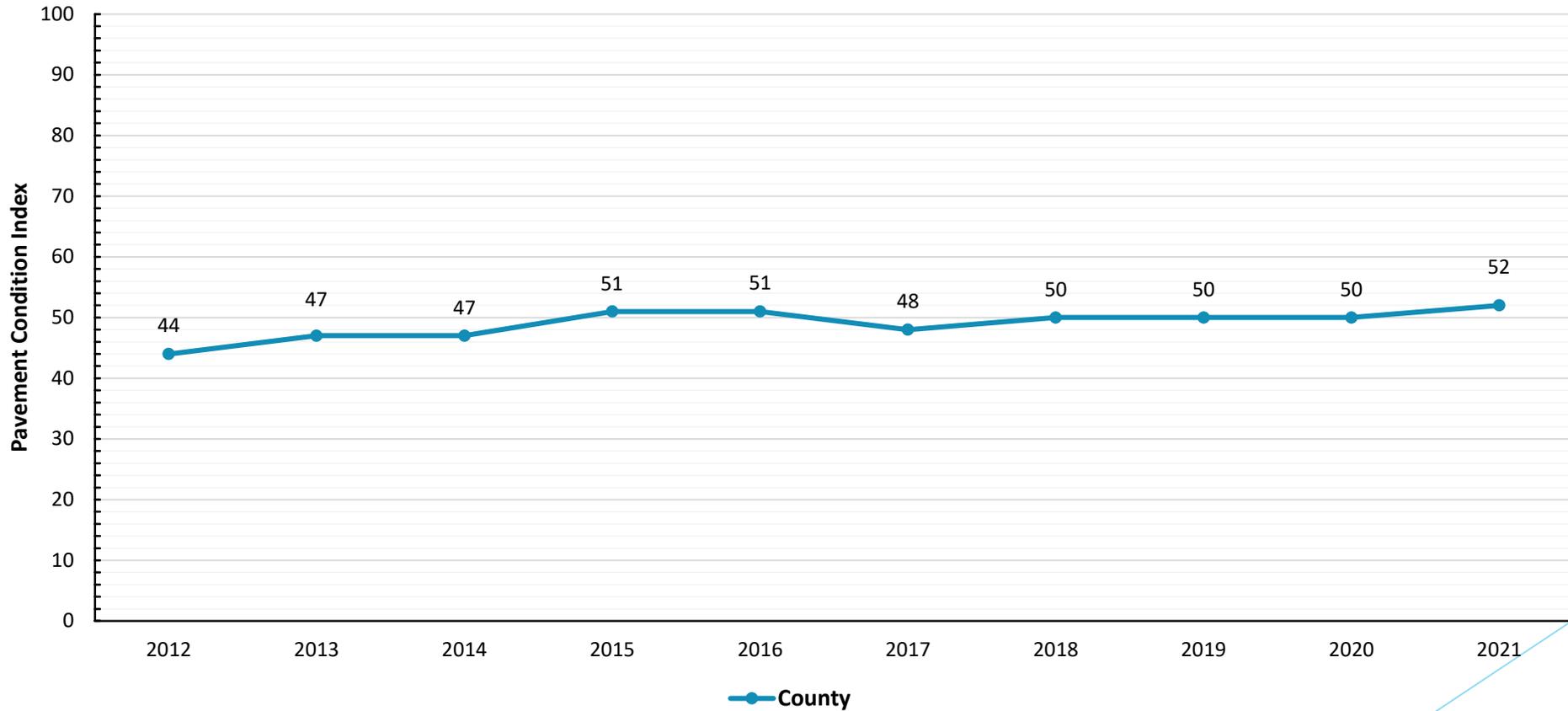
What We Accomplished: Mileage

2012 – 2023 Pavement Preservation Cumulative Totals



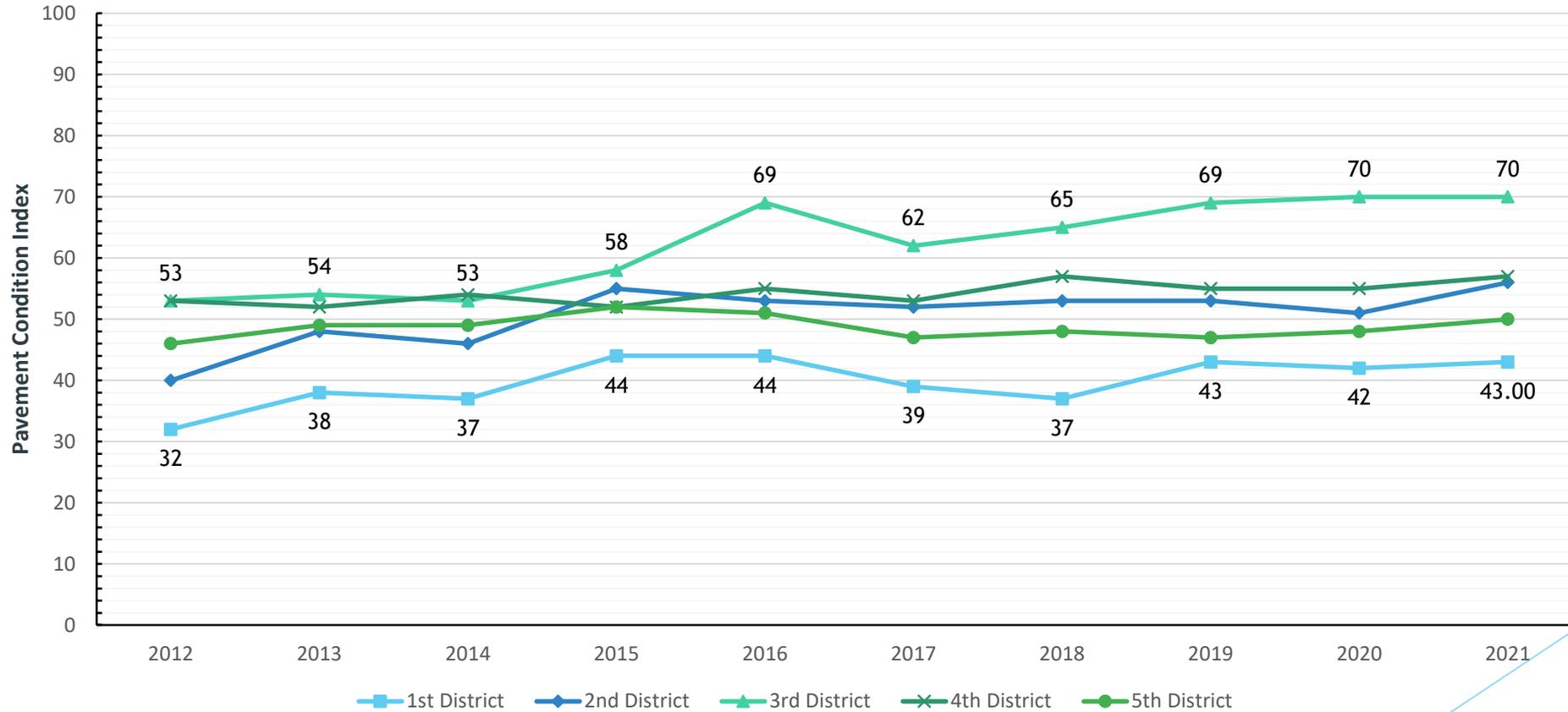
What We Accomplished: PCI

County Overall Pavement Condition



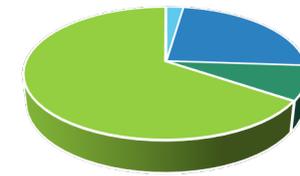
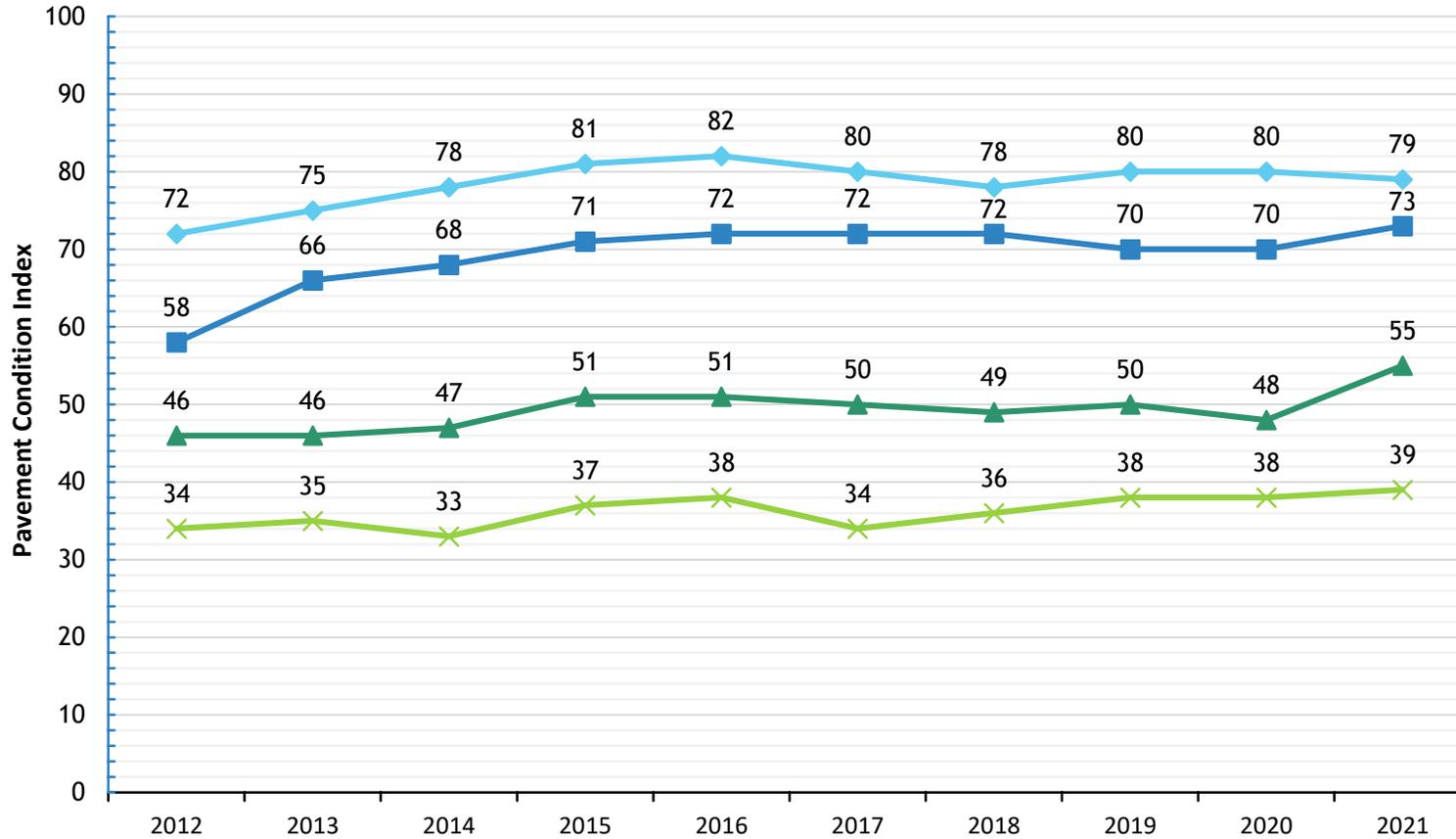
What We Accomplished: PCI

Annual Pavement Condition by District

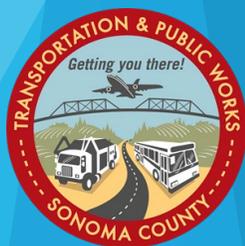


What We Accomplished: PCI

Annual Pavement Condition by Functional Class

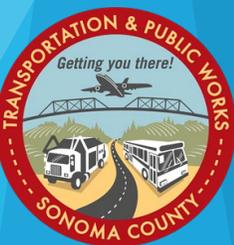


- Arterial (2%)
- Major Collector (24%)
- Minor Collector (8%)
- Local (66%)



Background

1. Began focused paving projects in 2012
2. Formalized with the 2014 Long Term Road Plan
 - ▶ Identifies potential funding strategies and guides the selection of candidate roads based on key attributes:
 - ▶ Traffic volume, Pavement condition, Bike/Transit relevance, District, and Public Safety facilities served by road
3. Program developed using the Road Evaluation Framework
 - ▶ Assess roads by functional classification
 - ▶ Two-thirds of County comprised of local roads; significant impact on overall PCI
4. Pavement Management System
 - ▶ Renders cost-effective strategies for providing, evaluating, and maintaining serviceable pavement condition



Funding Sources

1. General Fund

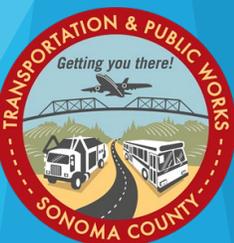
- ▶ Sonoma County contributes the most General Fund money to Pavement Preservation out of all California Counties

2. SB1

- ▶ New State gas tax, began receiving funds in 2017

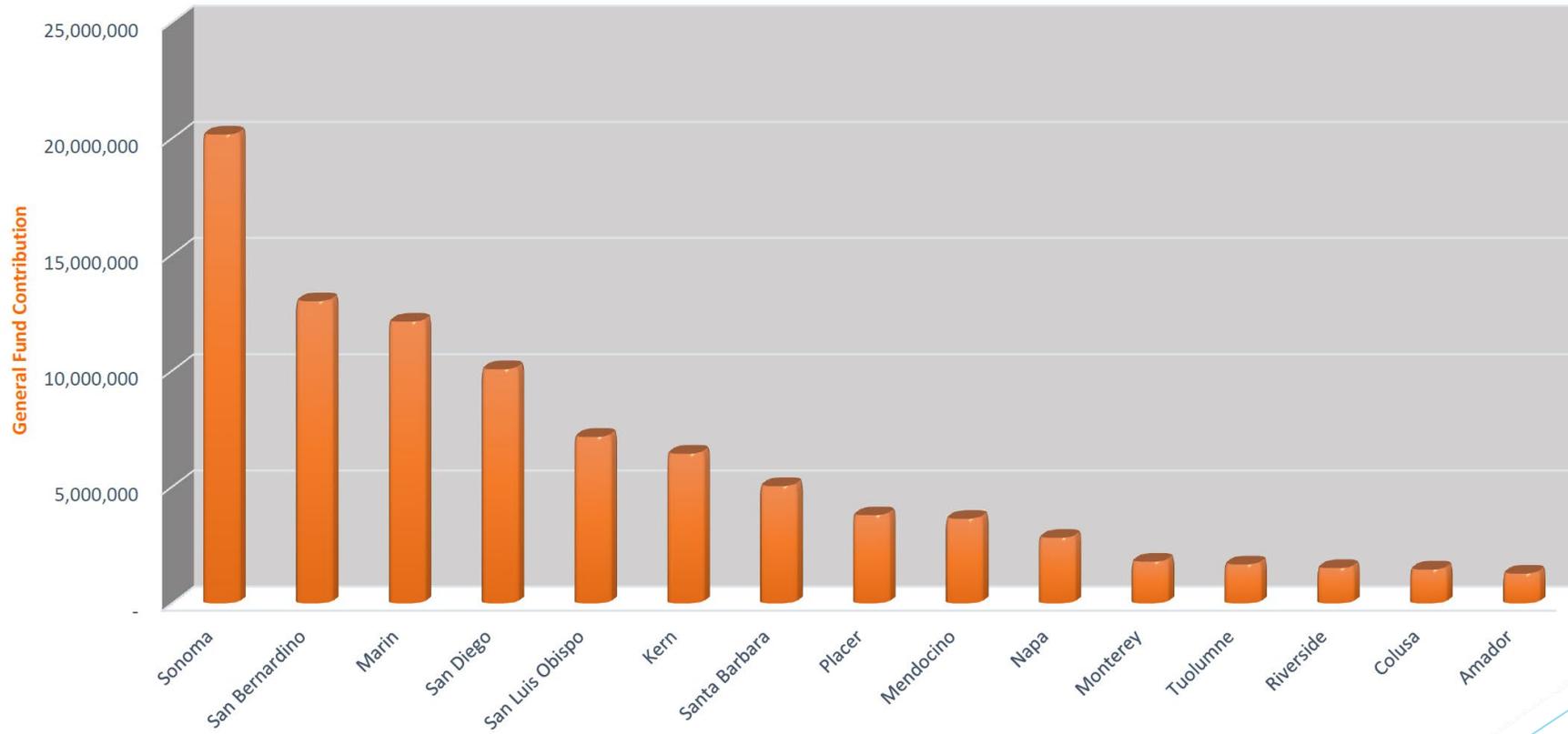
3. Miscellaneous

- ▶ TOT, HUTA, Measure M, etc.



Funding Sources

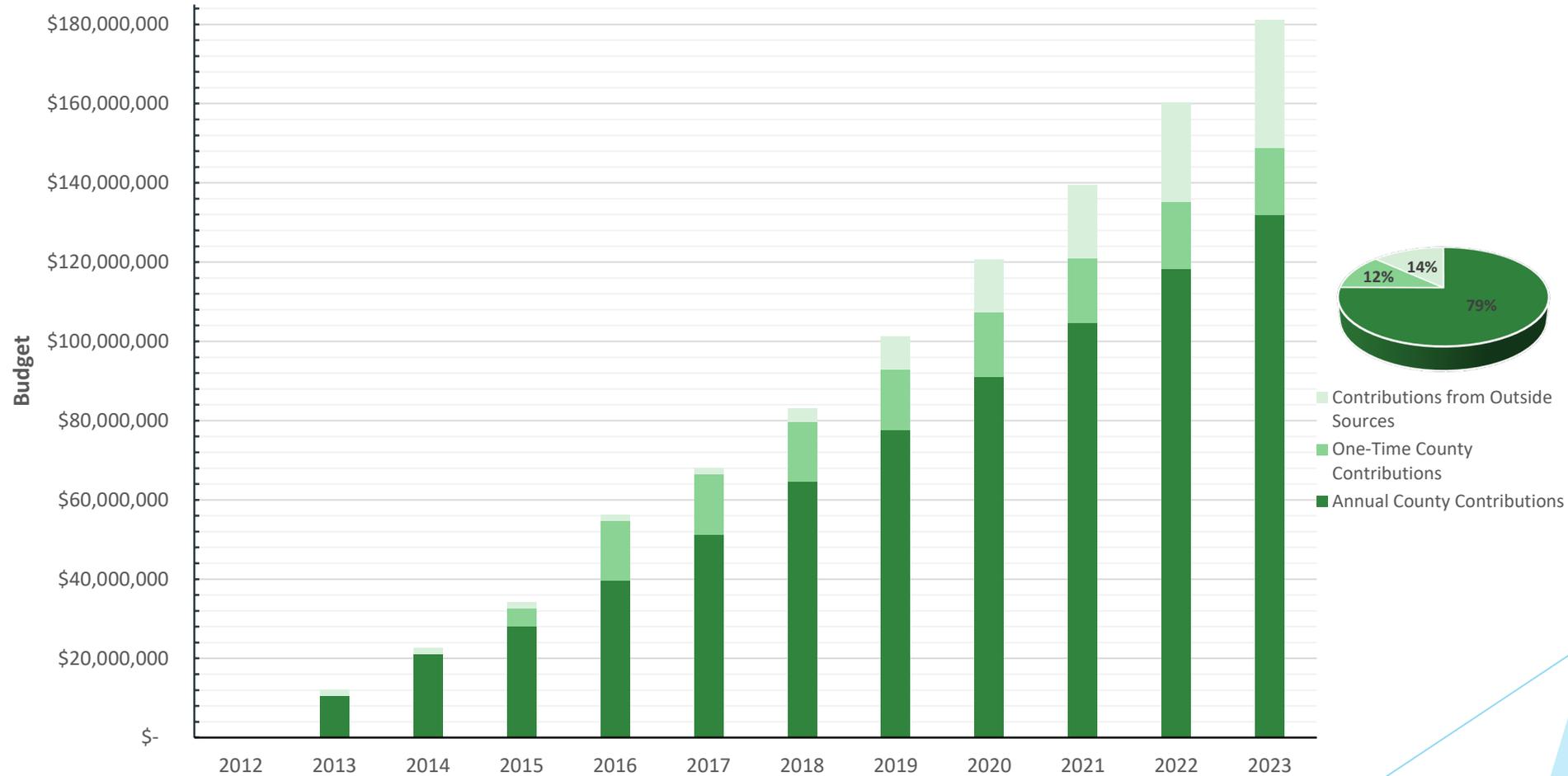
2019 General Fund Contributions to Roads by County (Top 15)



Source: California State Controller's Office

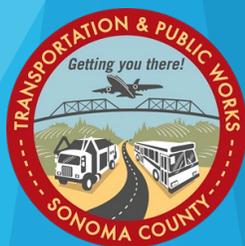


Funding Sources



What's Next: 2022 - 2023 Pavement Preservation Program

1. Paving 43 miles of roadways
2. Cost of \$40.5 million
 - ▶ Represents over \$26.7 million dedicated by this Board from the General Fund
3. PG&E settlement funds
 - ▶ Paving additional miles: TBD
 - ▶ Cost of \$20 million



Recommendation

1. Follow the 2014 Long Term Road Plan and Road Evaluation Framework
 - ▶ Rely on Pavement Management System
2. Primary focus remains on high-volume roads, start transition to local roads
3. Follow Strategic Plan Pillar of Resilient Infrastructure by continuing to invest in critical road infrastructure
4. Ensure equitable distribution of road repair work while addressing the most critical needs and investing in preservation to ensure the most efficient use of funds



Conclusion

1. 10 Year PPP Update: 2012 – 2021

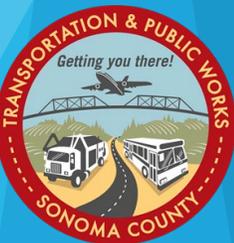
- ▶ \$128.8 million of discretionary dollars allocated
 - ▶ Contributions from General Fund/Measure L/Traffic Mitigation
- ▶ 412.30 miles completed
 - ▶ 30% of County roads improved
- ▶ County PCI improved from 44 to 52

2. What's Next: 2022 – 2023 PPP

- ▶ \$40.5 million budget proposed
- ▶ Planned completion of 43.44 miles

3. Recommendation

- ▶ Utilize Pavement Management System to determine road plan and improve PCI



Questions?

Update: Pavement Preservation Program 2012-2023

Department of Transportation and Public Works

January 4, 2022

