



## CITY OF ALBANY CITY COUNCIL AGENDA STAFF REPORT

Agenda Date: May 20, 2024  
Reviewed by: NA

**SUBJECT:** Annual State SB1/RMRA Project List Submittal for Funding by the Road Repair and Accountability Act of 2017

**REPORT BY:** Devora Zauderer, Program Manager  
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Mark Hurley, Public Works Director/City Engineer

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### **SUMMARY**

Agencies who receive pass-through distributions from the state's Road Maintenance and Rehabilitation Account (RMRA) must annually identify an appropriate project to utilize the funding distribution. Staff recommends resubmission of the Marin Avenue Pavement Rehabilitation Project under the City's Annual Street Rehabilitation Program (CIP No. 21000) for project listing submittal to the California Transportation Commission (CTC). This action has been structured to specifically comply with the reporting requirements of the Road Maintenance and Repair Act of 2017 (SB1).

### **STAFF RECOMMENDATION**

That the Council adopt Resolution No. 2024-29, authorizing staff to submit for re-listing the following proposed project to be funded in-part or solely with Fiscal Year 2024-25 Road Maintenance and Rehabilitation Account revenues:

- Project Title: **Marin Avenue Pavement Rehabilitation Project**
- Project Description: The project consists of rehabilitation of a main arterial street, including three-quarters of a mile of paving, curb ramps, bulbouts, drainage improvements, striping and signage improvements, bikeway improvements, and green infrastructure. This project is part of the Annual Street Rehabilitation Program (CIP No. 21000).
- Project Location: Marin Avenue between Cornell Avenue and Tulare Avenue (City Limits)
- Estimated Project Schedule: Phase 1: Completed; Phase 2: Design Summer 2024, Advertisement Fall 2024, Construction completion est. Fall 2025.
- Estimated Project Useful Life: approximately 30 years

## **BACKGROUND**

Senate Bill 1 was passed by the State Legislature and signed into law by the Governor in April 2017 to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and roads system. SB 1 increases per gallon fuel excise taxes, diesel fuel sales taxes and vehicle registration fees and provides for inflationary adjustment to tax rates in future years.

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 established a new Road Maintenance and Rehabilitation Account (RMRA) to fund road maintenance, rehabilitation, and critical safety projects on the local street and road systems.

The Annual Street Rehabilitation Program (CIP No. 21000) was established as part of the City's five-year Capital Improvement Program to invest annually in improving and maintaining pavement conditions in the City. In FY24/25, the City is expected to receive an estimated \$573,781<sup>1</sup> in RMRA funds. Receipt of funding is anticipated annually. As a condition for receiving these funds, cities and counties are required to submit an annual project list to the California Transportation Commission (CTC). The FY24/25 project list, which includes details such as project scope, location, schedule and estimated usable life, is due on July 1, 2024. Projects included on the list must be specifically identified, by resolution, at a regular public meeting.

SB 1 includes accountability and transparency provisions that require cities and counties to provide annual project reporting to the CTC to ensure that public funds are efficiently invested in maintaining local streets and roads. The CTC will track and report on performance goals. In general, this reporting requirement consists of submitting to the CTC an annual project list detailing the scope of projects expected to be completed in a fiscal year and a project completion report detailing what was completed.

Previously, staff submitted the Marin Pavement Rehabilitation Project for the FY20/21 (Reso. No. 2020-25), FY22/23 (Resolution No. 2022-54), and FY23-24 (Resolution No. 2023-28) allocations, as approved by the Council. The project is being relisted at this time to increase SB1/RMRA funding support to the project.

## **DISCUSSION**

Since 2017, the City has used RMRA funding to complete several pavement rehabilitation projects:

- Evelyn Avenue between Portland and Garfield
- Madison Avenue as part of the 2019 Paving Maintenance Project
- Phases I & II of the Washington Avenue Pavement Rehabilitation Project
- Marin Avenue Pavement Rehabilitation Project – Phase 1

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<sup>1</sup> See revenue projections in Attachment B here: <https://californiacityfinance.com/LSR2401.pdf>

The upcoming fiscal year's allocation of RMRA funds is proposed to continue to fund the Marin Avenue Pavement Rehabilitation Project – Phase 2.

As part of the Annual Street Rehabilitation Program, work was proposed and approved to rehabilitate pavement on Marin Avenue between Cornell Avenue and the City's eastern City Limits at Tulare Avenue. Phase 1 improvements began construction in November 2022 and is now completed. This project phase consisted of 56,000 square feet of pavement rehabilitation, as well as rehab and upgrades to associated curb ramps, storm drain facilities, and striping and signage. The Phase 2 limits are currently scheduled for construction from mid-FY25 to mid-FY26 in coordination with current major projects on other arterial streets in Albany. Phase 2 limits consist of approximately 200,000 square feet of pavement rehabilitation, along with improvements to associated curb ramps, storm drain facility, flashing beacons and striping/signage.

State RMRA funding is an appropriate funding source for precisely this type of project as it is designed to address basic roadway rehabilitation and safety needs. In addition to the three-quarters of a mile of roadway rehabilitation, the Marin Avenue Pavement Rehabilitation Project is an important bikeway on the City's Active Transportation Network; other project improvements include bulbout and corner radii reductions to decrease crossing distances for pedestrians and rapid flashing beacon and high-visibility crosswalks.

### **SOCIAL EQUITY AND SUSTAINABILITY CONSIDERATIONS**

This project involves the removal and replacement of existing asphalt concrete pavement, curbs, gutters, and installation of ADA-compliant curb ramps. Accessible curb ramps provide greater mobility for pedestrian and ADA (American Disability Act) users, thus promoting non-motorized travel and reducing greenhouse gas emissions.

### **CITY COUNCIL STRATEGIC PLAN INITIATIVES**

This project supports the City Council Strategic Plan GOAL 3: Promote Streets that Support Safety & Transportation Mobility Options.

### **FINANCIAL CONSIDERATIONS**

Staff continues to anticipate an ongoing annual allocation from the RMRA in the range of \$450,000 – \$575,000, an increase from the previous average allocation of \$315,000 per year. Gas tax revenues have increased significantly since the COVID-19 pandemic, and while experts have not determined whether this level of funding will remain stable, for the short-term it is expected to remain in the updated range. Receipt of this funding is generally anticipated and included in the City's Capital Improvement Plan budget for the Annual Street Rehabilitation Program (CIP No. 21000). This program reflects the City's commitment to investing annually in maintaining and improving the City's public right-of-way.

The City's estimated distribution of funds for fiscal year 2024-25 is \$573,781.

Of note regarding an administrative process change is the following. In previous years when this annual requirement was brought before the Council, staff included an action for Council to approve appropriation of the estimated annual funding amount. Since inception of the program, there has been variance between the estimated annual funding amount and the actual revenues received as audited at the end of the fiscal year. Therefore, staff is not recommending an appropriation of funds at this time, but rather will recommend an appropriation for the listed project at the time of construction contract award. This ensures that all actual funds received are authorized for expenditure by the Council, rather than needing to do a complex “true-up” of appropriations at multiple stages. This process has been approved by State program staff and expenditures will be reported to the State Controller’s Office (SCO) as per program requirements.

**Attachments**

1. Resolution No. 2024-29



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2           **WHEREAS**, the City uses a Pavement Management System to develop the CIP  
3 (Capital Improvement Program) and SB 1 project list to ensure revenues are being used on the  
4 most high-priority and cost-effective projects that also meet the community’s priorities for  
5 transportation investment; and

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7           **WHEREAS**, the SB 1 project list and overall investment in our local streets and roads  
8 infrastructure with a focus on basic maintenance and safety, investing in complete streets  
9 infrastructure, and using cutting-edge technology, materials and practices, will have significant  
10 positive co-benefits statewide.

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12           **NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND**  
13 by the Albany City Council, as follows:

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15           1. The foregoing recitals are true and correct.  
16           2. The following project is being re-listed at this time to be funded in-part or solely  
17 with Fiscal Year 2024-25 Road Maintenance and Rehabilitation Account revenues:  
18           a. Project Title: **Marin Avenue Pavement Rehabilitation Project**  
19           b. Project Description: The project consists of rehabilitation of a main arterial  
20 street, including three-quarters of a mile of paving, curb ramps, bulbouts,  
21 drainage improvements, striping and signage improvements, bikeway  
22 improvements, and green infrastructure. This project is part of the Annual  
23 Street Rehabilitation Program (CIP No. 21000).  
24           c. Project Location: Marin Avenue between Cornell Avenue and Tulare Avenue  
25 (City Limits)  
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- d. Estimated Project Schedule: Phase 1: Completed; Phase 2: Design Summer 2024, Advertisement Fall 2024, Construction completion est. Fall 2025.
- e. Estimated Project Useful Life: approximately 30 years.

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JOHN MIKI, MAYOR