



Legislation Text

File #: 2022-0739, **Version:** 1

To: Board of Supervisors

Department or Agency Name(s): Transportation and Public Works

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

Vote Requirement: 4/5th

Supervisory District(s): First

Title:

State Route 121/12 and 8th Street East Cooperative Funding Agreement with the Sonoma County Transportation Authority (SCTA)

Recommended Action:

- A) Delegate authority to the Director of Transportation and Public Works to execute a Cooperative Funding Agreement, in form approved by County Counsel, with the Sonoma County Transportation Authority for the County to fund up to \$500,000 for certain pre-project documents and other project-related work for the proposed State Route 121/12 and 8th Street East intersection improvement project in the community of Schellville.
- B) Adopt a Resolution authorizing a Budget Adjustment to the Department of Transportation and Public Works FY 2022-23 Final Budget in the amount of \$250,000 to appropriate necessary funding to fulfill the financial commitments of the Agreement.

(4/5th Vote Required) (First District)

Executive Summary:

The Department of Transportation and Public Works (TPW) is requesting the Board approve and authorize a Cooperative Funding Agreement with the Sonoma County Transportation Authority (SCTA) to complete a Project Initiation Document (PID) associated with proposed intersection improvements at State Route 121/12 and 8th Street East. If the Agreement is approved, the County will make a \$500,000 lump sum payment to SCTA and SCTA will be responsible for completing the PID in accordance with the California Department of Transportation (Caltrans) requirements. This item also requests approval of a budget resolution to appropriate \$250,000 in Sonoma Valley Traffic Mitigation Funds to finance the Funding Agreement.

Discussion:

State and local transportation officials have identified the intersection of State Route 121/12 and 8th Street East in the community of Schellville for several improvements that may include modification of the existing railroad crossing, construction of a Class One bike path, and construction of traffic signals or a roundabout. The first step for this regional transportation project is completion of a Project Initiation Document (PID), which is a planning, scoping, and project formation step required for the project to proceed to future Project Approval & Environmental Document (PA&ED) and other phases. The PID is required by Caltrans for all such projects that involve use of State highway and rights of way.

TPW in coordination with SCTA and Caltrans has determined SCTA will be the lead agency for completing the

PID. The County is prepared to support the project and the PID with a \$500,000 funding contribution. The county's contribution will be financed with \$250,000 allocation of PG&E fire settlement funds approved by the Board on 12/15/2020, and \$250,000 available from the Sonoma Valley Traffic Mitigation Fund. The \$500,000 contribution from the County will move the proposed project through its first, preliminary phase. Any future phases would involve further project formation and other steps, with the expectation that other participating (SCTA, Caltrans) agencies will contribute funding to future phases. Any funding remaining after completion of the PID will be returned to the County.

SCTA will be solely responsible for delivering the PID, including procuring and managing a consultant to prepare and complete the PID. Notwithstanding, the County will also participate in the Project Development Team, participate in the consultant selection process, and provide review input on all deliverables with Caltrans and the SCTA, as requested and led by SCTA.

Funding for the initial project initiation phase is critical to initiate this intersection improvement project. Since no other funding source is readily available between the involved agencies, failure to approve the Agreement would postpone improvements at the intersection indefinitely.

Should the PID proceed and be approved by Caltrans, then further scoping, design, site analysis, and other project formation steps would follow, assuming funding is available. Such later steps would develop actual project characteristics and other information needed for further project needs, including any required environmental analysis as required under CEQA.

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:

None.

FISCAL SUMMARY

Expenditures	FY 22-23 Adopted	FY23-24 Projected	FY 24-25 Projected
Budgeted Expenses	\$250,000		
Additional Appropriation Requested	\$250,000		
Total Expenditures	\$500,000		
Funding Sources			
General Fund/WA GF			
State/Federal			

Fees/Other - PG&E Settlement Funds	\$250,000		
Use of Fund Balance	\$250,000		
Contingencies			
Total Sources	\$500,000		

Narrative Explanation of Fiscal Impacts:

\$250,000 of appropriations for this Agreement are included in the FY 2022-23 Roads Division (Fund 11051) budget from Infrastructure Resiliency Plan Tier 2 PG&E Fire settlement funds. Additional appropriations of \$250,000 funded with available Sonoma Valley Traffic Mitigation Fund Balance (11053-34010400) is requested to fully fund this Agreement.

Narrative Explanation of Staffing Impacts (If Required):

N/A

Attachments:

Budget Resolution

Location Map

Related Items “On File” with the Clerk of the Board:

Draft Cooperative Funding Agreement