



Agenda Report

Fullerton City Council

MEETING DATE: MARCH 17, 2020

TO: CITY COUNCIL / SUCCESSOR AGENCY

SUBMITTED BY: KENNETH A. DOMER, CITY MANAGER

PREPARED BY: MEG MCWADE, DIRECTOR OF PUBLIC WORKS
DAVID GRANTHAM, SENIOR CIVIL ENGINEER

SUBJECT: ROAD MAINTENANCE AND REHABILITATION (SB 1)
ACCOUNT FUNDS ALLOCATION FY 2020-21 – EUCLID
(FERN TO BASTANCHURY) AND ORANGETHORPE
(WOODS TO HIGHLAND)

SUMMARY

Approval of resolution identifying Euclid Street (Fern Drive to Bastanchury Road) and Orangethorpe Avenue (Woods Avenue to Highland Avenue) as the roadway segments planned for rehabilitation and funded by the Road Maintenance and Rehabilitation Account (RMRA), also known as Senate Bill 1 (SB 1).

RECOMMENDATION

Adopt Resolution No. 2020-XX.

RESOLUTION NO. 2020-XX – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA, ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2020-21 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PRIORITY POLICY STATEMENT

This item matches the following Priority Policy Statement/s:

- Infrastructure and City Assets.

FISCAL IMPACT

Anticipated SB 1 funds are projected to cover the estimated \$2,697,494 cost of these identified projects.

The preliminary estimated total project cost for Euclid Street is \$1,800,000, of which the RMRA contribution is estimated at \$1,754,000. Additional allocations for the project include \$30,000 Sewer Enterprise funds and \$16,000 Water funds. The supplemental funds will be used for each of the associated infrastructure water valve and sewer manhole improvements and adjustments. Funding will be included in the Capital Improvement Program allocations for Fiscal Year 2020-21.

The preliminary estimated total project cost for Orangethorpe Avenue is \$1,450,000, of which the RMRA contribution is estimated at \$940,000. Additional allocations for the project include \$500,000 Sewer Enterprise funds and \$10,000 Water funds. The supplemental funds will be used for each of the associated sewer infrastructure improvements and water valve adjustments. Funding will be included in the Capital Improvement Program allocations for Fiscal Year 2020-21 capital improvement budget.

DISCUSSION

On April 28, 2017 the Governor signed Senate Bill 1, also known as the Road Repair and Accountability Act of 2017, which developed the Road Maintenance and Rehabilitation Account (RMRA) funds to address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets. RMRA revenues are based on fuel excise taxes, diesel fuel sales taxes, vehicle registration fees and include annual inflationary adjustments. The funds, distributed by the State Controller, are apportioned based on existing protocols. The current estimate of revenue for Fiscal Year 2020-21 to the City of Fullerton is \$2,697,494.

Unlike the City's annual Gas Tax revenues which are received directly, there are two supplemental steps for receiving the RMRA funds:

1. The City must submit an executed City Council resolution to the California Transportation Commission that identifies the new and carryover projects funded with RMRA funds.
2. Maintain programmed general fund expenditures for street, road, and highway purposes. The minimum Maintenance of Effort (MOE) spending is based on the annual average of general fund expenditures during the 2009-10, 2010-11 and 2011-12 Fiscal Years.

As calculated by the California State Controller's office, the City of Fullerton's three-year average MOE expenditure benchmark requirement for SB 1 is \$2,142,925. As part of a similar mandate from OCTA and Measure M-2 Turnback funds, the most recently reported anticipated MOE expenditure for Fiscal Year 2019-20 is \$5,870,337 which exceeds the required amount.

Staff is recommending two pavement rehabilitation projects:

- Euclid Street from Fern Drive to Bastanchury Road, an approximate length of 0.70 miles and also including Valley View Place from Euclid Street to cul-de-sac, an approximate length of 0.10 miles.
- Orangethorpe Avenue from Woods Avenue to Highland Avenue, approximate length of 0.50 miles.

- This project is expected to involve consolidating two existing sewer mains into one new main. It is proposed that one of the existing mains will be abandoned in place with the other removed and replaced with a new main.

These roadway segments are ideal candidates for rehabilitation per the Orange County Transportation Authority and its Pavement Management Program guidelines. The current Pavement Condition Index (PCI) scores for the Euclid Street roadway segments range from 27-51 (Very Poor to Poor per 2018 Pavement Management Plan). The current PCI scores for the Orangethorpe Avenue roadway segments range from 33-37 (Very Poor per 2018 Pavement Management Plan). A minimum of 20-year useful life span will be incorporated in the final pavement design.

Final design of the projects will be scheduled for completion by early 2021 and construction will be scheduled to commence in late spring 2021.

The proposed segment of Euclid Street will join the pavement rehabilitation project scheduled for summer 2020 on Euclid Street between Williamson Avenue and Fern Drive.

The Infrastructure and Natural Resources Advisory Committee (INRAC) reviewed and unanimously recommended these projects at their February 26th meeting.

Attachments:

- Attachment 1 – PowerPoint Presentation
- Attachment 2 – Draft Resolution No. 2020-XX
- Attachment 3 – Vicinity Map 3A Euclid Street, Vicinity Map 3B Orangethorpe Avenue