



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, Oakland
Department of
Transportation

SUBJECT: 2021-22 Road Maintenance and
Rehabilitation Account Annual Project
List

DATE: May 17, 2021

City Administrator Approval

Date: Jun 2, 2021

RECOMMENDATION

Staff Recommends That The City Council Approves A Resolution Adopting A List Of Projects To Be Implemented With Road Maintenance And Rehabilitation Account Funds In Fiscal Years 2021-22 And Adopting Appropriate California Environmental Quality Act (CEQA) Findings.

EXECUTIVE SUMMARY

The California Transportation Commission (CTC) requires jurisdictions to submit documentation annually that Road Maintenance and Rehabilitation funds (RMRA), part of California Senate Bill 1 (SB 1), are specifically adopted for eligible local streets and roads purposes. The CTC also requires the submission of a list of projects including each project's title, description, location, estimated schedule, and estimated useful life proposed to be funded with RMRA during each Fiscal Year (FY). This resolution adopts a project list (see Table 1 on Page 2 of this report) that provides this information and thus meets the CTC's requirements.

The proposed use of RMRA funds in Oakland is for Local Street Maintenance through community service requests consistent with the City's 3-year Paving Plan and Capital Improvement Program (CIP), which sets forth the maintenance and rehabilitation of local streets, including personnel costs to complete this work.

BACKGROUND / LEGISLATIVE HISTORY

On April 28, 2017, the Governor signed SB 1 to address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system. SB 1 increases per gallon fuel excise taxes, diesel fuel sales taxes and vehicle registration fees, and indexes these increases to inflation. The RMRA distributes funds to eligible cities and counties

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for basic road maintenance, rehabilitation and critical safety projects on the local streets and roads system.

SB 1 requires cities and counties to provide basic project reporting to the CTC annually for projects funded through the RMRA. The guidelines require jurisdictions to submit documentation annually to show that RMRA funds were specifically adopted for allowed local streets and roads purposes, and also requires the submission of a list of projects proposed to be funded with RMRA during the fiscal year.

ANALYSIS AND POLICY ALTERNATIVES

The proposed use of RMRA funds in Oakland for FY 2021-22 is for maintenance and rehabilitation of local streets, including personnel costs to complete this work. RMRA funds will provide support for on-going maintenance activities such as pothole and concrete repair citywide and will thus constitute the one and only line item on the proposed project list.

Table 1 Proposed Project List; RMRA FY 2021-22

Name	Brief Description	Location	Estimated Useful Life	Estimated Project Schedule	Estimated Funding
Local Street Maintenance	Maintenance of City streets including potholing, patching, concrete repair, etc.	Citywide based on cyclical maintenance program and service requests	Minimum: 1 year Maximum: 5 years	FY 2021-22	\$8,460,838

Table 2 Full Time Equivalent (FTE) Funded by RMRA FY 2021-22

Job Title	Number of FTE	Funding Source
Public Works Supervisor II.SC207	1	Gas Tax RMRA
Concrete Finisher.TR116	1.37	Gas Tax RMRA
Heavy Equipment Operator.TR146	1.67	Gas Tax RMRA
Program Analyst II.AP293	1	Gas Tax RMRA
Public Works Maintenance Worker.TR174	7.65	Gas Tax RMRA
Public Works Supervisor I.SC206	1.7	Gas Tax RMRA
Public Works Supervisor II.SC207	0.75	Gas Tax RMRA
Street Maintenance Leader.TR180	5.13	Gas Tax RMRA
Traffic Painter.TR185	0.9	Gas Tax RMRA
Traffic Sign Maker.TR186	0.9	Gas Tax RMRA
Total	22.07	

With this funding, staff will focus on completing all community service requests for priority 1 and 2. Those requests are submitted by community members via OAK311—which receives requests by phone, e-mail, website submission, and a free SeeClickFix-powered mobile app for Apple and Android devices—and tracked in the City's Cityworks platform, which is used to track and manage public maintenance service requests and work orders.

Maintaining and rehabilitating the City's local streets will enable the City to meet the goals stated in the 2019-2022 3-year Paving Plan, which prioritizes streets for repaving using citywide data such as priority neighborhoods, street condition, and traffic safety. Further, routine maintenance activities and responding to service requests are essential to avoiding disproportionate impacts due to poor infrastructure conditions on the safety, mobility, and economic security of high priority communities. RMRA funding also supports salaries of filled positions throughout the Department of Transportation; these staff are frontline workers who deliver essential services for Oaklanders.

Until a budget and project list is adopted, the City will be unable to receive RMRA disbursements from the State Controller's office for FY 2021-22. For FY 2021-22, these disbursements are estimated to total \$8,460,838.

Under CTC's Program Guidelines, RMRA funds shall be prioritized for expenditure on basic road and maintenance and rehabilitation projects, and on critical safety projects. Without RMRA funding, completing maintenance of local streets and supporting salaries of filled frontline City positions would require the City to use other fund sources such as Measures KK, B, or BB. Using RMRA funds to augment existing funds extends the City's ability to finance needed maintenance. Implementation of these projects will have a net positive fiscal impact on the City of Oakland by funding infrastructure rehabilitation and reducing future maintenance backlog. Additionally, there is no local match required for this fund source.

FISCAL IMPACT

Adoption of this project list will allow the City of Oakland to collect an estimated \$8,460,838 in RMRA funding in FY 2021-22 to be used on local street maintenance and rehabilitation activities. This resolution will also allow the Departments of Transportation and Public Works to efficiently work together to fulfill service requests. This added efficiency is important to completing maintenance activities in a timely manner, as fulfilling service requests often requires the Department of Transportation to transfer RMRA funds to the Department of Public Works to collaboratively complete the work.

PUBLIC OUTREACH / INTEREST

The Department of Transportation (OakDOT) maintains a list of prioritized street maintenance needs and collects community requests through OAK311 to ensure that RMRA funding is used on the highest priority projects. Furthermore, maintenance and rehabilitation of local streets is a recurring community priority that has been raised in the community engagement for the FY 2019-21 and FY 2021-23 CIPs. The Department of Transportation has received more than 60 community requests for street maintenance and rehabilitation projects through the CIP public project intake process. These CIP requests complement the OAK311 service requests OakDOT receives daily from community members regarding potholes and deterioration of our local streets, and RMRA funding supports the fulfillment of such maintenance requests.

COORDINATION

This report and the resolution have been reviewed for form and legality by the Office of the City Attorney and have been reviewed by the Budget Bureau.

SUSTAINABLE OPPORTUNITIES

Economic: The RMRA funds are dedicated to improving local streets and roads, benefitting travel between home, work, and activity centers.

Environmental: The RMRA funds will benefit all modes, improving road surfaces for bicyclists, transit riders, and auto drivers as well as improving sidewalks for pedestrians. Complete Streets improvements such as bike lanes, curb ramps, and pedestrian crossing improvements are allowable uses of RMRA funds.

Race & Equity: The RMRA funds will be distributed throughout Oakland. These projects benefit all roadway users and all Oaklanders. However, both the 3-Year Paving Plan and CIP implementation prioritize locations based on equity indices such as priority neighborhoods and traffic safety. While certain barriers exist for Oaklanders to access the City's 311 and CIP request-based models, the Department of Transportation and Department of Public Works have worked to conduct targeted outreach to underrepresented communities, including non-English speaking Oaklanders and Oaklanders in West, East, and Deep East Oakland. Maintaining good infrastructure conditions is essential to avoiding inequitable impacts to high priority Oaklanders, such as seniors and those with disabilities and/or who have low to no incomes.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Road maintenance activities such as pothole and concrete repair are exempt activities under CEQA.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That The City Council Approves A Resolution Adopting A List Of Projects To Be Implemented With Road Maintenance And Rehabilitation Account Funds In Fiscal Years 2021-22 And Adopting Appropriate California Environmental Quality Act (CEQA) Findings.

For questions regarding this report, please contact Craig Raphael, Funding Program Manager, at CRaphael@oaklandca.gov.

Respectfully submitted,



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