



AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, Oakland
Department of
Transportation

SUBJECT: 2022-23 Road Maintenance and
Rehabilitation Account Annual Project
List

DATE: May 9, 2022

City Administrator Approval

Date: May 26, 2022

RECOMMENDATION

Staff Recommends That The City Council Approve A Resolution Adopting A List Of Projects To Be Implemented With Road Maintenance And Rehabilitation Account Funds In Fiscal Years 2022-23 And Adopting Appropriate California Environmental Quality Act Findings.

EXECUTIVE SUMMARY

The California Transportation Commission (CTC) requires jurisdictions to annually submit documentation that California Senate Bill 1 (SB 1) Road Maintenance and Rehabilitation Account (RMRA) funds are adopted for eligible local streets and roads purposes. The CTC also requires the submission of a list of projects with each project's title, description, location, estimated schedule, and estimated useful life proposed to be funded with RMRA funds during each Fiscal Year (FY).

This proposed resolution adopts a project list, including the information to meet the CTC's requirements. The proposed use of RMRA funds is for local street maintenance fulfilled through service requests consistent with the City's Paving Plan and Capital Improvement Program (CIP), which set forth the prioritization plan for maintenance and rehabilitation of local streets.

BACKGROUND / LEGISLATIVE HISTORY

On April 28, 2017, Governor Jerry Brown signed SB 1 to address basic road maintenance, rehabilitation, and critical safety needs on state highways and on local streets. SB 1 increases per gallon fuel excise taxes, diesel fuel sales taxes, vehicle registration fees, and regularly adjusts these tax increases based on inflation. The RMRA distributes funds to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

City Council
June 7, 2022

This is the sixth year in which the City is receiving SB 1 RMRA funding. SB 1 requires cities and counties to annually submit documentation to show that RMRA funds were specifically adopted for eligible 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. For the previous five years, the City Council has successfully received approval from the CTC for the City's annually adopted RMRA project lists (Resolution Nos. 88684 C.M.S., 88122 C.M.S., 87651 C.M.S., 87159 C.M.S., and 86917 C.M.S.).

ANALYSIS AND POLICY ALTERNATIVES

Under CTC's requirements, RMRA funds shall be prioritized for expenditure on basic road and maintenance and rehabilitation projects and on critical safety projects. The proposed use of RMRA funds in Oakland for FY 2022-23 is for maintenance and rehabilitation of local streets, including personnel costs to complete this work. Consistent with the City's approach for the previous five years, RMRA funds will provide support for ongoing maintenance activities such as Citywide pothole and concrete repair and will thus constitute the line item on the proposed project list in **Table 1**. These maintenance activities, by repairing and upkeeping the City's streets and sidewalks, help advance the following Citywide priorities: *holistic community safety and vibrant, sustainable infrastructure*.

Table 1 Proposed Project List; RMRA FY 2022-23

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 2022-23	\$9,927,394

RMRA funding also supports salaries of filled positions; these staff are frontline workers who deliver essential services for Oaklanders. A breakdown of the staff positions funded by RMRA is included in **Table 2** below:

Table 2 Full Time Equivalent (FTE) Funded by RMRA FY 2022-23

Job Title	Number of FTE
Collections Officer.AF032	0.50
Administrative Analyst II. AP106	1.00
Concrete Finisher.TR116	1.00
Construction Inspector (Field).IS106	1.00
Heavy Equipment Operator.TR146	1.67
Program Analyst II. AP293	1.00
Public Works Maintenance Worker.TR174	4.55
Public Works Supervisor I.SC206	1.70
Public Works Supervisor II.SC207	1.75
Street Maintenance Leader.TR180	3.58
Traffic Painter.TR185	0.90
Traffic Sign Maker.TR186	0.90
Total	19.55

Staff uses RMRA funding to complete priority service requests. These requests are submitted by members of the public via OAK311—which receives requests by phone, e-mail, website submission and a free SeeClickFix-powered mobile app for Apple and Android devices. 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.

Until a budget and project list are adopted, the City is unable to receive RMRA disbursements from the State Controller’s office for FY 2022-23. For FY 2022-23, City disbursements are estimated to total \$9,927,394 based on State Department of Finance statewide revenue projections.

FISCAL IMPACT

Adoption of this project list will allow the City of Oakland to collect an estimated \$9,927,394 in RMRA funding in FY 2022-23 to be used on local street maintenance and rehabilitation activities. There is no local match required for this funding source. 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 Measure KK Infrastructure Bond and/or Measure B/BB Transportation Sales Tax. 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.

In addition, this resolution will allow Oakland Department of Transportation and Oakland 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 Oakland Public Works to collaboratively complete the work.

PUBLIC OUTREACH / INTEREST

The Oakland Department of Transportation 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. 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 Oakland 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 that the Oakland Department of Transportation receives from community members regarding potholes and local street deterioration, in which RMRA funding supports the fulfillment of such maintenance requests.

COORDINATION

This report and legislation have been reviewed by the Office of the City Attorney and the Budget Bureau.

SUSTAINABLE OPPORTUNITIES

Economic: RMRA funds are dedicated to improving local streets and roads, benefitting travel between home, work, and other destinations. Completing local street maintenance reduces the backlog of maintenance needs, and thereby reduces future maintenance costs.

Environmental: RMRA funds benefit all transportation modes, including more sustainable active transportation modes, by improving road surfaces for bicyclists, transit riders, and auto drivers, as well as improving sidewalks for pedestrians.

Race & Equity: RMRA funds are distributed throughout the City and benefit all Oaklanders. At the same time, 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 Oakland Department of Transportation and Oakland Public Works have worked to conduct outreach to underrepresented communities, including non-English speaking Oaklanders and Oaklanders in West, East, and Deep East Oakland. Maintaining fair 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)

Per CEQA Guidelines Sections 15301 – 15332, road maintenance activities such as pothole and concrete repair are categorically exempt under CEQA as a *Class I: Existing Facilities* exemption.

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 2022-23 And Adopting Appropriate California Environmental Quality Act Findings.

For questions regarding this report, please contact Craig Raphael, Funding Program Manager, at 510-238-7229 or CRaphael@oaklandca.gov.

Respectfully submitted,



RYAN RUSSO

Director, Department of Transportation

Reviewed by:

Ariel Espiritu Santo

Assistant Director

Department of Transportation

Craig Raphael

Funding Program Manager

Department of Transportation

Prepared by:

Yvonne Chan

Transportation Planner II

Department of Transportation

