



AGENCY: City Council
MEETING DATE: November 25, 2024
DEPARTMENT: Public Works
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AGENDA ITEM SUMMARY

TITLE:

Receive Report and Adopt Resolution Programming the Next Street Rehabilitation Project Locations and Committing Match Funding For Local Partnership Program (LPP) Formulaic and Competitive Fund Applications

ISSUE:

The Local Partnership Program (LPP) continuously appropriates two hundred million dollars (\$200,000,000) annually on a biannual program cycle for agencies that have a voter-approved special street sales tax. The City is seeking Local Partnership (LPP) funds for \$1,600,000 for the 2024 Formulaic Program Cycle, \$400,000 from the minimum annual share (\$200,000 per year) for eligible jurisdictions and \$1,200,000 from incentive funding for the 2023 voter-approved renewal. Additionally, the City is applying for 2024 Competitive Program funding for \$2,667,000. Each of these fund sources will be used to cover the cost associated with the proposed 2027 Roadway Revitalization Project of \$4,731,000.

ANALYSIS:

The Road Repair and Accountability Act of 2017, (Senate Bill [SB] 1, Beall, Chapter 5, Statutes of 2017) created the Local Partnership Program (LPP) which continuously appropriates two hundred million dollars (\$200,000,000) annually to be allocated by the California Transportation Commission (CTC) to local transportation agencies that have a voter-approved special street sales tax dedicated solely for transportation improvements. The Local Partnership Program funds are distributed through two (2) programs, 1) a 40% statewide competitive component and 2) a 60% formulaic component.

The City has had a voter-approved special sales tax since 2004, which was renewed and successfully extended into perpetuity in November 2023, by Ordinance 984-2023. This voter-approved sales tax allows the City to be automatically eligible for a Formulaic Distribution of LPP (LPPF) Funding each cycle as well as eligible to compete for LPP Competitive funding (LPPC). According to California Transportation Commission Resolution G-24-64, the City of Fort Bragg is eligible for a formulaic distribution of \$400,000 and an additional \$1,200,000 as incentive funding for the success of the 2023 voter renewal of the sales tax measure. Funding in the LPPF category is contingent on the submittal of a completed application for an eligible project, while the LPPC funding is competitive and dependent upon the factors described in California Transportation Commission Resolution G-24-63.

On August 16, 2024, The California Transportation Commission released the 2024 Local Partnership Formulaic Program Guidelines establishing application requirements and deadlines. Project applications were submitted to the CTC on November 15, 2024, for the Formulaic apportionment and on November 20, 2024, for the competitive solicitation to be eligible for the

initial round of funding this programming cycle. The LPP guidelines establish match-funding requirements for taxing authorities who generate less than \$2 million annually at 25% of the requested Program funds. The match funding can be met using a combination of eligible private, local, federal, or state funds with some exceptions. Table 2 below, shows the funding plan broken down by funding source.

The LPP guidelines also establish parameters for eligible projects and selection processes. Consistent with LPP guidelines, City staff has identified four (4) streets equivalent to approximately 2.2 miles of City Street, which will receive pavement repair and rehabilitation. The project locations are listed in Table 1 and shown on the map in Figure 1 below. The scope of the 2027 Roadway Revitalization Project includes the repair and rehabilitation of selected streets using a combination of thick mill and/or 4" dig-outs and overlay on four (4) primary roadways to bring their pavement condition indices back to 100. The project also includes the replacement of 1,700 linear feet of failed stormdrain pipe and 46 curb ramps that will be brought into compliance with ADA standards.

1) Proposed Project Location:

The City of Fort Bragg has identified four locations included in this project. The area to be improved with the project is equivalent to 2.2 miles of public City Streets. The locations are as follows:

1. **Oak Street**, from State Route 1 to the end of the City Limits.
2. **South Harrison Street**, from the north face of the curb on Walnut Street to Oak Street.
3. **Walnut Street**, from State Route 1 to South Whipple Street.
4. **West Street**, from the north face of the curb on Pine Street to Spruce Street.

See Table 1 below and shown in the map in Exhibit A.

Table 1: Street Locations Selected for Treatment

Street	Treatment	Beginning Location	End Location	PCI	Area (sf)	Curb Ramps
OAK ST	THICK MILL AND OVERLAY	E.F. CURB HWY 1 0+00	CITY LIMIT SIGN OAK 16+10	74	252,765	25
S HARRISON ST	THICK MILL AND OVERLAY	N.F. CURB WALNUT ST. 0+00	S.F. CURB OAK ST. 25+45	54	111,980	13
WALNUT ST	THICK MILL AND OVERLAY	E.F. CURB HWY 1 3+54	E.F. CURB S. FRANKLIN ST. 8+40	31	46,452	2
WEST ST	4.5" SURFACE RECONSTRUCT	N.F. CURB PINE ST. 0+00	S.F. CURB SPRUCE ST. 16+24	0	59,340	6
TOTAL PROJECT AREA (SF)					470,537	46

2) Project Scope:

Oak Street Work:

The primary focus of work on this project will be on Oak Street. Oak Street was suggested for treatment via slurry seal in the 2025 Street Rehabilitation Project, however, inspection of the roadway indicates delamination of a previous asphalt overlay in multiple areas and due to the failing condition, a mill and overlay is proposed instead. Since the proposed treatment extends beyond "maintenance" as defined by the state, ADA compliance of all curb ramps throughout the project area is required. Twenty-five (25) curb ramps were identified on Oak Street that are expected to need improvement with this project.

Additionally, 1,700 linear feet of the failed storm drain is proposed on Oak Street between California Way and Jewett Street is proposed for replacement. The pipe(s) in this section include a range of sizes reported between 18"-36" traveling east to west. The smaller diameter pipes in the middle of the section constrict flow and reduce capacity causing

localized flooding. The City's efforts to perform CCTV inspection have been non-productive because the camera cannot traverse the invert due to the state of decay. The inverts of the CMP pipe(s) are rotten, eroded, and non-existent in locations along the subject section.

Other Locations:

In addition to the proposed work on Oak Street, three (3) other locations are scheduled for structural repairs during this project. Walnut Street and South Harrison will be repaired by a combination of strategic 4” dig-out and/or include a thick mill and overlay along the roadway sections identified. West Street may require a full-depth surface reconstruction. Another 21 curb ramps were identified for replacement along these three (3) roadways.

FISCAL IMPACT:

According to the Funding guidelines, the Formulaic Incentive Funding of \$20 million will be set aside each fiscal year from the Local Partnership Program leaving \$180 million to be distributed annually, 60 percent via Formulaic and 40 percent via Competitive. The 40 percent allotted to the Competitive Program is \$72 million annually or \$144 million every two years. The total funding capacity for the 2024 Local Partnership Competitive Program will be \$195,670,000 for Fiscal Years 2025-26 and 2026-27.

Both the LPPF and LPPC Programs require the taxing authorities with a voter-approved tax, which generates less than \$2 million annually to provide a match equal to 25% of the requested Program funds. The City’s average annual revenue from street sales tax is approximately \$962,700 and our street projects are performed on two-three year cycles.

The incentive funding in the amount of \$1,200,000 has to be expended this fiscal year. Staff is submitting an amendment request to CTC to add the \$1,200,000 to the current 2025 Streets Project, freeing up these budgeted local dollars to be programmed in the FY 26/27 for construction of the 2027 Roadway Revitalization Project.

The City anticipates contributing \$464,000 for the proposed project of newly programmed money and moving the \$1,200,000 from the 25 Street Project forward to the 2027 project for a total local contribution of \$1,600,000. A budget amendment for the 2025 Project, will be brought to the Council once the California Transportation Commission (CTC) authorizes the funding plan (estimated March 2025). The remaining match dollars to fully fund the project are propose to be covered by the other program (i.e. Formulaic covers match for Competitive and vice-versa). Formulaic dollars are considered “committed” in compliance with the committed funding requirements. Treatment of road sections identified in the attached table and map totals approximately \$4,731,000. Below is a funding table that identifies proposed fund sources, fiscal year, and phase of each expense necessary to complete the project.

Table 2: Funding Plan

Fund Source	Fiscal Year of Allocation (LPP-F)	PAED	PSE	ROW	Construction	Total
City of Fort Bragg	25/26	\$5,000	\$459,000			\$464,000
City of Fort Bragg	26/27				\$ 1,200,000.00	\$1,200,000
LPP-Comp Request	26/27				\$2,667,000	\$2,667,000
LPP-Formulaic Request	26/27				\$400,000	\$400,000
Total					4267000	\$4,731,000

ENVIRONMENTAL ANALYSIS:

Authorization of Resolution Approving submission of a grant application is the first step in project planning. The proposed construction project will be reviewed under CEQA during the Planning and Environmental Design (PAED) phase of the project. The planning and programming of the project has no effect on greenhouse gas emissions. Construction of the proposed streets project will result in a slight increase in greenhouse gas emissions during construction due to asphalt batch plant processes and construction vehicles and equipment.

CONSISTENCY:

The use of Street Sales tax for street repair, maintenance, and reconstruction is consistent with the policies established in 2023 Ordinance 984-2023. The proposed project complies with State Guidelines for eligible use of SB-1 LPP Funds. Additionally, this project fulfills part of General Plan **Policy C-9.2 Improve East-West Arterials**: Improve Oak Street, Chestnut Street, and Redwood Avenue to provide safe and efficient circulation between Main Street and east Fort Bragg.

IMPLEMENTATION/TIMEFRAMES:

Applications were submitted to the CTC on November 15, 2024, for the Formulaic apportionment, and on November 20, 2024, for the competitive solicitation. PAED is expected to be completed within six (6) months of the LPP Program Adoption (June 26, 2025). The design of the project will begin in FY 25/26 and construction is anticipated for the summer of 2027.

RECOMMENDED ACTION:

Adopt Resolution Programming the **2027 Roadway Revitalization Project** and Committing Local Match Funding of \$464,000 for the Local Partnership Program (LPP) Applications.

ALTERNATIVE ACTION(S):

- Direct staff to rescind the submitted applications for the 2025-2027 formulaic distribution and competitive programs.

ATTACHMENTS:

1. Resolution Approving Street Project Programming

NOTIFICATION:

Streets Projects “Notify Me” List

