



AGENCY: City Council
MEETING DATE: October 10, 2017
DEPARTMENT: Public Works
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AGENDA ITEM SUMMARY

TITLE:

RECEIVE REPORT AND CONSIDER ADOPTION OF CITY COUNCIL RESOLUTION IDENTIFYING PRIORITY PROJECTS LISTED FOR FUNDING BY SB 1 ROAD REPAIR AND ACCOUNTABILITY ACT

ISSUE:

SB 1, The Road Repair and Accountability Act of 2017, was signed by Governor Brown in April of 2017 to address basic road maintenance and repair throughout California through the implementation of various fuel and sales taxes and vehicle registration fees. SB 1 monies will be distributed into Road Maintenance and Rehabilitation Accounts (RMRA) by the State Controller to fund both state highways and local street repairs. In order for a city to be eligible to receive apportioned funds, the city must include with their submittal, an adopted resolution including projects listed to receive funding and some basic descriptive information.

ANALYSIS:

The primary objectives and statutory requirements of SB 1 are detailed in the Streets and Highways Code (SHC) Division 3, Chapter 2 Road Maintenance and Rehabilitation Program. In order to become eligible for funding, the City must submit to the California Transportation Commission (CTC) by October 16, 2017, an adopted project list detailing how funds will be used. The project list shall be adopted by resolution and must include:

- Project description- a brief non-technical description which can be easily understood by the public;
- Project location- specific examples of where the improvements will occur;
- Proposed schedule for completion- timeline which reasonably projects time to completion;
- Estimated useful life- based on industry standards, project materials, and design.

The original version of the SB-1 Bill adopted in April stated the above minimum text requirements shall be included as part of the cities' adopted or amended budgets. However a cleanup bill, AB 135 signed on September 16, 2017, provides that the planned project lists may be adopted outside the budget process and instead adopted through resolution at a regular public meeting. Project lists and supporting documentation submitted to the Commission will be reviewed for completeness. When the Commission accepts a jurisdiction's submittal, it is added to the eligibility list and then supporting documentation will be posted to the Commission's website.

Funding revenues will be distributed and later audited by the State Controller. Total annual funding estimates and allocations will be determined by the Department of Finance (DOF). RMRA funds should be prioritized for expenditure on basic road maintenance and rehabilitation, and on critical safety projects which include:

- Road Maintenance and Rehabilitation
- Safety Projects

- Railroad Grade Separations
- Traffic Control Devices
- Technology, Climate Change, and Complete Streets Components

Eligible cities and counties are expected to fund projects in accordance with local needs and priorities so long as they are consistent with the program requirements. As the RMRA program was designed to address deferred maintenance and rehabilitation, City staff recommends the following maintenance activities for the first round of funding available from SB 1.

The City was able to anticipate RMRA funds as part of this fiscal year's budget process. However, program guidelines were provided by the State after the City adopted its budget. City staff therefore assumed that RMRA funds would be similar in nature to other gas tax funds. Thus, RMRA funds were allocated to maintenance needs. The project list reflects these assumptions. Full project details list criteria can be found in Attachment 1.

PP01. Crack and Small Scale Pavement Failures Maintenance

Project Description: When small areas of pavement are found to be in much worse condition than the majority of other pavement segments or are in areas of localized deterioration damaged by utility cuts, crossing of construction traffic, or drainage problems not representative of the remainder of the management section, they are treated with crack sealing or small scale pavement repair. Small scale pavement repair must be done in a timely fashion as damaged areas of pavement grow and allow water intrusion which leads to further large scale deterioration of the pavement. Surface repair and crack sealing are the two primary intermediary actions taken to conserve the existing conditions of pavement. Repair of small pavement failures is the most common local technique, done by removing the damaged portion of the pavement to a depth that removes all deteriorated material and then filling it with gravel base material and asphalt, and compacted. The goal of this project is to address deferred maintenance of local/residential streets with low Pavement Condition Indices (PCIs). These streets are often prioritized lower by the City's Pavement Management Program (PMP) due to low traffic volumes.

PP02. Surface/Sub-Surface Drainage Facilities Maintenance

Project Description: Failing surface/sub-surface drainage facilities that damage overlying or adjacent pavement creates local flood risk for homeowners and business owners and/or safety concerns for pedestrians, bicycles, as well as motor vehicles. Drainage management issues are caused by blockage in the storm drain pipe, by structural damage caused by storms or failures, or missing or broken grates. Surface drainage facilities include curbs and gutters, valley gutters, and other Low Impact Development (LID) improvements. Sub-surface facilities are the pipes, inlets, and outfalls. Failing drainage infrastructure is repaired by first removing the underlying problem or obstruction, repairing or replacing infrastructure as necessary, and replacing adjacent/overlying street improvements.

PP03. Traffic Control Devices (Signage, Striping, & Pavement Markings)

Project Description: Striping, crosswalks, curb markings, and other traffic control devices provide cost-effective guidance and information for the road user. These devices help reduce accidents, and direct travelers to their destinations. The City's Traffic Committee regularly receives requests for the installation/removal of signs, curb paint, street striping, and crosswalk painting. In addition to the regularly requested traffic control requests, the city's existing pavement markings are re-marked every year. Each

year one-half of the City (north or south divided at Oak Street) will be completely re-marked. The standards for the application of markings and delineation are set forth in the California Manual on Uniform Traffic Control Devices (MUTCD) as modified by City standards.

In future years, Capital Improvement Projects identified in the budget and/or those streets marked for high priority maintenance as outlined in the 2017 Pavement Management Program (PMP) report will be considered in the development of future priority project lists for funding by SB 1.

RECOMMENDED ACTION:

1. Adopt City Council Resolution Identifying Priority Projects Listed For Funding by SB 1 Road Repair and Accountability Act.

ALTERNATIVE ACTION(S):

1. Choose not to participate in the SB 1 FY 2017/18 cycle of funding, and allow this year's funding to be returned to the state for redistribution to other eligible agencies.

FISCAL IMPACT:

Each fiscal year eligible cities will receive an apportionment of RMRA funds on a monthly basis using a process similar to the Highway User Tax Account (HUTA). The State Department of Finance (DOF) estimates RMRA funding for the City of Fort Bragg in FY 2017/18 at \$43,348. Any city or county receiving RMRA funds is required to sustain maintenance of effort (MOE) by spending at least the annual average of its general fund expenses during specifically identified fiscal years for streets and roads from the general fund. The City's MOE has been identified as \$25,384.

Funding allocations for these projects are established in three sections of the FY 2017/18 adopted budget. PP01 project allocations are found in the Street Maintenance Department Expenditure (Budget p. 137). PP02 project funding is found in Storm Drain Department Expenditure details (p. 138). PP03 project funding comes from Street Traffic & Safety Department (p. 140). There is adequate budgeted funding available for the projects as proposed.

IMPLEMENTATION/TIMEFRAMES:

Three projects are proposed to be funded with a combination of the RMRA and MOE funds. Implementation and operational status of each project is expected to be attained and complete by the end of the fiscal year. Specific projected timelines are listed in Attachment 2.

ATTACHMENTS:

1. Local Street and Roads Proposed Project List and Maps
2. Resolution

NOTIFICATION:

1. None.