



## City of Grass Valley City Council Agenda Action Sheet

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**Title:** Street Rehabilitation Funding and Expenditures - Informational Update

**CEQA:** Exempt - Not a Project

**Recommendation:** That Council 1) receive an informational update on the sources and amounts of funding available for use on street rehabilitation projects and 2) review an accounting of expenditures on street maintenance projects over the past 20 years and street improvements projects under development.

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**Prepared by:** Bjorn P. Jones, PE, City Engineer

**Council Meeting Date:** 09/12/2023

**Date Prepared:** 09/07/2023

**Agenda:** Administrative

**Background Information:** The City of Grass Valley maintains approximately sixty-eight centerline miles of roadway. Roadway widths vary from one lane alleys and minor roads such as Clipper Lane and Finnie Street, to five lane arterials such as Brunswick and Nevada City Highway. For maintenance purposes a common measurement of the total expanse of the road network is to consider lane miles; calculated by multiplying the centerline mileage of a road by the number of lanes it has. With recent annexations it is estimated that the City of Grass Valley maintains approximately 132 lane miles of roadway.

In 2023, the average estimated cost for a full rehabilitation of one lane mile of roadway is between \$800,000 to \$1,000,000. Costs can vary widely for City projects due to associated work often required in a “Street” project including drainage improvements, subgrade restoration, roadway widening, and complete streets components such as bicycle lanes, sidewalks, and curb ramps.

Twenty years ago, the primary, and mostly solitary, source of dedicated street maintenance funding was motor vehicle fuel taxes, or “Gas Tax”, made up of State and Federal taxes on gasoline sales. The Gas Tax revenue received by the City averages around \$300,000 annually for the ten years between 2003-2013. This amount fell well below what would have been required to suitably maintain the roadway network and led to years of gradually deteriorating pavement conditions.

Fortunately, added revenue streams were since implemented to fund street rehabilitation projects, including Senate Bill 1 of 2017, establishing the Road Maintenance and Rehabilitation Account, which nearly doubled the available street maintenance funds. Additionally, the City adopted Measure N in 2013 and subsequently Measure E in 2018, which identified significant funding for street improvements projects. The current portion of Measure E revenue allocated to street projects is approximately \$1.2 million. Added with the estimated gas tax revenues, the City has approximately \$1.85 million available for street rehabilitation work in FY2023-24.

Considering a 20-25-year pavement life, the number of lane miles of roadway in the City, and the current high costs of street rehabilitation work described above, available funding still falls short of that required to fully maintain the transportation system and to make up for years of

deferred maintenance. However, thanks predominantly to Measure E, more recent funding levels for street improvements at least allow the City to execute one to two major street rehabilitation annually and gradually chip away at improving roadway surfacing throughout the City. Engineering staff typically attempt to split these projects up between high volume roadways and residential neighborhoods as much as possible.

A summary of the major street improvements projects completed over the last 20 years is attached. Staff will present Council with an update of past street improvements expenditures and discuss projects in the budget and under development.

**Council Goals/Objectives:** Street rehabilitation projects execute portions of work tasks towards achieving/maintaining Strategic Plan Goal #2 - Transportation.

**Fiscal Impact:** N/A

**Funds Available:** N/A

**Account #:** N/A

**Reviewed by:** \_\_\_\_\_ City Manager

**Attachments:** Street Improvement Summary 2003-2023