



JOHN A. FANTHAM  
DIRECTOR OF PUBLIC WORKS

# County of Santa Cruz

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## DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060  
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AGENDA: December 8, 1998

November 25, 1998

### SANTA CRUZ COUNTY BOARD OF SUPERVISORS

701 Ocean Street  
Santa Cruz, California 95060

SUBJECT: COUNTY STORM DAMAGE, ROAD RESURFACING AND REHABILITATION  
PROGRAM SUBMITTAL FOR STATE AUGMENTATION FUNDING

#### Members of the Board:

With the passage of Senate Bill (SB) 45, TEA-21 (Transportation Enhancement Act for the 21st Century) and the Governor's veto of SB 1477, California's Storm Damage Relief Bill, our County continues to fall far short of the funding necessary to repair its severely damaged road infrastructure. As more road reconstruction funding is either eliminated or reconfigured into new multimodal transportation development packages for mass transit, bikeways and rail programs, local agencies and public works organizations statewide are experiencing a drought in available local share funding for repair or upgrade of the existing road network. This impact on local roads and the need to assist California's counties in addressing this critical funding shortfall is made very clear by the Governor's veto message attached to SB 1477 (enclosed for your review).

As a result of this revenue shortfall, the Santa Cruz County Regional Transportation Commission (SCCRTC), at the direction of Governor Wilson and the California Transportation Commission (CTC), has requested an inventory of each agency's remaining unfunded storm damage, and an estimate of our road resurfacing and rehabilitation needs. This request is made in light of new State Transportation Improvement Program (STIP) funding that could be available for such storm damage repair work in 1999 under a new program denoted as augmentation revenue. According to Transportation Commission staff, the County as a whole could receive more than \$9 million in additional state and federal revenue for local transportation improvements, including storm damage and road rehabilitation projects. Combining the County's damage inventory/resurfacing assessment, along with other local jurisdictions, the SCCRTC will then build a base model and establish funding criteria for its submittal to the CTC in early 1999 for inclusion into the 1998 STIP. The Commission has directed its staff to complete the process and assign the funds to each jurisdiction in a timely manner to assure their distribution in time for each agency to encumber the funds next fiscal year, July 1, 1999. We would therefore expect to return to your Board in March with specific project recommendations based on the funding that we have been provided.

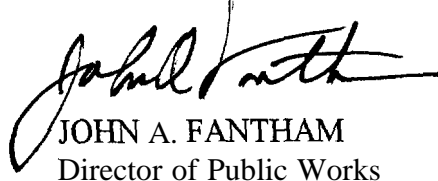
The attached lists were submitted to the SCCRTC on December 1, 1998. Table A, which represents the remainder of our county-wide storm damage, shows that we have more than \$7.3 million in unscheduled repairs, with a local match shortfall of more than \$2 million, covering some 140 individual sites dating back to the 1995 Event. While we anticipate a relatively mild winter, many of these sites could still experience additional damage due to the County's continuing inability to fund and complete many of these necessary repairs.

Table B lists our county's primary road resurfacing and rehabilitation needs (major collector system routes only). This list was compiled **from** both the current Pavement Management Report (February 1997) and the final 1998 Capital Improvement Program (CIP). It represents the growing deterioration throughout our 607-mile road system infrastructure.

It is therefore recommended that the Board of Supervisors take the following action:

1. Ratify the attached list of storm damage, road resurfacing and rehabilitation projects which Public Works has provided the SCCRTC for state augmentation funding consideration.
2. Direct Public Works to report back to the Board on or before March 2, 1999, on the outcome of our funding submittal.

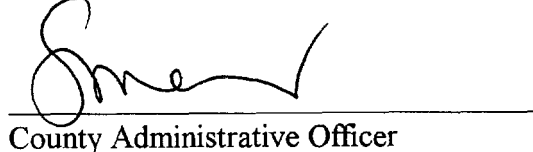
Yours truly,

  
JOHN A. FANTHAM  
Director of Public Works

WBW:mg

Attachments

RECOMMENDED FOR APPROVAL:

  
\_\_\_\_\_  
County Administrative Officer

copy to: Santa Cruz County Regional Transportation Commission  
Public Works Department

RESUM

**COUNTY OF SANTA CRUZ UNFUNDED STORM DAMAGE SITES**

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**UNNSCHEDULED 1996 DAMAGE SITES**

	DSR No.	Road Name	Site Location	Sup. Dist.	Maint. District	Project and Scope of Work	Project Estimate	Estimated Local Need	Estimated FEMA/OES
1	002	Branciforte Dr.	PM 0.70	1	A	Place compacted backfill & rock riprap	\$30,000	\$12,000	\$18,000
2	005	Granite Creek Rd.	PM 0.45	1	A	Install crib or rock wall along shoulder	55,000	22,000	33,000
3	006	Granite Creek Rd.	PM 1.2	1	A	Repair headwall and culvert outlets	25,000	10,000	15,000
4	007	Granite Creek Rd.	PM 1.5	1	A	Shoulder washout, repair with pile or crib	150,000	60,000	90,000
5	008	Granite Creek Rd.	PM 2.18	1	A	Repair headwall and culvert outlets	25,000	10,000	15,000
6	011	Happy Valley Rd.	PM 0.4	1	A	Bridge site repair, install box culvert	500,000	200,000	300,000
7	049	Hazel Dell Rd.	PM 2.65	4	D	Install rockwall w/compacted backfill	37,000	14,800	22,200
8	050	Hazel Dell Rd.	PM 2.77	4	D	Install rockwall w/compacted backfill	62,000	24,800	37,200
9	051	Highland Way	PM 2.13	1	C	Install rockwall w/compacted backfill	10,000	4,000	6,000
10	052	Highland Way	PM 2.59	1	C	Place compacted backfill & riprap	10,000	4,000	6,000
11	026	Hubbard Gulch Rd.	PM 0.55	5	B	Install rockwall w/compacted backfill	20,000	8,000	12,000
12	012	Jarvis Rd	PM 0.55	1	A	Creekside scour problem	25,000	10,000	15,000
13	013	Jarvis Rd	PM 0.96	1	A	Shoulder washout	20,000	8,000	12,000
14	014	Jarvis Rd	PM 1.04	1	A	Shoulder washout	40,000	16,000	24,000
15	015	Jarvis Rd	PM 1.08	1	A	Roadside washout	25,000	10,000	15,000
16	027	Lompico Rd.	PM 2.1	5	B	Place backfill, riprap & remove rock	12,000	4,800	7,200
17	028	Lompico Rd.	PM 2.2	5	B	Install 30' long 6' high cribwall	75,000	30,000	45,000
18	017	Redwood Dr.	PM 0.09	2	D	Gabian repair place backfill & riprap	65,000	26,000	39,000
19	034	Rodeo Gulch Rd. N.	PM 3.14	1	C	Install 100' long 9' high rock wall	51,000	20,400	30,600
20	035	Rodeo Gulch Rd. N.	PM 3.8	1	C	Install 15' long 8' high cribwall	20,000	8,000	12,000
21	036	Rodeo Gulch Rd. N.	PM 3.85	1	C	Install 18' long 8' high cribwall	25,000	10,000	15,000
22	037	Rodeo Gulch Rd. N.	PM 3.07	1	C	Install 22' long 8' high cribwall	15,000	6,000	9,000
23	038	Rodeo Gulch Rd. N.	PM 3.9	1	C	Install 25' long 8' high cribwall	20,000	8,000	12,000
<b>TOTAL ESTIMATED COST OF UNSCHEDULED 1996 DAMAGES</b>							<b>\$1,317,000</b>	<b>\$526,800</b>	<b>5790,200</b>

**UNNSCHEDULED 1997 DAMAGE SITES**

1	00144	Belair Ct.	PM 0.04	1	A	Slope failure, construct rock wall	\$42,000	\$14,700	\$27,300
2	65402	Highland Way	PM 2.2	1	C	Slope failure, construct rock wall	35,000	12,250	22,750
3	65402	Highland Way	PM 2.3	1	C	Slope failure, construct rock wall	20,000	7,000	13,000
4	95064	Prescott Rd	PM 0.37	1	C	Slope failure, construct pilewall	75,000	26,250	48,750
5	95065	Prescott Rd.	PM 0.52	1	C	Slope failure, construct cribwall	50,000	17,500	32,500
6	00268	Redwood Place	End of road	5	B	Slope failure, construct cribwall	55,000	19,250	35,750
7	0729	Redwood Rd.	PM .23, .35, .45	2	D	Slope failure, construct rock wall	100,000	35,000	65,000
8	8723	Rider Road	PM 0.1, 0.15	2	D	Slope failure, construct rock wall	35,000	12,250	22,750
9	8724	Rider Road	PM 0.25, 0.3, 0.4	2	D	Slope failure, construct rock wall	25,000	8,750	16,250
10	0725	Rider Road	PM 0.66	2	D	Slope failure, construct rock wall	50,000	17,500	32,500
11	0726	Rider Road	PM 1.30	2	D	Slope failure, construct rock wall	85,000	29,750	55,250
12	95058	Webb Road	PM 0.63	4	D	Damaged stream headwall, replace same	200,000	70,000	130,000
13	95057	Wheelock Road	PM 0.15	4	D	Slope failure, construct cribwall	100,000	35,000	65,000
<b>TOTAL ESTIMATED COST OF UNSCHEDULED 1997 DAMAGES</b>							<b>\$872,000</b>	<b>\$305,200</b>	<b>\$566,800</b>

**UNNSCHEDULED 1996 DAMAGE SITES**

1	27213	Bonny Doon Rd	P.M. 0.74	3	A	Head wall damaged	\$40,000	\$10,000	\$30,000
2	TBD	Bonny Doon Rd	PM 0.69	3	A	Head wall washout	50,000	12,500	37,500
3	51494	Cherryvale Ave	PO 4155	1	A	Shoulder work	10,000	2,500	7,500
4	27214	El Rancho Rd	al La Madonna Dr.	1	A	Pavement slipout, road closed	1,500,000	375,000	1,125,000
5	51491	Ice Cream Grade Rd	PM 1.64	3	A	Slipout shoulder backfill ac,ab	15,000	3,750	11,250
6	27261	Johans Beach Rd.	al end	1	A	Embankment and tree damage	10,000	2,500	7,500
7	73978	Laurel Glen Rd	PM 2.10	1	A	Slipout	150,000	37,500	112,500
8	51467	N. Rodeo Gulch Rd	PM 0.17	1	A	Shoulder slipout	25,000	6,250	18,750
9	74690	N. Rodeo Gulch Rd	PM 4.35	1	A	Reconst. failed embankment	15,000	3,750	11,250
10	74690	N. Rodeo Gulch Rd	PM 4.62	1	A	Rewnst. failed embankment	15,000	3,750	11,250
11	72111	N. Rodeo Gulch Rd	PM 4.8	1	A	Reconst. failed embankment & road	60,000	15,000	45,000
12	TBD	Old Santa Cruz Hwy	PM 0.91	1	A	Wash out	10,000	2,500	7,500
13	27260	Redwood Lodge Rd	At Laurel Road	1	A	Slipout	15,000	3,750	11,250
14	51598	Scaroni Rd at N end.	PM 0.1	3	A	Repair road	45,000	11,250	33,750
15	TBD	Schulties Rd	Various Locations	1	A	Pavement damage,	100,000	25,000	75,000
16	51487	Swanton Rd	PM 3.43	3	A	Wash out, repair headwall & rock wall	25,000	6,250	18,750
17	51488	Swanton Rd	PM 3.79	3	A	Wash out, repair headwall & rock wall	35,000	8,750	26,250
18	51488	Swanton Rd	PM 4.05	3	A	Wash out, repair headwall & rock wall	35,000	8,750	26,250
19	51488	Swanton Rd	PM 4.50	3	A	Repair hole in bridge approach	10,000	2,500	7,500
20	59196	Swanton Rd	PM 4.75	3	A	Wash out, repair headwall & rock wall	100,000	25,000	75,000
21	59197	Swanton Rd	PM 5.05	3	A	Wash out, repair headwall & rock wall	50,000	12,500	37,500
22	59199	Swanton Rd	PM 5.07	3	A	Road slipout @ shoulder	30,000	7,500	22,500
23	59198	Swanton Rd	PM 5.2	3	A	Slipout, repair with earth retain. structure	120,000	30,000	90,000
<b>CONTINUED ON NEXT PAGE</b>									

**COUNTY OF SANTA CRUZ UNFUNDED STORM DAMAGE SITES**

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**UNSCHEDULED 1998 DAMAGE SITES, cont.**

DSR Number	Road Name	Site Location	Sup. Dist.	Maint. District	Project and Scope of Work	Project Estimate	Estimated Local Need	Estimated FEMA/OES
24	73979 Alta Via	PM 0.40	5	B	Large slide caused embankment to slipout	\$150,000	\$37,500	\$112,500
25	59200 China Grade Rd	PM 1.65	3	B	Culvert replacement	150,000	37,500	112,500
26	59191 E. Zayante Rd	PM 2.65	5	B	Shoulder slipout severe toe erosion	65,000	21,250	63,750
27	59192 E. Zayante Rd	PM 4.90	5	B	Slipout and eroded embankment	15,000	3,750	11,250
28	TBD E. Zayante Rd	PM 5.04	5	B	2 sites slipout 35'lf & road embankment	20,000	5,000	15,000
29	TBD E. Zayante Rd	PM 5.85	5	B	30' lf of ditch erosion	10,000	2,500	7,500
30	TBD E. Zayante Rd	PM 6.70	5	B	Slipout and tree removal	10,000	2,500	7,500
31	59193 E. Zayante Rd	PM 6.65	5	B	Soils report needed, upgrade retaining wall	225,000	56,250	166,750
32	TBD E. Zayante Rd	PM 1.67	5	B	30'lf of roadway and embankment slipout	25,000	6,250	16,750
33	51325 Glenwood Dr	PM 4.43	5	B	Slipout of roadway and embankment	15,000	3,750	11,250
34	51475 Hubbard Gulch Rd	at Harmony Hill	5	B	Washout of roadway	30,000	7,500	22,500
35	51476 Irwin Way	at Fairmont	5	B	Road washout, add RSP, rehab embankment	25,000	6,250	16,750
36	TBD Lakeview Dr (Felton)	PM 0.50	5	B	Up slope slide, still moving	15,000	3,750	11,250
37	TBD Lazywoods Rd	PM 0.10	5	B	Drain and culvert damage	10,000	2,500	7,500
38	TBD Little Basin Way	PM 1.15	5	B	Shoulder and embankment slipout	45,000	11,250	33,750
39	51332 Lockhart Gulch	PM 1.55	5	B	Washout of roadway	10,000	2,500	7,500
40	TBD Lodge Road	2 mi. from Park	5	B	Repair hole in wall 8 roadway	25,000	6,250	16,750
41	51327 Lompico Rd	PM 1.70	5	B	Slipout of roadway and embankment	30,000	7,500	22,500
42	51326 Lompico Rd	PM 1.65	5	B	Washout of roadway	20,000	5,000	15,000
43	TBD Nina Dr	At Highland Dr.	5	B	Pavement damage due to runoff	5,000	1,250	3,750
44	TBD Rambling Rd	at ECM service Rd	5	B	Base and pavement damage	15,000	3,750	11,250
45	51324 Riva Ridge	at Majestic	5	B	30' x 24' surface pavement damage.	5,000	1,250	3,750
46	51323 Riva Ridge	PM 0.40	5	B	200' x 12' surface pavement damage	20,000	5,000	15,000
47	51333 Scenic Way	PM 0.35	5	B	12' x 12' x 6 embankment washout	10,000	2,500	7,500
48	TBD Teilh Dr	PM 0.24	5	B	Wood box culvert damage	25,000	6,250	16,750
49	51456 Two Bar Rd	PM 0.25	5	B	Reconst. wall and embankment	5,000	1,250	3,750
50	51457 Two Bar Rd	PM 1.66	5	B	Washout of roadway	5,000	1,250	3,750
51	51457 Two Bar Rd	PM 1.77	5	B	Repair cribwall & 18" CMP. Place RSP	10,000	2,500	7,500
52	51457 Two Bar Rd	PM 2.29	5	B	Repair washout of culvert & shoulder	45,000	11,250	33,750
53	51456 Two Bar Rd	PM 2.35	5	B	washout 10' x 35' cribwall w/back fill	36,000	9,000	26,500
54	51461 Two Bar Rd	PM 2.40	5	B	Washout rockwall 10' x 20'	12,000	3,000	9,000
55	51460 Two Bar Rd	PM 2.45	5	B	shoulder & fill erosion 8' x 10' slab wall	7,000	1,750	5,250
56	51459 Two Bar Rd	PM 2.72	5	B	10' 25' rock wall in creek	16,000	4,500	13,500
57	51460 Two Bar Rd	PM 3.10	5	B	washout 20' 8' rock wall	15,000	3,750	11,250
58	TBD Two Bar Rd	PM 3.16	5	B	Washout 30' x 8' rockwall	33,000	6,250	24,750
59	51460 Two Bar Rd.	PM 3.0	5	B	30' 10' rockwall	25,000	6,250	16,750
60	TBD Upper Zayante Rd	PM 1.11	5	B	Eroded ditch and roadway	5,000	1,250	3,750
61	TBD Upper Zayante Rd	PM 2.21	5	B	Washout of roadway	15,000	3,750	11,250
62	27300 Upper Zayante Rd	PM 3.16	5	B	Slipout pile wall or cribwall heavy groundwater	25,000	6,250	16,750
63	51495 Fairway Dr	PM .15	2	C	Cribwall stump removal AC 8' x 30	300,000	75,000	225,000
64	51495 Fairway Dr	PM 0.16	2	C	Cribwall AC 10' x 40	35,000	6,750	26,250
65	51495 Fairway Dr	PM 0.20	2	C	Slipout of roadway and embankment	20,000	5,000	15,000
66	51320 Glen Haven Rd	PM 0.09	2	C	Slipout of roadway and embankment	20,000	5,000	15,000
67	27201 Highland Way	PM 6.67	2	C	Repair washout of culvert 8 shoulder	15,000	3,750	11,250
68	73973 Porter Gulch Rd	PM 0.26	2	C	Former stack Nbble wall cribwall 40' x 20	60,000	20,000	60,000
69	27246 Porter Gulch Rd	PM 0.76	2	C	2 slipouts RSP backfill stack rubble wall	20,000	5,000	15,000
70	27217 Prescott Rd	PM 0.39	2	C	Repair cribwall & AC dike	20,000	5,000	15,000
71	51321 Spanish Ranch Rd	PM 0.20	1	C	Vertical 20' ft. slipout, repair with RSP	50,000	12,500	37,500
72	001 Amesti Rd	PM 3.0	2	D	Hillside movement, reconst. embankment	10,000	2,500	7,500
73	TBD Amesti Rd	PM 2.60 to 2.9	2	D	Restore road, rehab. embankment	600,000	150,000	450,000
74	26666 Buena Vista Rd	PM 0.90	2	D	Shoulder failure, reconst. headwalls	10,000	2,500	7,500
75	26666 Buena vista Rd	PM 2.63	2	D	Ditch and roadway eroded	10,000	2,500	7,500
76	27243 Buena Vista Rd	PM 4.2	2	D	Slide at 200' x 150	10,000	2,500	7,500
77	74690 Calabasas Rd	PM 0.66 8 0.90	2	D	Road shoulder & embankment failure	25,000	6,250	18,750
78	27244 College Rd	PM 0.01	4	D	Wingwall erosion install sack conc, backfill	15,000	3,750	11,250
79	51470 Larkin Slough Rd	200' E of Buena Vista	2	D	Ditch and eroded	25,000	6,250	18,750
80	51466 Larkin Valley Rd	PM 1.16 to 1.31	2	D	RSP rebuild road edge	20,000	5,000	15,000
81	74690 Mt. Madonna Rd	PM 2.76	4	D	Shoulder washouts	10,000	2,500	7,500
82	51466 Spring Valley Rd	PM 0.1	4	D	Slipout of roadway and embankment	10,000	2,500	7,500
83	51466 Spring Valley Rd	PM 0.4	4	D	Slipout of roadway and embankment	15,000	3,750	11,250
84	51471 Vami Rd	200' W of Corralitos Ck.	2	D	Rebuild box culvert	50,000	12,500	37,500
85	TBD Webb Rd	at #173	4		Wash out of roadway	25,000	6,250	16,750
<b>TOTAL ESTIMATED COST OF UNSCHEDULED 1998 DAMAGES</b>						<b>\$5,113,000</b>	<b>\$1,278,250</b>	<b>\$3,834,750</b>

**ESTIMATED GRAND TOTAL OF ALL UNFUNDED STORM DAMAGE**

<b>\$7,302,000</b>	<b>\$2,110,250</b>	<b>\$5,191,750</b>
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**COMBINED TOTAL OF STORM DAMAGED SITES:**

**144 SITES**

# PAVEMENT MANAGEMENT REPORT ROAD SEGMENTS SELECTED FOR REHABILITATION & RESURFACING

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## RESURFACING PROJECTS

County Road Name	Approximate Beginning	Approximate End	Cost Est. (note 1)	Type	Program Year (note 2)	Road Dist	Pavement Area Sq.Ft
Empire Grade Road	4330' N/Pineridge Rd	Pineridge Rd	\$467,640	A/C	1997	A	103,920
Empire Grade Road	Pine Ridge Rd	100' N Quarry Bend	\$372,600	A/C	1998	A	82,800
Portola Drive	East Cliff Drive	Culvert Marker R.G.	\$497,070	A/C	1999	A	110,460
Soquel Avenue	Paul Minnie Avenue	110' W/Rodeo Gulch	\$626,670	A/C	1997	A	139,260
Soquel Avenue	Soquel Drive S. End	Hwy 1 on Ramp	\$162,000	A/C	2000	A	36,000
Soquel Drive	150' E. Paul Sweet Road	Thurber Lane	\$472,905	A/C	1997	A	105,090
Soquel Drive	West End of Soquel Drive	150' E Paul Sweet Rd	\$151,763	A/C	1999	A	33,725
Soquel San Jose Road	1800' N/ Paper Mill Rd	2300 Ft N/O Little Creek	\$866,250	A/C	1999	A	192,500
Soquel San Jose Road	Olson Rd	PM 6.23	\$606,645	A/C	1999	A	134,810
Soquel San Jose Road	Timber Lodge Road	PM 10.28	\$511,992	A/C	1997	A	113,776
Summit Road	Del Monte Rd	700' W Morrill Rd	\$656,100	A/C	1999	A	145,800
Summit Road	Old Santa Cruz Hwy	Del Monte Way	\$719,550	A/C	1997	A	159,900
Mt. Hermon Road	2338' E/O Graham Hill Rd	Zayante Bridge	\$227,160	A/C	1998	B	50,480
Mt. Hermon Road	5316' E/O Graham Hill Rd	10142' Graham Hill Rd	\$1,085,850	A/C	1998	B	241,300
41 St Avenue	Cory Street	Soquel Drive	\$396,000	A/C	1998	A	88,000
San Andreas Road	225' N Bonita Drive	Seascape Blvd	\$415,530	A/C	1998	C	92,340
San Andreas Road	Playa Blvd	Manresa State Beach	\$549,180	A/C	1998	C	122,040
Soquel Drive	Borregas Drive	Porter Gulch Road	\$1,103,342	A/C	2001	C	245,187
Soquel Drive	Rio Del Mar Blvd	Trout Gulch Road	\$756,000	A/C	2001	C	168,000
Freedom Blvd	0.45 Mile NW/Coffee Lane	Coffee Lane	\$420,323	A/C	1999	D	93,405
Freedom Blvd	Aptos High School Dr	Golden Torch TLR PRK	\$1,149,120	A/C	2000	D	255,360
Freedom Blvd	Coffee Lane	Green Valley Road	\$731,250	A/C	1999	D	162,500
Freedom Blvd	Golden Torch TLR PRK	Petery Lane	\$475,200	A/C	1999	D	105,600
Green Valley Road	Freedom Blvd	Hi-Grade Lane	\$343,440	A/C	1998	D	76,320
Green Valley Road	Hi-Grade Lane	0.09 Mi N/Holohan Rd	\$405,405	A/C	2000	D	90,090

**TOTAL OF RESURFACING LOCATIONS \$14,168,984**

### Notes

1. This estimate is made using an average cost of \$4.50 per square foot of pavement resurfaced. Additional costs may apply in areas prone to poor drainage.
2. The year of programing is either from the current Pavemtn management Program of estimated as necessary by DPW.
3. This estimate is made using an average cost of \$7 per square foot of roadway rahabed. Additional costs may apply in areas needing sidewalks.

## REHABILITATION PROJECTS

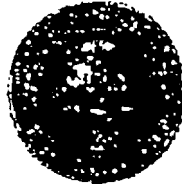
(note 3)

Airport Blvd	Watsonville City Limit	Freedom Blvd	\$112,000	A/C	2001	D	16,000
Port Blvd	Freedom Blvd	250' N/Freedom Blvd	\$112,000	A/C	2001	D	16,000
Airport Blvd	250' N/Freedom Blvd	Green Valley Road	\$773,080	A/C	2001	D	110,440
East Cliff Dr	7th Avenue	Lake Avenue	\$145,530	A/C	1998	A	20,790
Empire Grade Road	2900' N/Ice Cream Grade	40' S/Ice Cream Grade	\$515,375	A/C	2002	B	73,625
Green Valley Road	Carey Avenue	Freedom Blvd	\$160,125	A/C	2002	D	22,875
Mt. Hermon Road	10142' E/O Graham Hill Rd	EMC 300' N/O Lockhart Gulch	\$642,880	A/C	2000	B	91,840
Soquel Drive	Soquel Creek Culvert	Porter Street	\$166,348	A/C	2001	B	23,764
Capitola Avenue	Soquel Drive	S.C. City Limits	\$261,870	A/C	2002	B	37,410
Empire Grade Road	Sunlit Lane	2900' N/Ice Cream Grade	\$322,875	A/C	2002	A	46,125
Freedom Blvd	80' S/Corralitos Road	1.69 Miles NW/Coffee Lane	\$700,245	A/C	1999	D	100,035
Soquel Avenue	Hwy 1 on Ramp	Paul Minnie Avenue	\$229,320	A/C	2002	C	32,760
Soquel Drive	Center Street	Soquel Creek Culvert	\$204,932	A/C	2003	C	29,276
San Andreas Road	Seascape Blvd	Playa Blvd	\$1,010,625	A/C	1998	A	144,375

**TOTAL OF REHABILITATION LOCATIONS \$5,357,205**

**GRAND TOTAL OF ALL UNFUNDED PAVEMENT PROJECTS \$19,526,189**

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GOVERNOR PETE WILSON

SEP 30 1998

To the Members of the California Senate:

I am returning Senate Bill No. 1477 without my signature.

This bill would appropriate \$300 million from the State Highway Account for allocation to cities and counties for street and highway reconstruction and repair, and would provide a special allocation to the City and County of San Francisco to use for any transportation related purpose.

Last year I signed SB 45 which significantly reformed the state's transportation programming process. Among the most significant reforms was the direction of 75 percent of the state's capital improvement transportation dollars to the local level. This was intended to assign both local and regional planning transportation agencies the ability to fund their priority transportation projects. SB 45 also established greater accountability requirements to ensure a prudent expenditure of those funds.

This bill would remove a significant amount of transportation funding from the local and regional planning transportation agencies programming authority and bypass the accountability requirements of now existing law.

The proponents argue that the purpose of this bill is twofold: to repair storm damage as a result of El Nino, and to access unanticipated federal transportation funds quickly. There is little doubt that last year's winter storms were especially hard on California's transportation system. There is a better way, however, to provide funding in recognition of the damage done by last year's winter storms, and that is why I am directing Caltrans to work with the California Transportation Commission and the regional transportation planning agencies to immediately initiate efforts to amend the 1998 State Transportation Improvement Program to program unanticipated federal transportation funds, mindful of storm-related needs. This process will allow cities and counties ready access to funds for rehabilitation projects for locally identified specified needs within the context of the reforms enacted just last year. This process will allow for more money to be dedicated to this endeavor than would be allocated by this bill, and at the same time will hold local entities accountable to fund projects on a timely basis.

Cordially,

PETE WILSON

**A DECADE OF POLICY AND FISCAL DECISIONS**  
**HAVE DIMINISHED REVENUES AVAILABLE FOR THE**  
**LOCAL STREET AND ROAD SYSTEM**

In 1990 with the voter approval of a nine cent gas tax increase in the state gas tax, cities and counties looked forward to prosperous times for the condition of their local road network. Unfortunately, what had traditionally been the primary source of revenue for maintaining and rehabilitating this system was radically reduced from the traditional 50/50 percent split with the state to a 77/23 percent split. Cities and counties took a backseat receiving only 2.07 cents of the 9 cent increase bringing their total to only 6.4 cents of the state's 18 cent gas tax. This has resulted in over a \$2 billion loss of revenue to cities and counties for the local system.

The passage and adoption of SB 45 by Senator Quentin Kopp (Chapter 622, Statutes of 1997) was a monumental change in the programming and funding of transportation projects shifting many of these decisions to the regional level. Unfortunately, contrary to the request of cities and counties, local government's were not required to be involved in these important decisions. The State-Local Partnership Program was eliminated which provided \$300 million annually for local projects outside of the STIP for local projects. Further, maintenance and many rehabilitation projects were precluded from eligibility in the STIP Guidelines drafted pursuant to SB 45. Thus, cities and counties lost approximately \$300 million annually which had been eligible for local projects and STIP monies were made unavailable for all but major reconstruction projects on the local system.

On the federal side the state recognized a 60 percent increase in funding under ISTEA, however, cities and counties were granted a one time 10 percent increase to replace the previous federal aid urban and federal aid secondary systems for the local road network. With the reauthorization and the approximately 40 percent increase in revenue under TEA 21, cities and counties were once again anticipating an increase. The understanding was that the Surface Transportation Program (STP), the program which cities and counties receive their guarantees for the local road network, would increase by 40 percent. However, an administrative interpretation of the law has potentially resulted in diverting a portion of the STP monies under the minimum guarantee funds and will result in allocation through the STIP. This will result in many regions receiving only a 10 percent increase in STP. This decision will result in diverting approximately \$300 million, based on Caltrans figures, of monies that would otherwise have been available for dedication to cities and counties. Thus, the local road network has not and will not share in the significant increases the state has experienced from the federal monies.

**ACTIONS REQUESTED OF THE  
CALIFORNIA TRANSPORTATION COMMISSION**

- Dedicate \$300 million (an amount equivalent to the STP portion of the minimum guarantee monies diverted from the Regional STP funds) of the \$1.76 billion in unencumbered monies to preservation and storm damage on the local road network.
- Direct these monies through the regional agencies, but avoid backlogging these projects in the lengthy and costly STIP process.
- Change the proposed revisions to the STIP Guidelines to make local rehabilitation and storm damage projects permanently eligible for future STIP monies.
- Utilize the definitions found in SB 1477 for storm damage and rehabilitation (this still precludes maintenance as an eligible project).
- Retain the requirement for a needs assessment and inventory from the regions in order to provide an account of the condition and status of the local road network.

- Require a process for accountability should regions choose not to program STIP dollars for these purposes when the assessment and inventory show a need.

Proposed Revisions to Pages 9 & 10 to Interim STIP Guidelines  
with CSAC and League Suggested Changes  
Shown by Strikeouts and Bold

Except for project planning, programming and monitoring, regional program STIP nominations will be consistent with the following statutory sequence of priorities for programming from the State Highway Account:

- Safety improvements on transportation facilities other than State highways where physical changes, other than adding new capacity, would reduce fatalities and the number and severity of injuries. (Safety projects on State highways are programmed in the SHOPP.)
- Transportation capital improvements that expand capacity or reduce congestion, or do both. These improvements may include roadway rehabilitation, ~~the~~ and reconstruction and storm damage repairs of local roads. These may also include reconstruction of ~~and~~ transit facilities and non-capital expenditures for transportation systems management and transportation demand management projects that are a cost-effective substitute for capital expenditures.
- Environmental enhancement and mitigation, including TTA projects and soundwall projects.

Article XIX of the California Constitution permits the USC of State revenues in the SHA only for State highways, local roads, and guideway fixed facilities. This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the SHA. For such projects, the non-Federal match (generally a minimum of 1 1½%) will have to be provided from a non-STIP source.

~~For the 1998 STIP, the added increment of STIP programming capacity resulting from the amendment of the 1998 STIP Fund Estimate~~ Future STIP funding shall ~~also~~ be available to fund the following types of projects on the local streets and road system:

- ~~Roadway rehabilitation and restoration the purpose of which is to improve roadways which exhibit unacceptable ride characteristics as determined by a local agency's pavement management system and or which exhibit substantial structural problems. Such work may also include replacement of roadway appurtenances such as drainage facilities, retaining walls, lighting, and signal controllers which are failing, worn out or functionally obsolete. Improvements resulting from this work should normally provide a minimum of ten years service life with relatively low maintenance expenditures. Maintenance work such as overlays, seal coats and roadway spot repairs which do not extend the service life a minimum of ten years are not eligible.~~ reconstruction, which includes any overlay, sealing, or widening of the roadway, if the widening is necessary to bring the roadway width to **the** desirable minimum width consistent



with the geometric design criteria of the department for nonfreeway 3R (reconstruction, resurfacing, and rehabilitation) **projects**, but does not include widening or increasing the **traffic** capacity of a street or highway,

- **Repair of** storm damage ~~resulting from winter storms and flooding in areas which were declared disaster areas by the President or the Governor. Eligible work shall be limited to temporary road openings, large scale debris removal and demolition, and repairs and reconstruction necessary to restore the facility to its pre-disaster condition~~ which **is the** repair or reconstruction of local streets and highways, and related drainage improvements damaged due to winter storms and flooding, and construction of drainage improvements to mitigate future roadway flooding and damage problems, in those jurisdictions that were declared disaster areas by the President or the Governor.

*Each region, in consultation with its cities and counties, shall prepare and submit to the Commission by January 8, 1999 an inventory of remaining **storm** damage projects to be funded as well as a project cost needs assessment **for** roadway rehabilitation and restoration of local systems. The inventory of storm damage repair projects remaining to be funded should include the type, location, estimated cost and program year **for** each project as well as the lead agency **for the project**. The inventory and the needs assessment shall serve as the basis **for** preparation and submittal **of** regional proposals to amend such projects into the 1998 STIP. Proposed projects on systems classified as local or as rural minor collector (non federal-aid eligible) are also eligible **for** STIP funding. However, programming **of** projects on non federal-aid routes shall be limited to availability **of state** only funding as determined by the Commission.*

*The Commission's Intention in allowing eligibility **for** programming **of** roadway rehabilitation and restoration projects and repair **of** storm damage on local systems is to supplement, rather than replace, existing levels of funding for such projects.*

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## California State Association of Counties

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# Facsimile

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