



# ***Agenda Report***

## ***Fullerton City Council***

**MEETING DATE:** NOVEMBER 16, 2021

**TO:** CITY COUNCIL / SUCCESSOR AGENCY

**SUBMITTED BY:** STEVE DANLEY, ACTING CITY MANAGER

**PREPARED BY:** MEG MCWADE, PUBLIC WORKS DIRECTOR  
DAVID GRANTHAM, PRINCIPAL CIVIL ENGINEER

**SUBJECT:** ORANGE COUNTY TRANSPORTATION AUTHORITY 2021  
PAVEMENT MANAGEMENT RELIEF FUNDING PROGRAM

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### **SUMMARY**

Selection of street segment(s) to submit to the Orange County Transportation Authority 2021 Pavement Management Relief Funding Program.

### **RECOMMENDATION**

1. Confirm the street segment recommended by the Infrastructure and Natural Resources Advisory Committee.
2. Adopt Resolution 2021-XX.

RESOLUTION 2021-XX - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULLERTON, CALIFORNIA CERTIFYING THAT CITY COUNCIL HAS AUTHORIZED THE PROJECT LIST SUBMITTAL FOR CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021 (CRRSAA) FUNDING THROUGH THE ORANGE COUNTY TRANSPORTATION AUTHORITY 2021 PAVEMENT MANAGEMENT RELIEF FUNDING PROGRAM

3. Approve and appropriate receipt and use of 2021 Pavement Management Relief Fund award to the appropriate capital project(s) budgets.

### **PRIORITY POLICY STATEMENT**

This item matches the following Priority Policy Statement/s:

- Infrastructure and City Assets.

## FISCAL IMPACT

The Orange County Transportation Authority (OCTA) created the 2021 Pavement Management Relief Funding (PMRF) Program to provide a one-time funding program to the cities and the County of Orange for local streets and roads maintenance and rehabilitation projects. The PMRF Program helps offset the loss of Measure M2 local fair share revenues, SB 1 Road Maintenance Rehabilitation account funds and other state and federal funding programs that support local streets and roads with revenue streams negatively impacted by the coronavirus pandemic. The City will receive \$409,362 one-time revenue from the PMRF program.

The revenue will reimburse eligible construction related expenses. There program has no City match requirements, but the City will be responsible for design and project approval costs, plus any costs above the \$409,362 distribution of one-time relief funds. Staff expects savings from current street project funding and budgeted funds in the FY 2022-23 Capital Improvement Program budget to cover these costs.

## DISCUSSION

### *Background*

Pavement condition reports provided to OCTA by all 34 Orange County cities and the County of Orange indicate a backlog in current and projected pavement management needs. The City has an extensive backlog and minimal funding to address the current and future needs. As a result, OCTA created the PMRF Program to provide one-time assistance for agency street maintenance and rehabilitation projects.

The Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) provides funding for the PMRF Program. OCTA received \$14.951 million, with \$10.932 million of those funds used for the program. OCTA based the funding allocation on population, with each agency guaranteed a minimum of \$200,000. Fullerton will receive \$409,362.

### *Eligible Expenses*

The following types of projects will qualify for funding:

- Preventative Maintenance - Slurry seal, crack sealing, etc.
- Rehabilitation - Overlays, Cold-In-Place Recycling, Hot In-Place Recycling, etc.
- Reconstruction - Replacement of entire pavement section.

Eligible expenditures for each of the qualified projects include:

- Construction.
- Construction engineering up to 15% of the project cost.
- Bicycle lanes within the limits of the project as necessary (striping and corresponding signage only, must be included in a planning document).

- Repair or replacement in kind of parking lanes, curbs, gutters, driveway approaches, catch basins, concrete bus pads and minor profile revisions (i.e., curb to curb) as required by project.
- Use of alternative materials such as rubberized asphalt, Portland cement concrete, etc.
- Construction or modification of curb ramps within the limits of the project as necessary to satisfy Americans with Disabilities Act requirements.

This program has no City match requirements but does make the City responsible for design and project approval costs, plus any costs above the \$409,362 distribution. The City will receive reimbursement of eligible costs through invoices to Caltrans.

### *Eligible Streets*

Projects submitted for this program must have federal eligibility. Therefore, the California Road System Map or the National Highway System must functionally classify streets as Minor Collector or above. Attachment 3 highlights the eligible streets within the City. The following link also lists these streets:

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

### *Recommended Street Segment*

With multiple street segments eligible for funding, staff narrowed down the available streets using the following criteria as a guide:

- Funding to use as a stand-alone project
  - Construction costs based on the distribution amount of \$409,362
  - Not used as additional funding for programmed or partnership project.
- Implementation of Infrastructure and Natural Resources Advisory Committee (INRAC) guidelines for street rehabilitation. This includes:
  - Arterial Streets – Grind and Overlay as preferred method of rehabilitation
  - Local Street – Grind and Overlay or ARAM with slurry seal as preferred methods of rehabilitation
  - Address streets, not alleys
  - Combine with utility (water and/or sewer)
  - Review of maintenance history
  - Existing or proposed bicycle lanes
  - Pavement Condition Index (PCI)
  - Traffic volume and number of side streets
  - Adjacent planned development and improvements.

Staff presented INRAC with the following street segments for consideration (in alphabetical order):

- Acacia Avenue from Commonwealth Avenue to Chapman Avenue
- Associated Road from Yorba Linda Boulevard to Bastanchury Road
- Brookhurst Road at SR-91 Interchange
- Commonwealth Avenue from State College Boulevard to Chapman Avenue
- Gilbert Street from Valencia Avenue to Commonwealth Avenue
- State College Blvd from Rolling Hills Drive to northerly city limits.

INRAC's consideration for selecting the street segment are:

- Pursue a project that ensures 100% utilization of the distribution
- Target a project that utilizes the OCTA funding in the actual construction cost, rather than construction inspection and management costs (which vary).

INRAC's recommendations:

- Preferred project: Associated Road from Yorba Linda Blvd to Bastanchury Road.
- Acceptable alternatives:
  - Acacia Avenue from Commonwealth Avenue to Chapman Avenue
  - Commonwealth Avenue from State College Blvd to Chapman Avenue.

City Council has the option to select an alternative street segment.

Attachments:

- Attachment 1 – PowerPoint Presentation
- Attachment 2 – Resolution 2021-XX
- Attachment 3 – Eligible Street Exhibit