

# Agenda Report

April 30, 2018

**TO:** Honorable Mayor and City Council  
**FROM:** Department of Public Works  
**SUBJECT: APPROVAL OF ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1) PROJECT LIST FOR FY 2019**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Find that the proposed action is not a "project" as defined in the California Environmental Quality Act (CEQA), Public Resources Code Section 21065 and Section 15378(b)(4) and (5) of the State CEQA Guidelines and, as such, is not subject to environmental review; and
2. Adopt by resolution the Road Repair and Accountability Act project list.

## **BACKGROUND:**

On April 28, 2017 Governor Jerry Brown signed Senate Bill (SB) 1 – The Road Repair and Accountability Act of 2017 which allocates revenues to cities and counties to fund basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. This is the second fiscal year of the program and it is estimated Pasadena will receive \$2,380,195 in Fiscal Year (FY) 2019. Pursuant to Streets and Highways Code Section 2030, Road Maintenance and Rehabilitation Account (RMRA) funds must be used for projects that include but are not limited to the following:

- Road maintenance and rehabilitation;
- Safety projects;
- Railroad grade separations;
- Traffic control devices; and
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and storm-water capture projects in conjunction with any other allowable project.

The RMRA funds may be used to satisfy a match requirement in order to obtain state or federal funds for eligible projects. Finally, to the extent possible and cost effective, cities

and counties are encouraged to include the following project elements:

- Advanced recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining streets through material choice and construction method;
- Transportation infrastructure that supports technologies such as zero emission vehicle fueling or charging and communication systems for self-driving vehicles;
- Project features that are resilient to climate change, fires, floods, etc.; and
- Complete street elements that improve safety or the quality of bicycle or pedestrian facilities.

Prior to receiving an apportionment of RMRA funds each fiscal year, cities and counties must submit to the California Transportation Commission (CTC) a list of proposed projects. The project list must include all active projects previously funded with RMRA funds and any proposed projects for the new allotment. The FY 2019 list is due to the CTC by May 1, 2018 and all proposed and ongoing projects must be adopted by resolution by the City Council at a regular public meeting. The project list is no longer required to be adopted as part of cities' or counties' operating or Capital Improvement Program (CIP) budgets. Regardless, the FY 2019 allotment of RMRA funds will be adopted as part of the Adoption of the FY 2019 – 2023 CIP Budget.

#### The FY 2019 Road Repair and Accountability Act Project List

1. *Resurfacing and Slurry Seal FY 2017 – 2019 (73920)*: This project will resurface 1.7 miles of streets utilizing rubberized asphalt. This method is a noise reducing pavement material that consists of regular asphalt concrete mixed with crumb rubber made from recycled tires. This sustainable paving practice diverts tires from the waste stream. The project has the capacity to divert over 5,800 tires from landfills while also reducing noise, resisting cracking, providing better skid resistance, retaining a dark color longer, and providing contrast to pavement markings.

Schedule: The design of this project began in FY 2018 and construction will be completed in FY 2019.

Total Estimated Project Cost: \$858,650

Total RMRA Funds appropriated to project in FY 2018: \$796,793

Note: The scope of work for the FY 2018 RMRA funds changed. Originally the funding was designated for the Orange Grove Blvd project, but this project has been put on hold pending the completion of a water main project. The funds will now be used for the 1.7 miles of resurfacing that will be completed in FY 2019.

2. *Annual Citywide Street and ADA Improvement (NEW FY 2019)*: This project will resurface 3.4 miles of streets utilizing rubberized asphalt. This project has the capacity to divert over 11,600 tires from landfills, while also reducing noise, resisting cracking, lasting longer, providing better skid resistance, retaining a dark color longer, and providing contrast to pavement markings.

Schedule: This project will be completed in FY 2019.

Total Estimate Project Cost: \$2,734,350

Total RMRA Funds to be appropriated in FY 2019: \$1,990,000

3. *Traffic Signal at Garfield Avenue and Washington Boulevard (NEW FY 2019):* This project provides for the installation of a traffic signal at the intersection of Garfield Avenue and Washington Boulevard.

Schedule: This project will be completed in FY 2019.

Total Estimated Project Cost: \$631,000

Total RMRA Funds to be appropriated in FY 2019: \$400,000

### **COUNCIL POLICY CONSIDERATION:**

The above project and action address City Council's goals to maintain fiscal responsibility and stability; improve, maintain, and enhance public facilities and infrastructure; and increase conservation and sustainability. It also supports the Public Facilities Element of the General Plan by maintaining public facilities to enhance the quality of life of the community.

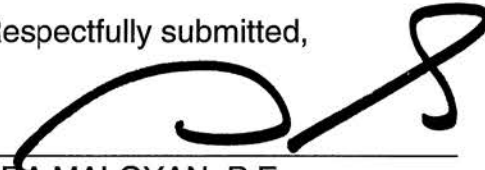
### **ENVIRONMENTAL ANALYSIS:**

CEQA excludes from environmental analysis those actions that are not "projects" as defined by State CEQA Guidelines Section 15378. That section excludes from the definition of "project" the creation of government funding mechanisms and fiscal activities which do not yet commit the lead agency to any specific project, and also excludes organizational or administrative governmental activities that do not result in physical changes to the environment. The action proposed herein is budgetary and part of the City's normal administrative process as it takes early steps to prepare for the possibility of undertaking a project, and therefore is not yet a "project" as defined by CEQA. As the City becomes more certain it will undertake the project, and before it commits itself to the project, the appropriate environmental analysis will be conducted and brought to the appropriate City body for approval.

**FISCAL IMPACT:**

There is no direct fiscal impact as a result of this action. However, approval of this project list ensures the City will receive the full allotment of Road Maintenance and Rehabilitation Account funds in FY 2019.

Respectfully submitted,



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