



City Council Staff Report

From: City Manager

Report Type: CONSENT CALENDAR

Lead Department: Public Works

Meeting Date: June 5, 2023

Report #:2304-1382

TITLE

Adoption of a Resolution for Senate Bill 1, the Road Repair and Accountability Act, for Fiscal Year 2024, Providing the Project List for the Street Maintenance Project, Capital Improvement Program Project PE-86070; CEQA Status – Not a Project

RECOMMENDATION

Staff recommends that Council adopt the attached resolution (Attachment A) for Fiscal Year 2024, providing a project list funded by Senate Bill 1, the Road Repair and Accountability Act.

BACKGROUND/ANALYSIS

Senate Bill 1 (SB 1) established the Road Maintenance and Rehabilitation Account (RMRA) in 2017 to address deferred maintenance on the state highway and local streets and roads systems, with funding to be approved annually. Palo Alto's RMRA funding estimate for Fiscal Year 2023-2024 is \$1,693,336. SB 1 funding requires that Council approve a resolution providing a project list that includes four components:

- Project description;
- The locations of each proposed project;
- Schedule for completion; and
- Estimated useful life of improvement.

The adopted resolution must be sent to the California Transportation Commission by July 1, 2023. Staff recommends the RMRA funding for Fiscal Year 2024 be recognized in the Gas Tax Fund and transferred to the Capital Improvement Fund to be added to the Street Maintenance Project, Capital Improvement Program project PE-86070. This funding recommendation is included in the Fiscal Year 2024 Proposed Capital Budget.

The SB 1 funding supported the City's goal of achieving an average citywide Pavement Condition Index (PCI) of 85 by 2019 with no street having a PCI less than 60. The City reached the 85 PCI goal in December 2018, and the additional funding helps enable the City to address streets that still have PCI scores less than 60. The funding will be used on the Fiscal Year 2024

Asphalt Paving Project for the streets shown in Attachment B. Work on this project is anticipated to be completed by summer 2024. An award of construction contract is anticipated to be brought to Council for approval in fall 2023. The estimated useful life of a street overlay is 30 years.

The City uses StreetSaver, the Metropolitan Transportation Commission's (MTC) pavement management system which is used by almost all Bay Area jurisdictions. The Pavement Condition Index (PCI) is calculated by evaluating a sample pavement section on each block for different ratings variables from mild to severe – including raveling, potholes, amount of trenches, base failures, etc. These factors are entered into the StreetSaver program and a PCI is calculated. All staff who evaluate street conditions and pavement distresses have multiple years of experience and have been trained by MTC.

While staff uses the PCI scores to prioritize streets, staff also takes into consideration additional information including coordination with Utilities projects and Office of Transportation planned striping improvements, and whether the street has bike lanes or is a bicycle boulevard. Staff also tries to group multiple streets in a neighborhood whenever possible, so that construction is not occurring over multiple years if it can be avoided. Additionally, each block has its own estimated repair cost, which impacts how many streets can be in each project given the amount of funding each year.

FISCAL/RESOURCE IMPACT

Monthly appropriations from the State Controller's Office will begin in July 2023 for Palo Alto's Fiscal Year 2024 RMRA funding. Ongoing funding is estimated to be \$1.4 million annually. The \$1,693,336 in SB 1 funding for FY 2024 is recommended to be appropriated in the Street Maintenance capital project (PE-86070) as part of the FY 2024 Proposed Capital Budget and subject to the City Council's adoption of the FY 2024 Capital Budget, currently scheduled for June 19, 2023. Funding from RMRA in future fiscal years will be recognized and appropriated as part of the annual Capital Improvement Program budget process.

STAKEHOLDER ENGAGEMENT

All streets have been coordinated with the City's Utilities Department and the Office of Transportation to minimize the cutting of newly resurfaced streets. Additionally, staff reviews the proposed five-year paving plan streets annually with the Pedestrian and Bicycle Advisory Committee (PABAC), with an emphasis on the streets included in the first year of the plan. Recognizing the importance of bicycle safety as a factor in selecting the streets for the annual repaving project, staff additionally reviewed the five-year paving plan with PABAC's Repaving Subcommittee in April 2023.

ENVIRONMENTAL REVIEW

The adoption of this resolution does not meet the definition of a project under Public Resources Code Section 21065, thus no environmental assessment under the California Environmental Quality Act is required.

ATTACHMENTS

Attachment A: SB1 FY2024 Resolution

Attachment B: FY2024 Project Street List

APPROVED BY:

Brad Eggleston, Director Public Works/City Engineer