



City Council Report

915 I Street, 1st Floor

Sacramento, CA 95814

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May 14, 2019

Consent Item 22

Title: Road Maintenance and Rehabilitation Account (RMRA) Fund: Fiscal Year 2019/20 Programming

Location: Citywide

Recommendation: Adopt a Resolution identifying projects to be funded with Road Maintenance and Rehabilitation Account (RMRA) funds (Fund 2036) in Fiscal Year 2019/20.

Contact: Lucinda Willcox, Program Manager, (916) 808-5052; Greg Smith, Senior Engineer, (916) 808-8364; Juan Montanez, Streets Manager, (916) 808-2254, Department of Public Works

Presenter: None

Attachments:

1-Description/Analysis

2-Resolution

3-Exhibit A (RMRA List of Projects for FY2019/20)

Description/Analysis

Issue Detail: Pursuant to Senate Bill 1, the Road Repair and Accountability Act of 2017, prior to receiving an apportionment of formula-based Road Maintenance and Rehabilitation Act (RMRA) funds from the State Controller, the City must annually submit to the California Transportation Commission (CTC) a list of projects proposed to be funded in part or whole with these funds. In Fiscal Year (FY) 2019/20, the City is estimated to receive \$8.3 million in RMRA funds. This funding is proposed to be included in the Transportation Corridor Program (R15200000) proposed as part of the FY2019/20 Capital Improvement Program.

Staff recommends the neighborhoods/corridors shown in Exhibit A to be funded using the balance of FY2018/19 funding and anticipated FY2019/20 funds, to include funding for design and construction.

Policy Considerations: The recommendations meet the City's objectives to maintain its infrastructure and achieve the outcomes defined in the State legislation. In addition to basic transportation needs, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce. Police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls.

Economic Impacts: These will be analyzed when construction contracts are awarded.

Environmental Considerations:

California Environmental Quality Act (CEQA): Programming funding is an administrative activity and is not considered a project under CEQA Guidelines (Title 14 Cal. Code Reg. §15000 et seq.) § 15378 (b)(4).

Sustainability: The City uses pavement mixes incorporating a mix of recycled materials when possible. In connection with pavement rehabilitation, the City will incorporate improved accessibility and active transportation improvements where feasible. Restoring roads before they fail reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off.

Commission/Committee Action: None

Rationale for Recommendation: The California Transportation Commission requires a Resolution identifying plans for anticipated RMRA funds. In 2017, the City had an identified \$179 million backlog in deferred pavement maintenance. Given the substantial need in the

face of limited funding, staff is developing a five- to ten-year maintenance plan based on balancing the following, sometimes competing, factors:

- Cost effectiveness
- Traffic volumes on affected streets
- Equity
- Opportunity to consolidate/leverage funding and coordinate transportation improvement efforts
- Impacts on pavement from water meter installations

To address various needs, two-thirds of the funding will be focused on arterials, which have the greatest traffic use and offer the greatest opportunities to incorporate additional improvements (e.g., Vision Zero safety enhancements, additional active transportation facilities). The remaining third will be dedicated to residential neighborhoods. Major factors to prioritize residential areas include preventative maintenance (low cost treatments to prevent pavement from deteriorating to where it needs more costly treatments) and rehabilitation of pavement in neighborhoods that have had new water main installations as a result of water meter installations. With the acceleration of water meter installation, there may be a delay in pavement rehabilitation in affected neighborhoods. The water meter program is not able to fund pavement replacement.

Based on these factors, Exhibit A identifies residential areas and arterials to meet these criteria.

Financial Considerations: Funding for FY2019/20 is included as part of the proposed Capital Improvement Program in the Transportation Corridor Program (R15200000). In addition, the remaining funding from FY2018/19 will be spent from the Street and Bikeway Overlay and Seal Program (R15182000).

Local Business Enterprise (LBE): Not applicable

Background: Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. Beginning November 1, 2017, fuel taxes, the State Controller deposited revenues from the increased fuel taxes into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

RMRA funds are required to be prioritized for expenditure on basic road maintenance and rehabilitation projects, and on critical safety projects, including the following:

- Road Maintenance and Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices
- Funds may also be used to satisfy a match requirement in order to obtain state or federal funds for projects.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs.

Prior to receiving an apportionment of RMRA funds from the Controller in a fiscal year, a city or county must submit to the CTC a list of projects proposed to be funded with these funds. The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement [SHC 2034(a)(1)].

The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in SHC 2030(b) [SHC 2034(a)(1)].

The CTC will report to the Controller the cities and counties that have submitted a list of projects as described in SHC 2034(a)(1) and that are therefore eligible to receive an apportionment of RMRA funds for the applicable fiscal year [SHC 2034(a)(2)]. The Controller, upon receipt of the report from the Commission, shall apportion RMRA funds to eligible cities and counties pursuant to SHC 2032(h) [SHC 2034(a)(2)].

For each fiscal year in which RMRA funds are received and expended, cities and counties must submit documentation to the Commission that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement [SHC 2034(b)].

The City's 2017 Pavement Conditions Report found that the citywide deferred maintenance backlog is approximately \$179 million in needed repairs. Providing preventative maintenance in earlier years costs about one-fourth of the costs as compared with when repair is delayed.

Pavement maintenance is also vital to ensure safe bicycle routes and offers opportunities to include other improvements, including accessibility enhancements, new or protected bicycle lanes, upgraded transportation technology, safety improvements, as well as incorporating landscaping and trees, and to implement road diets when feasible.

RESOLUTION NO.

Adopted by the Sacramento City Council

APPROVING PROPOSED PROJECT LIST FOR ROAD MAINTENANCE AND REHABILITATION FUNDS (RMRA)

BACKGROUND:

- A. Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017), was passed by the Legislature and signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide.
- B. SB 1 includes accountability and transparency provisions. The City must submit a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, in the City budget. Each project must include a description and its location, a proposed schedule for the project's completion, and the estimated useful life of the improvement.
- C. The City is estimated to receive \$8.3 million in RMRA funding in Fiscal Year (FY) 2019/20 from SB 1. This funding is included in the FY2019/20 Proposed Operating Budget and Capital Improvement Program.
- D. On October 17, 2018, the California Transportation Commission programmed \$722,000 in FY2019/20 SB1 Local Partnership Program funds to the City of Sacramento for the Folsom Boulevard Overlay Project. This funding requires a minimum one-to-one match.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. It is the City's intent in planning for the FY2019/20 budget to allocate \$8.3 million in RMRA funds (Fund 2036) to the Transportation Corridor Program (R15200000).
- Section 2. The projects in the Streets and Bikeway Overlays and Seals Program (R15182000) and in the Transportation Corridor Program (R15200000) which are proposed to be funded in part or in full with RMRA funds (Fund 2036) are listed in Exhibit A.

Exhibit A - RMRA List of Projects for FY2019/20

EXHIBIT A

RMRA LIST OF PROJECTS FOR FY2019/20

Description	Location	Useful Life	Project Completion Date
RESIDENTIAL			
Application of a slurry seal treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface. Slurry seal is a pavement preservation technique used to extend the service life of asphalt roadways. (Preventative Maintenance)	Regency Park neighborhood bounded by Elkhorn Boulevard to the north, Club Center Drive to the south, Natomas Boulevard to the west, and Amnest Way to the east.	15 years	Fall 2019
Application of a slurry seal treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface. Slurry seal is a pavement preservation technique used to extend the service life of asphalt roadways. (Preventative Maintenance)	Creekside neighborhood bounded by Elkhorn Boulevard to the north, Del Paso Road to the south, E Commerce Way to the west, and Maybrook Drive/Broadwater Drive to the east.	15 years	Fall 2020
Application of a cape seal treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface. Cape seal is a pavement preservation technique used to extend the service life of asphalt roadways. (Water meter project follow up)	Tahoe Park neighborhood bounded by T Street to the north, Broadway to the south, 57 th Street to the west, 65 th Street to the east.	15 years	Fall 2020
Application of a cape seal treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface. Cape seal is a pavement preservation technique used to extend the service life of asphalt roadways. (Water meter project follow up)	Upper Land Park neighborhood bounded by McClatchy Way to the north, 10 th Avenue to the south, Santa Buena Way/5 th Street to the west, and Riverside Boulevard to the east.	15 years	Fall 2020

Description	Location	Useful Life	Project Completion Date
ARTERIALS			
<p>Application of a microsurfacing treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface.</p> <p>Microsurfacing is a pavement preservation technique used to extend the service life of asphalt roadways. Project will incorporate active transportation and safety improvements where the opportunity exists.</p>	Franklin Boulevard from Mack Road to Cosumnes River Boulevard	15 years	Fall 2019
<p>Application of a microsurfacing treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface.</p> <p>Microsurfacing is a pavement preservation technique used to extend the service life of asphalt roadways. Project will incorporate active transportation and safety improvements where the opportunity exists.</p>	Franklin Boulevard from Cosumnes River Boulevard to City Limits	15 years	Fall 2019
<p>Application of a microsurfacing treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface.</p> <p>Microsurfacing is a pavement preservation technique used to extend the service life of asphalt roadways. Project will incorporate active transportation and safety improvements where the opportunity exists.</p>	Florin Road from Greenhaven Drive to Riverside Boulevard	15 years	Fall 2019

Description	Location	Useful Life	Project Completion Date
Placement of Hot Mix Asphalt (HMA) over the existing pavement structure to extend the life of the street and avoid major street reconstruction in the future. Project will incorporate active transportation and safety improvements where the opportunity exists.	Folsom Boulevard from Power Inn Road to Florin Perkins Road	30 years	Fall 2020
Application of a microsurfacing treatment to existing asphalt roadway. The pavement seal prevents water penetration which reduces damage to the underlying road bed and provides a new wearing surface. Microsurfacing is a pavement preservation technique used to extend the service life of asphalt roadways. Project will incorporate active transportation and safety improvements where the opportunity exists.	El Camino Avenue from Steelhead Creek bridge deck to Del Paso Boulevard	15 years	Fall 2020
Placement of Hot Mix Asphalt (HMA) over the existing pavement structure to extend the life of the street and avoid major street reconstruction in the future. Project will incorporate active transportation and safety improvements where the opportunity exists.	Stockton Boulevard from McMahon Drive to Patterson Way	30 years	Fall 2020
Placement of Hot Mix Asphalt (HMA) over the existing pavement structure to extend the life of the street and avoid major street reconstruction in the future. Project will incorporate active transportation and safety improvements where the opportunity exists.	Del Paso Boulevard from Marysville Boulevard to Arcade Boulevard	30 years	Fall 2020