STAFF REPORT

Subject: Designation of Road Maintenance and Rehabilitation Account for FY 20/21

Date: July 7, 2020

ISSUE: Adopt a resolution approving the FY 20/21 List of Projects/Work Plan for funding from the Road Maintenance and Rehabilitation Account (RMRA).

BACKGROUND: In 2017, Former Governor Brown of California signed Senate Bill 1 (SB 1), known as the Road Repair and Accountability Act of 2017. SB 1 increased gasoline and diesel taxes and vehicle registration fees to address basic road maintenance and rehabilitation needs on both state highways and local streets and roads. When collected, these funds are deposited by the State Controller into the Road Maintenance and Rehabilitation Account (RMRA). A portion of this funding will be apportioned by formula (for counties, the apportionment is 25% by road miles, and 75% by number of registered vehicles) to eligible counties, including Trinity.

Since SB 1 emphasizes accountability and transparency in transportation funding, programming and use of the new funds are contingent on recipient cities and counties providing annual project reporting.

When SB 1 was enacted, the Board established the following priorities:
1. Matching funds for FEMA or CDAA reimbursement for roads damaged by weather or fire.
2. Matching funds for Federal and State Aid such as the Highway Safety Improvement Program (HSIP), Federal Lands Access Program (FLAP), or the Highway Bridge Program.
3. Implementation of the PMS consisting of;
   a. 70% as identified by the program
   b. 30% as recommended by Staff and approved by the Board
4. Other projects as recommended by Staff and approved by the Board

Over the last year, Staff has reinstated two major programs that had been paused due to lack of funding; Annual Asphalt Concrete (AC) Allocation of 1,000 tons per yard (Road Fund/Highway Users Tax, HUTA), and Annual Chip Seal Program (via RMRA). The three open Corporation Yards have been allocated 1,000 tons of AC, which have been placed late last year and earlier this year. Another 1,000 tons will be placed this summer by each of the three yards. For previously programmed RMRA projects, Trinity Center, Van Duzen, Big Canyon, Ruth Zenia, Peak Road, and other various roads have seen chip seal placed over the last year, (see Attachment 1). Attachment 1 also includes projects that are in various levels of environmental clearance, design, or pending right of way acquisition. Anticipated construction dates are listed.

The largest bulk of pending projects shown in Attachment 1 are being designed and administered by Central Federal Lands, Highway Division (CFLHD). For the most part, the designs for the projects are completed, and Staff is currently acquiring Right of Way. These mostly consist of Storm Damage work (12 sites) along with a Federal Lands Access Project (FLAP) and are expected to be ready to list this fall with construction of this $15M plus project in late spring of next year.

DISCUSSION: Following are the distributions concerning RMRA;
FY 19/20, RMRA proposed expenditure was $1,770,070
FY 19/20, RMRA Post COVID allocation is $1,712,822 (Short $57,249)
FY 20/21, RMRA Anticipated COVID allocation is $1,757,410
FY 20/21, RMRA Total Available is $1,700,161 (accounting for last FY shortfall)

This year, the most of the program will be focused on priorities 2 and 3, road maintenance and funds for advance studies for select bridges to be evaluated for replacement as part of the Highway Bridge Program (HBP). Attachment 3 provides a list for $1,723,919 road maintenance that is proposed. Included in this total is earlier allocations of $250,000 last year for Slurry Seal, along with a $59,257 allocation of Staff and Materials from the Road Budget.

Attachment 4 list the roads that will be slurry sealed later this summer using RMRA funds from this FY 2020/21 and FY 19/20.

In addition, this year’s proposed program includes $285,500 to cover the cost of bridge analysis for E. Fork Stuarts Fork-Guy Covington Road, Price Creek – Price Creek Road, Salt Creek – Long Ridge Road, Kerlin Creek – Lower South Fork Road, Long Canyon Creek – Power House Road, along with two bridges (to be identified) that need scour analysis. This bridge analysis is needed at these bridges to identify the appropriate project (rehabilitation vs. replacement) prior to programming the bridges into the Highway Bridge Program.

Finally, Attachment 5 shows the 5-year plan that was developed to assist in creating this year’s RMRA plan. While we intend to reference this list ever year when developing the plan, it is very dynamic and it would not be uncommon that it varies from year to year. Further, now that the plan is developed, Staff intends on presenting this to individual communities over the next year along with the development of the Regional Transportation Plan. This will help the community be more informed as to the proposed projects that are scheduled for their neighborhood.

**ALTERNATIVES INCLUDING FINANCIAL IMPLICATION:**
1. Make minor changes to the resolution, and approve.
2. Reject the list and provide direction to Staff.

Initial submittal to the California Transportation Commission cutoff is July 15th, later deadline of submittal is provided for in September of this year. Missing the September deadline could lead to loss of RMRA funding for this Fiscal Year.

**RECOMMENDATION:** It is staff's recommendation that the Board approves the recommended action.

Respectfully Submitted

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Richard Tippett - Director of Transportation

**CAO RECOMMENDATION:** Concur: [ ] Yes  [ ] No

Comments: