

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: NANCY ADAMS, TRANSPORTATION PLANNER
TRANSPORTATION AND PUBLIC WORKS
SUBJECT: ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 SENATE
BILL 1 TRANSPORTATION FUNDING FISCAL YEAR 2018/2019
PROJECT LIST

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council by resolution, authorize the Department of Transportation and Public Works to submit the following two projects: 1) Pacific Avenue Reconstruction – Montecito Avenue to Humboldt Street and 2) Sonoma Marin Area Rail Transit (SMART) Hearn Multi-Use Crossing to the California Transportation Commission (CTC) in order to receive Fiscal Year (FY) 2018/2019 apportionment of Senate Bill 1 (SB 1) Road Maintenance and Rehabilitation Account (RMRA) in the amount of \$2,935,933.

EXECUTIVE SUMMARY

This resolution will satisfy the accountability requirements of SB 1 Transportation funding (FY 2018-2019) as described in The Road Repair and Accountability Act of 2017 - Local Streets and Roads Funding 2018 Annual Reporting Guidelines.

This resolution supports one of the Council's Goals – invest in and sustain infrastructure and transportation. This item also supports Council's Tier 2 Project 2.5 - Create a plan to address deferred maintenance throughout the community.

BACKGROUND

In March 2018, the California Transportation Commission (CTC) is expected to adopt the Road Repair and Accountability Act of 2017 (SB 1) 2018 Annual Reporting Guidelines. The Reporting Guidelines require that pursuant to Streets and Highway Code (SHC) Section 2034 (a)(1), prior to receiving an apportionment of Road Maintenance and Rehabilitation Account (RMRA) funds from the State Controller in a fiscal year, a city must submit to the CTC a list of projects proposed to be funded with these funds pursuant to an adopted resolution of the governing body by May 1, 2018.

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On September 26, 2017, the Council by Resolution 2017-197 amended the FY 2017-2018 adopted Capital Improvement Program budget to appropriate \$992,535 of FY 2017-2018 SB 1 funding, to the Fulton Road Reconstruction – Occidental Road to West Third Street project. Fiscal Year 2017-2018 was the initial allocation under SB 1 for the RMRA funds.

The League of California City's *CaliforniaCityFinance.com* webpage has estimated that Santa Rosa will receive a total of \$2,935,933 for FY 2018-2019.

SB 1 will once again enable cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system.

The City is responsible for maintaining 505 center-line miles of local streets and roads, with streets varying from two-lane (residential) streets to six-lane (arterial) streets. With an annual average maintenance budget of approximately \$5.4 million dollars, Santa Rosa's three-year average Pavement Condition Index (PCI) has steadily declined to 60, at the line between "good" and "fair" condition, with the Bay Area average PCI being 66 or "good". Recent evaluation with our pavement management program has concluded that we should be spending at least \$18 million per year just to maintain the existing pavement conditions at 60.

The City anticipates that SB 1 will generate an additional \$3.9 million in additional road maintenance funds once fully implemented. Even with this new funding, we are still left with a shortfall of approximately \$10 million annually.

PRIOR CITY COUNCIL REVIEW

On September 26, 2017, the Council approved Resolution 2017-197 which amended the FY 2017-2018 adopted Capital Improvement Program budget to appropriate \$992,535 of SB 1 funding, to the Fulton Road Reconstruction – Occidental Road to West Third Street project.

ANALYSIS

To be eligible for funding, Santa Rosa must provide evidence to the CTC by May 1, 2018 that projects proposed for RMRA funding through the Local and Streets and Roads Program are included in an adopted resolution. This will be an ongoing annual requirement for the City to remain eligible for the funds. The approved project list within the resolution must include the four statutorily-required elements for each project:

1. Location
2. Description
3. Estimated useful life
4. Proposed schedule.

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Staff is requesting that the FY 2018-2019 allocation of \$2,935,933 from RMRA be used to construct the following two projects

- Pacific Avenue Reconstruction – Montecito Avenue to Humboldt Street
- Sonoma Marin Area Rail Transit (SMART) Hearn Multi-Use Crossing.

As part of the FY 2018-2019 Capital Improvement Program (CIP) budget, staff is proposing that \$2,795,917 of RMRA funds be appropriated to the Pacific Avenue reconstruction project and \$140,016 of RMRA funds be appropriated to the SMART Hearn Multi-Use Crossing. The RMRA funds will be leveraged with gas taxes, Measure M and development fees to fully fund both projects.

The project will reconstruct Pacific Avenue between Montecito Avenue and Humboldt Street which involves removing the entire pavement section and replacing it with new asphalt concrete and underlying aggregate base to restore its life and serviceability. The project will also include updating pedestrian curb ramps to meet current state and federal accessibility standards. The reconstructed roadway will enhance the surface by replacing failing pavement and reduce ongoing maintenance costs. The estimated useful life of the planned pavement rehabilitation is expected to be twenty (20) years.

Based on anticipated receipt of funds from RMRA, the project is expected to be a multiyear project. The proposed project schedule is:

August 2019	Complete Design
November 2019	Begin Construction
December 2020	Complete Construction

The SMART Hearn Multi-Use Crossing is located at Hearn Avenue and the SMART railroad tracks. The project will connect two existing segments of the SMART Multi-Use Path (MUP) in southwest Santa Rosa. The proposed signalized street connection will create an enhanced crossing at Hearn Avenue for bicyclists and pedestrians using the multi-use path along the SMART rail corridor. The project will design and install a signalized crosswalk at the SMART MUP intersecting with Hearn Avenue. In addition, the project will include construction of ADA curb ramps on each side of the street, minor modifications to the sidewalk, curb and gutter, and modification of the concrete median in Hearn Avenue to accommodate the pathway, signage and pavement markings. The estimated useful life of the planned signalized bicycle and pedestrian crossing is expected to be twenty (20) years.

Based on anticipated receipt of funds from RMRA, the project is expected to be a multiyear project. The proposed project schedule is:

December 2018	Complete Design
June 2019	Complete Construction

FISCAL IMPACT

Approval of this action does not have an impact on the general fund. The SB 1 funds will be leveraged with non-general funds to close the funding shortfall needed to construct the projects.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because these are not projects which have a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not Applicable

ATTACHMENTS

- Resolution

CONTACT

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