

**COUNTY OF SAN DIEGO
BOARD OF SUPERVISORS - LAND USE
WEDNESDAY, FEBRUARY 26, 2025**

MINUTE ORDER NO. 2

**SUBJECT: CONTINUED ITEM FROM FEBRUARY 12, 2025 (02):
ESTABLISH APPROPRIATIONS, ADVERTISE AND AWARD
CONSTRUCTION CONTRACTS FOR COUNTYWIDE ASPHALT CONCRETE
OVERLAY AND SLURRY SEAL TREATMENTS FOR FISCAL YEAR 2024-25,
APPROVE REIMBURSEMENT AGREEMENTS BETWEEN THE COUNTY OF
SAN DIEGO AND THE CITIES OF EL CAJON AND NATIONAL CITY AND
RELATED CEQA EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

On February 12, 2025 (2), the Board of Supervisors (Board) continued this item to the February 26, 2025, hearing.

The County of San Diego (County) Department of Public Works (DPW) maintains nearly 2,000 centerline miles of roads in the unincorporated areas of San Diego County. Centerline miles represent the total length of roads regardless of the number of lanes or overall roadway width. The County's average Pavement Condition Index (PCI), an industry-standard rating system used to rate the condition of roads, dropped from 70 in 2012 to 60 in 2016. The change in PCI occurred because of reduced levels of road maintenance work due to rising construction costs and declining gas tax revenues as vehicles became more fuel efficient and less fuel was purchased.

As a result of the Senate Bill 1 (SB1) initiative and the associated resurfacing projects, the condition of County-maintained roads has improved significantly over the past seven years and the current average PCI is 68. DPW received \$61.6 million in SB1 revenue in Fiscal Year (FY) 2023-24 and estimates it will receive \$61.9 million in FY 2024-25 to continue expanding the road resurfacing program.

To be eligible to receive SB1 revenue, the Board must adopt a resolution each year approving a list of proposed projects, or road resurfacing locations, and submit the resolution and proposed list to the California Transportation Commission (CTC). On June 5, 2024 (02), the Board adopted the annual resolution and proposed a list of roads to be resurfaced during FY 2024-25 using SB1 revenue. On June 7, 2024, the resolution and proposed list of roads were submitted and accepted by the CTC.

DPW performed a thorough engineering design review of the roads included on the proposed FY 2024-25 list and evaluated projected SB1 funding levels and construction costs. This allowed DPW to confirm the initial designs, coordinate planned activities with stakeholders, and adjust the amount of road resurfacing work in FY 2024-25 based on anticipated SB1 funding levels and the most recent bid prices for similar work. While SB1 funding levels have been relatively consistent, recent resurfacing project bid costs have risen due to price increases for materials, labor shortages, and a surge in similar infrastructure projects throughout the region. This increased cost and surge in similar projects by others resulted in an impact on the original timeline. DPW made adjustments based on the list of roads anticipated to be awarded in the prior fiscal year and changes in priorities associated with updated information and community feedback. As a result of this process, DPW adjusted the FY 2024-25 list after evaluating for increased construction costs and feedback from the community. The updated road resurfacing list includes approximately 96.26 centerline miles of County-maintained roads to be

resurfaced with available road resurfacing funding included in DPW's FY 2024-25 Operational Plan. Actual bid prices will determine how many miles of roads will be resurfaced with the available budget.

Additionally, the County coordinates resurfacing activities with neighboring cities for roads that cross County boundaries, which are largely invisible to the public, to allow for the complete resurfacing of those roads. DPW has identified five County-maintained roads that cross into the City of El Cajon and one County-maintained road that crosses into the City of National City where resurfacing coordination will be mutually beneficial and better serve residents by increasing efficiency and reducing construction impacts to the public.

DPW also provides road maintenance services for almost 100 miles of private roads through the Permanent Road Division (PRD) Program. DPW has identified a combined 3.70 centerline miles of road resurfacing in 12 PRD Zones in FY 2024-25 based on available funding, road segment condition, the road segments with the heaviest use, maintaining egress routes in case of disasters, and community input. Road work was identified through field reviews and coordinated with road committees in each PRD Zone.

This is a request to authorize the Clerk of the Board to implement, upon receipt, reimbursement agreements with the Cities of El Cajon and National City for payment of costs to the County to complete road resurfacing work. Additionally, this request seeks approval for the Board to establish appropriations and approve the advertisement and subsequent award of multiple construction contracts to the lowest bidders for asphalt concrete overlay and slurry seal treatments on County-maintained, city-maintained and PRD Zone roads. The available funding and estimated projects' cost for County-maintained roads for FY 2024-25 is \$65,583,318, including an 8% contingency. The estimated project cost for city-maintained roads for FY 2024-25 is \$370,946, including a 20% contingency. The estimated projects' cost for the PRD Zone roads is \$2,511,180, including a 20% contingency. Contingencies are incorporated into estimated costs as unplanned or unforeseen conditions that may arise during construction. The funding sources for County-maintained roads are SB1 and TransNet a half-cent countywide sales tax administered by the San Diego Association of Governments that helps fund regional transportation projects. The funding sources for the PRD Zone roads are special district revenues from each PRD Zone at the current rate. The funding source for city-maintained roads is full cost recovery revenue agreements. Advertisement and award of the construction contracts are scheduled for summer 2025. Construction for all FY 2024-25 projects is scheduled to begin in fall 2025 and be completed by the end of 2026.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301(c) of the California Environmental Quality Act (CEQA) Guidelines that the proposed projects and approval of the associated revenue agreements are categorically exempt from CEQA review because it involves the maintenance of existing public roads involving no or negligible expansion of existing use.
2. Establish appropriations of \$370,946 in the Department of Public Works Road Fund, Services & Supplies, for the AC Overlay 2425 A (North), AC Overlay 2425 B (South), and Pavement Seal 2425 projects based on revenue from the City of National City Agreement and the City of El Cajon Agreements. **(4 VOTES)**

3. Authorize the Director, Department of Purchasing and Contracting, to advertise and award multiple construction contracts and to take other actions authorized by Section 401 et seq. of the Administrative Code with respect to contracting for asphalt concrete overlay and slurry seal treatment projects on County-maintained, city-maintained, and PRD Zone roads as identified in Attachments A through D.
4. Authorize the Clerk of the Board to execute, upon receipt, revenue agreements with the Cities of El Cajon and National City for road resurfacing in accordance with Board Policy B-29 and Attachment A and Attachment B.
5. Designate the Director, Department of Public Works, as the County Officer responsible for administering the construction contracts in accordance with Board Policy F-41, Public Works Construction Projects.

EQUITY IMPACT STATEMENT

The Department of Public Works (DPW) uses best management practices when preserving the County-maintained road network that includes industry standard resurfacing methods to extend the life of the roads and prevent more costly resurfacing treatments. This includes using pavement management software that models and predicts the rate of deterioration of roads. To supplement this data, DPW staff performs routine inspections of roads in need of repair that are identified by the pavement management software or the community through a variety of sources such as the Tell Us Now! mobile app and toll-free hotlines. This information is evaluated by DPW and used to develop a list of roads requiring maintenance that is balanced proportionally to the total centerline miles within each Supervisorial district. Approximately 46% of the roads on the maintenance list are located within underserved communities as defined in the most recent version of CalEnviroScreen (4.0) and Healthy Places Index (3.0) GIS layer. The projects will provide significant benefits to the residents, including enhancements to the Americans with Disabilities Act (ADA) pedestrian ramps and drainage improvements that will improve access and mobility for non-motorized road users. Road resurfacing facilitates transit and allows cars and buses to travel to underserved communities to bring workers to job centers and other resources. County of San Diego construction contracts are also competitively and publicly advertised and bid and help stimulate the local economy.

SUSTAINABILITY IMPACT STATEMENT

Maintaining County roads has benefits to sustainability in terms of the economy, environment, social health, and well-being, and prevents more costly maintenance treatments in the future, thereby supporting fiscal sustainability. Asphalt concrete rehabilitation activities use 25% recycled asphalt from old, deteriorated roads, saving thousands of tons of aggregate each year and supporting the County's sustainability goal to reduce pollution and waste through recycling. Well-maintained roads allow vehicle owners to use fewer resources for vehicle maintenance and operation providing social sustainability benefits. Drainage improvements made possible in this action, such as rehabilitating culverts, curbs, and gutters contribute to the County's sustainability goals to improve water quality and extend the useful life of facilities, by protecting County-maintained roads from costly and resource-intensive repairs. The installation of Americans with Disabilities Act (ADA) compliant pedestrian ramps proposed in this action supports walkability, mass transit access, and contributes to County sustainability goals to protect the health and well-being of everyone in the region, reduce greenhouse emissions, and transition to a green, carbon-free economy.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2024-25 Operational Plan in Permanent Road Divisions (PRD) and partially included in the Fiscal Year 2024-25 Operational Plan in the Department of Public Works (DPW) Road Fund. If approved, this request will establish additional appropriations of \$370,946, resulting in additional costs and revenue for DPW Road Fund, as outlined in recommendation 2. The funding sources for this request are revenues from the City of National City Agreement (\$112,960) and the City of El Cajon Agreement (\$257,986).

The total cost for all FY 2024-25 projects is estimated at \$68,465,444, including an 8% contingency for County-maintained roads and a 20% contingency for city-maintained and PRD Zone roads for unforeseen conditions that may arise during construction. The funding sources are Senate Bill 1 (SB1) (\$59,873,318), TransNet (\$5,710,000), City of El Cajon revenue agreement (\$257,986), City of National City revenue agreement (\$112,960), PRD Zones’ available prior year fund balance (\$2,021,144), and benefit assessments and special taxes from property owners (\$490,036). There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

Road resurfacing to improve the condition of the roads facilitates the transit of goods and eases the movement of commuters to jobs, schools, and shopping centers in underserved communities. County of San Diego construction contracts are also publicly advertised and competitively bid and help stimulate the local economy. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project.

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Montgomery Steppe, the Board of Supervisors took action as recommended, on Consent.

AYES: Anderson, Lawson-Remer, Montgomery Steppe, Desmond
ABSENT: (District 1 Seat Vacant)

State of California)
County of San Diego)

I hereby certify that the foregoing is a full, true and correct copy of the Original entered in the Minutes of the Board of Supervisors.

ANDREW POTTER
Clerk of the Board of Supervisors



Signed
by Andrew Potter