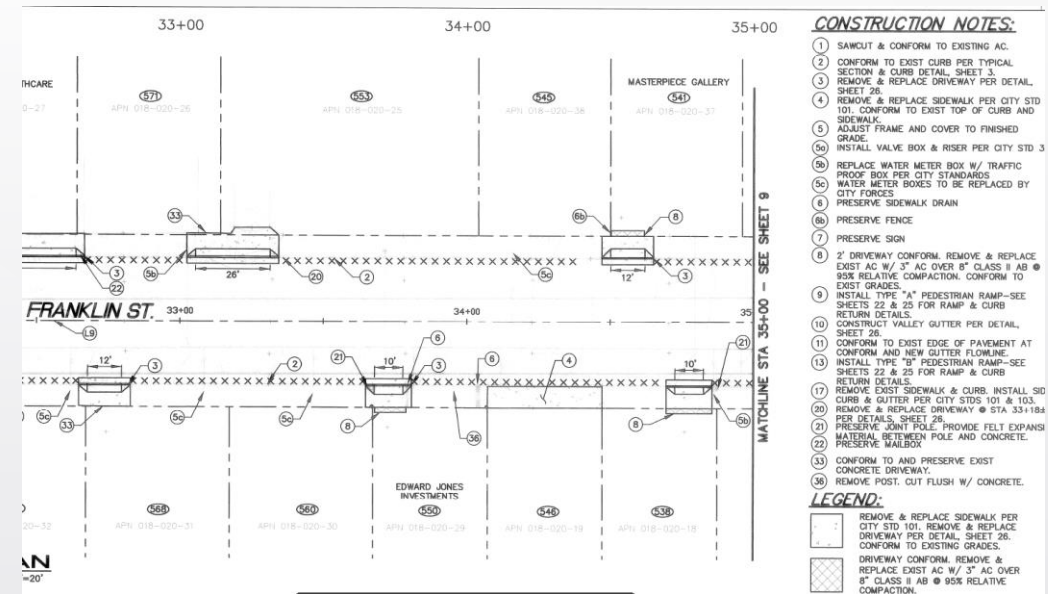

Street Repair Project Elements & Transportation Funding



What's a Street?

Streets are defined by the FBMC in section 1.04.010 as “**STREET**. Includes all streets, highways, avenues, lanes, alleys, courts, places, squares, curbs, or other public ways in this City which have been or may hereafter be dedicated and open to public use, or such other public property so designated in any law of this state.”



- All revenue collected for the sole purpose of repairing, maintaining, and reconstructing City streets shall be used in accordance with locally adopted policies.
- It's because of our local street sales tax that the City is considered a “self-help” city which makes us eligible for additional revenues under the Road Maintenance and Rehabilitation Act (RMRA).

A street for cars ...



A street for water ...



A street for people ...



A flooded street is not good for anyone...



Transportation Funding Sources

- Local Street Sales Tax
- Road Maintenance and Rehabilitation (RMRA)
- Highway User Tax Accounts (HUTA)
- Regional Surface Transportation Program (RSTP or D1)
- Other Grant Sources





Local Street Sales Tax (Self-Help City)

- The local street sales tax (Measure H), is a ½ cent special sales tax passed specifically for street repairs in 2004 and extended in 2014 to sunset in 2024.
- The Fort Bragg Municipal Code (FBMC) specifies the uses of the funds as;

§ 3.10.140 USE OF TAX PROCEEDS AND EXPENDITURE PLAN.

All proceeds of the tax levied and imposed hereunder shall be accounted for and paid into a special fund or account designated for use for street repair, maintenance and reconstruction only, including related expenses as are deemed necessary by the City Council for the benefit of the residents of the City. Because the proceeds of the tax shall be used only for repairing, maintaining and reconstructing City streets, this section shall satisfy the expenditure plan requirement of Section 7285.91(c) of the Revenue and Taxation Code.

(Ord. 907, § 1, passed 09-23-2013)



Road Maintenance and Rehabilitation (RMRA)

*State funding source

Local Streets and Roads (LSR)

- SB 1 created new funding that is available to cities and counties for basic road maintenance, rehabilitation, and critical safety projects
- To be eligible for, each year the city must submit a proposed project list adopted by council that is then submitted to the California Transportation Commission (CTC).
- The City also provides the CTC with an Annual Project Expenditure Report for each year in which program funding was received and expended.
- Annual Average funding is \$120,000.

Local Partnership Program (LPP)

- Supports the investment that local communities have made in their region through voter-approved transportation tax measures through matching funds.
- Projects will include road maintenance and rehabilitation purposes and other transportation infrastructure improvements.
- Funds are allocated by the CTC with 50% available by formula and 50% available on a competitive basis, to ensure smaller jurisdictions are able to compete.
- Minimum \$100,000 for small jurisdictions.



Highway User Tax Accounts (HUTA)

Federal Fuel Excise Tax: The IRS collects this tax—18.4¢/gallon gas and 24.4¢/gallon diesel

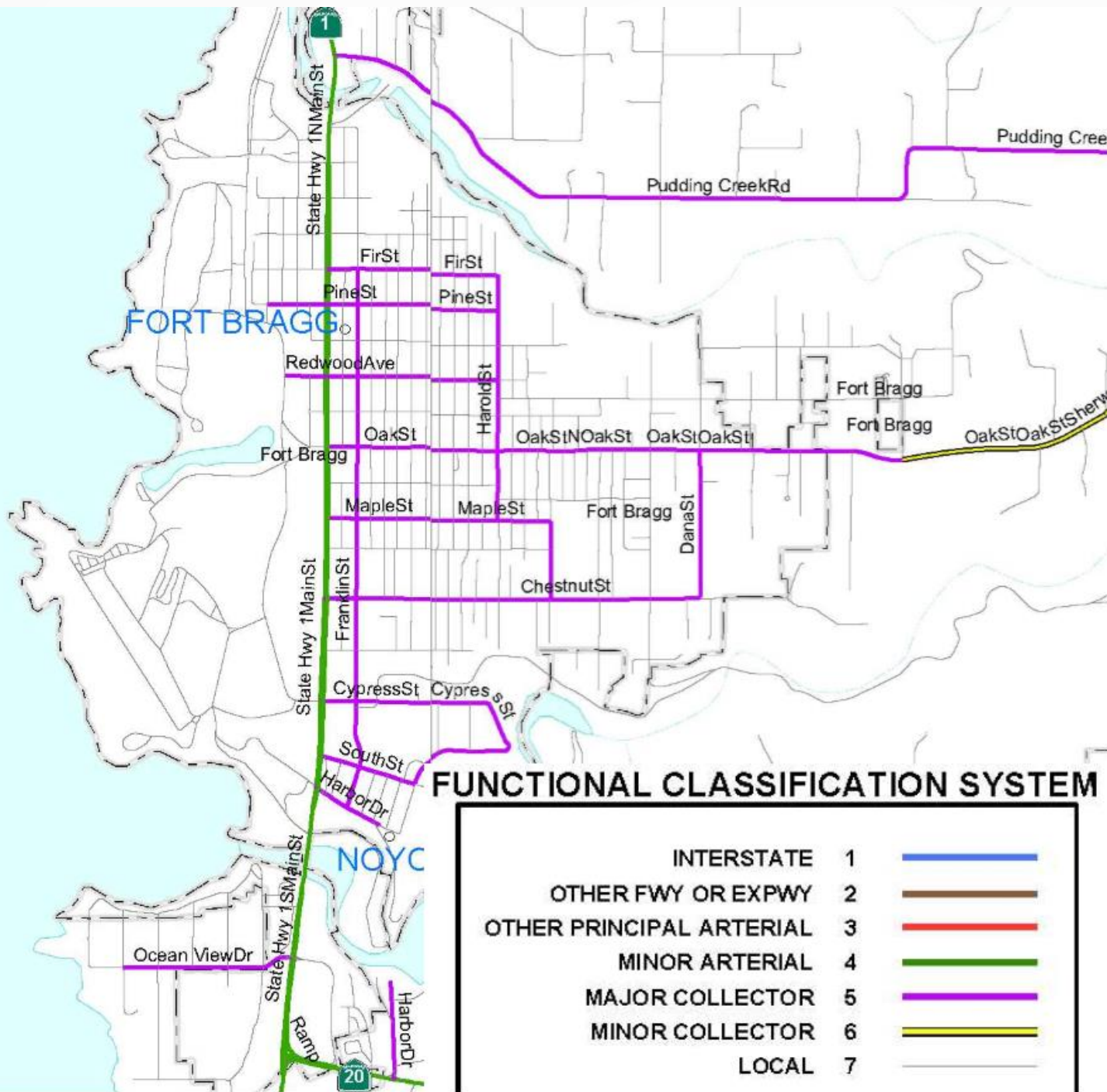
The use of HUTA funds is restricted by Article XIX of the State Constitution and by Streets and Highways Code Section 2101. All Motor Vehicle Fuel Tax funds from the HUTA must be expended for the following:

- a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for non-motorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
- b) The research and planning for exclusive public mass transit guideways (and their related fixed facilities), the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.
- c) The construction and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways.
- d) The payment of principal and interest on voter-approved bonds issued for the purposes specified above.



Regional Surface Transportation Program (RSTP or D1)

- The State of California has designated 26 RTPAs with populations less than 50,000 people (CA Government Code Section 29532 et. seq.). Our regional agency MCOG is responsible for planning, coordinating, and administering federal, state, and local funds that enhance the region's multimodal transportation network.
- Like HUTA, D1 funds from Section 186 (d) 1) the use of these funds has to be consistent with the intent of use of motor vehicle fuel revenues as identified in Article XIX of the California Constitution.
- *One Additional requirement specifies that the:* Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway unless it meets certain exemptions. (Map on next slide)



Federal-aid Highway Classification Map

Eligible City Streets are listed in purple

Relevant Exemptions to mapped locations Include:

- Recreational trails
- Pedestrian and bicycle paths in accordance with ADA regulations
- Safe Routes to School Programs



Guidelines for State and Federal Funds

The State Controller publishes Guidelines Relating to Gas Tax Expenditures for Cities and Counties annually. This guide defines road construction and related work and breaks allowable expenses into four construction categories.

- 1) New construction
- 2) Reconstruction;
- 3) Preventative Maintenance
- 4) 3R Work (resurfacing, restoration, and rehabilitation).

Category 3, preventative maintenance includes restoration of drainage systems.

Examples of covered drainage expenditures include complete reconstruction or addition of culverts, extending old culverts and drains and replacing headwalls, repairing curb, gutter, rip-rap, underdrain, storm drains, and catch basins and related pipes. This is a short list of roadway construction expenditures eligible for reimbursement utilizing gas tax money from the state (like SB-1) and Federal government (HUTA). For consistency, these guidelines should be applied uniformly to the expenditures of local streets tax money as well.

https://sco.ca.gov/Files-AUD/gas_tax_guidelines_jan2018.pdf

Underground Utilities and other Components of Street Design

- Electric transmission/distribution lines
- Telephone/Fiber Optics lines
- Petroleum, gas, water, stormdrain, and sewer
- TV Cable
- Fire Hydrants
- Streetlights
- Sidewalk, curb, and gutter





The Reality of Stormwater

“A flooded street is not a Complete Street. When it rains, people biking, walking, and using mobility devices are the first ones to lose access to the street and the last to regain access.” (NACTO)

- If stormwater conveyance systems are not operating properly, the destructive forces of water will degrade pavement surfaces at exceedingly fast rates.
- Potholes are most commonly formed by water and wear and tear over time.
- The area's most prone to pothole development are where drainage is poor.
- When maintenance is deferred, small fissures appear and road surfaces deteriorate to poor conditions.
- Poor drainage impacts roadway conditions, curb ramp design, street crossings, and bicycle infrastructure; all of which are key components of a street restoration project.
- Road Rehabilitation projects must anticipate the use of funds for correcting underlying issues (mainly drainage) or road conditions will quickly return to failed conditions.

Americans with Disabilities Act (ADA) - Title II

- Title II of ADA requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important is the obligation whenever streets, roadways, or highways are altered, curb ramps must be upgraded to ensure accessibility and usability of the walkways for persons with disabilities.
- Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.
- Treatments that serve solely to seal and protect the road surface are considered to be exempted maintenance. Example treatments include: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, and pavement patching.



