

# City Council Special Meeting Agenda



**APRIL 9, 2019**

**5:00 p.m.**

**City of Turlock Yosemite Room**

**156 S. Broadway, Turlock, California**



Mayor  
**Amy Bublak**

Council Members

**Nicole Larson**

**Andrew Nosrati**

**Gil Esquer**

**Becky Arellano**

Vice Mayor

City Manager  
**Robert C. Lawton**

City Clerk

**Jennifer Land**

City Attorney

**Douglas L. White**

**SPEAKER CARDS:** To accommodate those wishing to address the Council and allow for staff follow-up, speaker cards are available for any agenda item or any other topic delivered under Public Comment. Please fill out and provide the Comment Card to the City Clerk or Police Officer.

**NOTICE REGARDING NON-ENGLISH SPEAKERS:** The Turlock City Council meetings are conducted in English and translation to other languages is not provided. Please make arrangements for an interpreter if necessary.

**EQUAL ACCESS POLICY:** If you have a disability which affects your access to public facilities or services, please contact the City Clerk's Office at (209) 668-5540. The City is committed to taking all reasonable measures to provide access to its facilities and services. Please allow sufficient time for the City to process and respond to your request.

**NOTICE:** Pursuant to California Government Code Section 54954.3, any member of the public may directly address the City Council on any item appearing on the agenda, including Consent Calendar and Public Hearing items, before or during the City Council's consideration of the item.

**AGENDA PACKETS:** Prior to the City Council meeting, a complete Agenda Packet is available for review on the City's website at [www.cityofturlock.org](http://www.cityofturlock.org) and in the City Clerk's Office at 156 S. Broadway, Suite 230, Turlock, during normal business hours. Materials related to an item on this Agenda submitted to the Council after distribution of the Agenda Packet are also available for public inspection in the City Clerk's Office. Such documents may be available on the City's website subject to staff's ability to post the documents before the meeting.

**1. A. CALL TO ORDER**

**B. SALUTE TO THE FLAG**

**2. PUBLIC PARTICIPATION – LIMITED TO ITEMS DESCRIBED IN THE NOTICE FOR THIS MEETING**

Pursuant to California Government Code Section 54954.3(a), this is the time set aside for citizens to address the City Council concerning any item that has been described in the notice for this meeting, including Consent Calendar items, before or during consideration of that item. You will be allowed five (5) minutes for your comments. If you wish to speak regarding an item on the agenda, you may be asked to defer your remarks until the Council addresses the matter.

**3. DECLARATION OF CONFLICTS OF INTEREST AND DISQUALIFICATIONS**

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4. SCHEDULED MATTERS:

- A. Request to adopt a revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017" AND amend the City of Turlock Fiscal Year 2018-19 SB 1 Road Maintenance and Rehab Fund 219 to accurately reflect the revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017" as detailed in Attachment "A" AND adopt a list of projects for Fiscal Year 2019-20 funded by SB 1 "The Road Repair and Accounting Act of 2017" AND approve the road rehabilitation strategy that identifies all dedicated road funding sources and identifies the project selection criteria OR provide direction to staff on development of a road rehabilitation strategy that includes all dedicated funding sources for road rehabilitation

***Recommended Action:***

Resolution: Adopting a revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017"

Resolution: Amending the City of Turlock Fiscal Year 2018-19 SB 1 Road Maintenance and Rehab Fund 219 to accurately reflect the revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017" as detailed in Attachment "A"

Resolution: Adopting a list of projects for Fiscal Year 2019-20 funded by SB 1 "The Road Repair and Accounting Act of 2017"

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Authorizing one of the following options:

OPTION A:

Motion: Approving the road rehabilitation strategy that identifies all dedicated road funding sources and identifies the project selection criteria

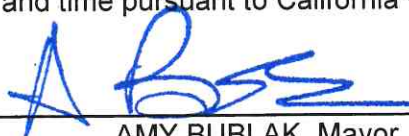
OR

OPTION B:

Motion: Providing direction to staff on development of a road rehabilitation strategy that includes all dedicated funding sources for road rehabilitation

5. ADJOURNMENT

The foregoing meeting is hereby called by Mayor Amy Bublak at the above mentioned date and time pursuant to California Government Code §54956.



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AMY BUBLAK, Mayor

# City Council Staff Report

April 9, 2019



4A



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From: Nathan Bray, P.E.,  
Interim Development Services Director/City Engineer

Prepared by: Nathan Bray, P.E.,  
Interim Development Services Director/City Engineer

Agendized by: Robert C. Lawton, City Manager

**1. ACTION RECOMMENDED:**

- Resolution: Adopting a revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017"
- Resolution: Amending the City of Turlock Fiscal Year 2018-19 SB 1 Road Maintenance and Rehab Fund 219 to accurately reflect the revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017" as detailed in Attachment "A"
- Resolution: Adopting a list of projects for Fiscal Year 2019-20 funded by SB 1 "The Road Repair and Accounting Act of 2017"

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Authorizing one of the following options:

OPTION A:

Motion: Approving the road rehabilitation strategy that identifies all dedicated road funding sources and identifies the project selection criteria

OR

OPTION B:

Motion: Providing direction to staff on development of a road rehabilitation strategy that includes all dedicated funding sources for road rehabilitation

**2. SYNOPSIS:**

This action will adopt a revised list for the projects and activities funded by SB1 for FY 2018-19 and adopt a list for projects and activities funded by SB1 for FY 2019-20. Additionally, this action will approve a road rehabilitation strategy that identifies all dedicated road funding sources and identifies the project selection criteria or provide direction to staff on the development of a road rehabilitation strategy.

**3. DISCUSSION OF ISSUE:**

FY 2018-19 SB1 List

On April 28, 2017, the Governor signed Senate Bill (SB) 1, which is known as the Road Repair and Accountability Act of 2017. The primary focus of that Bill is to address basic road maintenance, rehabilitation, and critical safety needs on both the state highways and local streets and road systems. One of the criteria for funding requires cities to submit an approved project list to the California Transportation Commission annually. The Council approved the list on April 24, 2018 and was subsequently submitted to the State. The City is allowed to make changes to the list that are in conformance with the applicable use of SB1 Funds.

One major change in the revised FY 2018-19 SB1 list is a result of the decision of Stanislaus Council of Governments (StanCOG) to end the disbursement of Local Transportation Funds (LTF) Local Streets and Roads apportionment. The City used the LTF funds to perform essential ongoing transportation operations (as further identified below). StanCOG voted to keep the available funds for future transit uses as opposed to disbursing to the local agencies. The City of Turlock used those funds to pay for the following:

- Traffic signal maintenance; and,
- Power costs for traffic signals; and,
- Power costs for street lights in non-assessment districts; and,
- Parts and supplies for traffic signals; and,
- Funds for traffic engineering services.

Though many discussions with StanCOG have been had, StanCOG has not considered reversing their decision. Therefore, Staff must identify a future funding strategy for those essential operations. Staff has identified three potential funding sources to continue allowing the City to provide the services.

1. General Fund. The expenditures are an allowable use of funds and the Council could choose to allocate the funding to support the services. Staff does not recommend this alternative as use of general funds could be considered establishing a maintenance of effort (MOE). Both SB1 and Measure L contain stipulations that if General Fund dollars are used for road

funding (other than bona fide one-time-uses) than an equivalent level of funding must be used in subsequent years.

2. Gas Tax Funds. The expenditures are an allowable use of funds and the Council could choose to allocate the funding to support the services. Although this is an appropriate use of Gas Tax Funds, Staff does not recommend this use due to the instability of gas tax funding and the administrative burden of allocating the existing expenditures that occur within the Gas Tax Fund to the SB1 Fund.
3. SB1 Funds. The expenditures are an allowable use of funds and the Council could choose to allocate the funding to support the services. Other than General Fund or Gas Tax Funds, this is the only remaining funding source for these operations. Based that these operations are essential to the built transportation urban environment and the lack of additional funding, Staff recommends the use of SB1 funds for these operations. The SB1 process requires the Council adopt a list of expenditures each year which will facilitate a discussion of the use of these funds each year.

#### FY 2019-20 SB1 List

In concert with the proposed list revision for FY 2018-19, Staff proposes a list that is similar to the revised FY 2018-19 list. The list addresses the essential operations that were previously funded with LTF funds as well the strategy to fund both projects and maintenance operations. As with previous years, the list can be modified after adoption and does not serve to limit the actions the City can spend the funds on. If, through discussions on the larger road rehabilitation strategy, the desire is to change the strategy and use of funds to different projects, Staff can bring back a modified list to Council for consideration.

#### Road Rehabilitation Strategy

The City currently budgets approximately \$7.3M of roadway funding through four main components; Gas Tax, SB1, Federal and Measure L. Each of the components have restrictions of what the funds can be used for, but all are restricted for roadway maintenance and rehabilitation. The City's past approaches did not include the use of Measure L and SB1 funds as those are "new" sources of revenues. Staff would like to develop a strategy with this Council to gain a consensus on the preferred strategy to help prioritize future road rehabilitation operations.

The City is estimated to receive \$1,855,000 of Gas Tax Funds and \$1,321,000 in SB1 Funds in FY 2019-20. The City is also expecting to receive \$3,200,000 in Measure L Funds and \$929,000 in Federal Funds. These four funding sources account for the entire \$7,300,000 the City expects to receive and spend for FY 2019-20.

Staff recommends a multi-prong approach to the expenditure of these limited funds to include funding for maintenance operations (pothole repair, traffic striping, street landscape maintenance, traffic sign replacement, etc.), ongoing expenses for the maintenance and operation of the City's traffic signals and non-assessment district street lights, match funding for leveraging federally funded roadway projects, road rehabilitation projects and set aside funding for safety projects.

The proposed structure involves identifying funding for maintenance operations, safety enhancements/projects and road rehabilitation projects. Staff recommends the following funding:

- Maintenance                      \$2,541,000 (~35%)
- Safety                                \$100,000 (~1%)
- Projects                             \$4,724,000 (~64%)

Maintenance:

The proposed level of maintenance would increase from the City's existing level with the addition of 2 full time personnel to address pothole repairs and traffic striping. The City currently has 8.5 full time equivalent positions dedicated to street maintenance that includes pothole repair, traffic striping, street landscape maintenance, traffic sign replacement, etc. The costs for providing the current level of service for the abovementioned functions is approximately \$1,600,000 annually. The proposed additional costs for two additional road maintenance workers is \$176,000. Additionally, the added materials the additional staff would use is anticipated to cost approximately \$65,000 (additional asphalt material and thermoplastic material for striping). The total additional costs for the maintenance operations is \$241,000.

The other large part of additional ongoing maintenance costs are the costs associated with the traffic signal maintenance and street lighting power costs. As stated above, these costs were previously paid from the City's LFT allocation. StanCOG voted to keep the local streets and roads portion of LTF funds, so the City is forced to find alternate funding sources. These are ongoing costs and are located with the maintenance portion of this strategy. The costs are roughly \$700,000 annually and are split equally between traffic signal maintenance (signal maintenance contractor, parts and supplies and obligations for Caltrans maintained signals) and power costs for the non-assessment district street lights.

Safety:

The Safety portion of the road rehabilitation strategy would address safety concerns in the right of way that other projects or maintenance operations would not address. Examples of safety projects include, but not limited to:

- Physical changes to intersections, i.e. curb ramp bulb-outs or road diets,

- Supplemental striping, marking or signs to enhance areas within the right of way,
- Pedestrian or bicycle improvements.

It is not anticipated to have a project list for the safety project component of the road rehabilitation strategy as the idea is these funds would be used for items to address safety issues in a more fluid manner. The projects would be identified by the City Engineer on an on-going basis. This approach doesn't mean that safety elements will not be addressed with both projects and maintenance operations. However, Staff recommends setting aside funds that can address safety issues as they arise in a dynamic manner. The proposed level of safety funding is \$100,000 annually and represents just over 1% of the funding available.

Projects:

The projects component of the road rehabilitation strategy will address projects that are larger in scale and typically performed by contract through competitive bid processes. The project component includes all Measure L funding, all Federal funding and a portion of gas tax and SB1 funding, representing a total of \$4,724,000. The projects would be identified through the use of the City's pavement maintenance program, StreetSaver and based on criteria established by this Council. With StreetSaver, Staff can prepare project lists to coincide with available funding scenarios. For example, Staff can run a scenario that uses all of the available funding (\$4.724M) the most efficiently and StreetSaver will identify the list of projects.

Project Selection Criteria

The City utilizes StreetSaver as their pavement management system. A pavement management system is a decision support tool for local agencies to determine a cost-effective decisions concerning the maintenance and rehabilitation of road surfaces. StreetSaver helps answer the following questions:

- What does my road network consist of?
- What is the condition of my road network?
- Which streets do I need to repair next year? The following year?
- When should I time repairs?
- How much money will I need to perform these repairs?
- How can I prioritize streets for repairs?

In determining what projects the limited funding should be performed, StreetSaver plays a vital role. Currently, the City's Pavement Condition Index (PCI) is 57. The PCI has declined from 65 in 2013. Utilizing StreetSaver to determine the most effective and efficient use of the limited funding will be vital in arresting the rate of decline of the City's PCI.

There are constraints that can be applied to StreetSaver when running project scenarios that reduce the effectiveness of StreetSaver's recommended projects,

such as: spending a certain percentage of funds on a certain classification of street, identifying a certain percentage of funds to be applied to projects within a certain geographical boundary, and selecting projects on an individual basis.

In order to achieve a status-quo PCI, Street Saver recommends the expenditure of \$13,000,000 annually. The amount of funding available for projects is less than the recommended amount, therefore it is important to utilize the funds in the most efficient and effective way.

Part of the project selection is identifying preventative maintenance and rehabilitation strategies. Preventative maintenance is most commonly thought of as slurry seals. It is more cost effective to preserve streets that are in good condition than reconstruct streets that are failed. StreetSaver will recommend both treatments based on the need and level of funding.

Based on the limited funding available, and the unbiased approach of using StreetSaver's data-based analysis, Staff recommends identifying a project strategy that relies on the most efficient and effective use of funds as identified by StreetSaver.

**4. BASIS FOR RECOMMENDATION:**

- A. SB1 requires that cities identify projects and amend their budgets prior to receiving SB1 funding.
- B. Road rehabilitation funding is complex with many factors to consider. Staff would like Council to develop a strategy that sets forth a structure for staff to apply when identifying road projects and addressing the daily maintenance of the City's road network.

**5. FISCAL IMPACT / BUDGET AMENDMENT:**

No General Fund monies will be used for the road rehabilitation projects, unless Council decides to use General Funds on a project-by-project basis.

Staff proposed a strategy that has expenses matching revenues. The amount of projects and maintenance operations that are proposed are equivalent to the revenue projections for FY 2019-20. The revenue projections are provided by the State Department of Finance for the Gas Tax and SB1 funds, Caltrans and StanCOG for the federal Funds, and Staffs estimate for Measure L funds. Future budgets will be prepared with the same level of analysis of anticipated revenues and matched expenditures.



The amount of road rehabilitation funds anticipated for FY 2019-20 over the four different types of funds is \$7,365,000. All of these funds must be used for road purposes and cannot be used for general fund obligations.

The budget amendment presented for Council's consideration this evening would upon approval amend the FY 2018-19 SB1 Road Maintenance and Rehab Fund 219 and the Streets – Local Transportation Fund 216 to accurately reflect the revised list of SB1 projects for FY 2018-19 that is being presented to Council for approval. This budget amendment should only be considered for adoption if the revised list is approved by City Council.

**6. CITY MANAGER'S COMMENTS**

Recommend Approval.

**7. ENVIRONMENTAL DETERMINATION:**

CEQA action will be made for each project at the time the City Council awards the construction contract. No determination is required to be made with this action.

**8. ALTERNATIVES:**

- A. Council could choose to not adopt or modify the SB1 project list. Staff does not recommend this alternative as the May 1, 2019 deadline for the delivery of the project list to the California Transportation Commission is fast approaching.
- B. Council could choose to not adopt a road rehabilitation strategy. Staff does not recommend this alternative as it may create delays in our ability to respond to maintenance needs.
- C. Council could choose to direct staff to prepare different project strategies as opposed to the one identified in this report. Staff does not recommend this alternative as the strategy identified most effectively used the limited funding available for projects. While different strategies may have different outcomes, the strategy identified only considers the effective use of the limited funds.

BEFORE THE CITY COUNCIL OF THE CITY OF TURLOCK

IN THE MATTER OF ADOPTING A REVISED } RESOLUTION NO. 2019-  
LIST OF PROJECTS FOR FISCAL YEAR 2018-19 }  
FUNDED BY SB 1 "THE ROAD REPAIR AND }  
ACCOUNTING ACT OF 2017" }  
\_\_\_\_\_ }

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

**WHEREAS**, SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Turlock are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

**WHEREAS**, on April 24, 2018, the City Council previously adopted a list of all projects proposed to receive funding in Fiscal Year 2018-19 from the Road Maintenance and Rehabilitation Account (RMRA); and

**WHEREAS**, the previously adopted list of projects for Fiscal Year 2018-19 needs to be modified to reflect the changes in projects the City of Turlock will perform in Fiscal Year 2018-19 from SB 1; and

**WHEREAS**, these projects continue essential road maintenance and rehabilitation, safety improvements, and increasing access and mobility options for the traveling public.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Turlock does hereby adopt a revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017" (Exhibit A).

**PASSED AND ADOPTED** at a special meeting of the City Council of the City of Turlock this 9<sup>th</sup> day of April, 2019, by the following vote:

AYES:  
NOES:  
NOT PARTICIPATING:  
ABSENT:

ATTEST:

\_\_\_\_\_  
Jennifer Land, City Clerk,  
City of Turlock, County of Stanislaus,  
State of California

# FY 18/19

## EXHIBIT A

Project Description	Location	Estimate Cost	Anticipated Year of Construction	Estimated Useful Life
Christoffersen Median Fencing	Christoffersen Parkway median from Walnut Road 1200' west. (Carryover)	\$ 115,515.00	2018	30
Slurry Seal	Various Locations (Carryover)	\$ 224,950.00	2018	7
Hot Mix Asphalt	Street City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 40,000.00	N/A	N/A
Road Rehabilitation	On Lander Avenue from South to Glenwood and on Hawkeye Avenue from Olive to Eastern City Limits	\$ 200,000.00	2019	20
Maintain Transportation Facilities - Traffic Signal	Signalized intersections City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 350,000.00	N/A	N/A
Maintain Transportation Facilities - Street Lights	Street lights City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 350,000.00	N/A	N/A

**BEFORE THE CITY COUNCIL OF THE CITY OF TURLOCK**

**IN THE MATTER OF AMENDING THE CITY }  
OF TURLOCK FISCAL YEAR 2018-19 }  
SB 1 ROAD MAINTENANCE AND REHAB }  
FUND 219 TO ACCURATELY REFLECT THE }  
REVISED LIST OF PROJECTS FOR FISCAL }  
YEAR 2018-19 FUNDED BY SB 1 "THE }  
ROAD REPAIR AND ACCOUNTING ACT OF }  
2017" AS DETAILED IN ATTACHMENT "A" }**

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**RESOLUTION NO. 2019-**

**WHEREAS**, on April 24, 2018, the City Council adopted the fiscal year 2018-19 project list for SB 1 funding and submitted the approved project list to the California Transportation Commission as required; and

**WHEREAS**, the City is allowed to make changes to the list that are in conformance with the applicable use of SB 1 Funds; and

**WHEREAS**, the Stanislaus Council of Governments (StanCOG) voted to end the disbursement of Local Transportation Funds (LTF) Local Streets and Roads apportionment to member agencies for critical road needs deciding instead to retain all LTF funds for future transit needs; and

**WHEREAS**, the City utilized the LTF funds to pay for the following expenses: electrical costs associated with traffic signals and street lights in non-assessment areas, traffic signal maintenance, parts, supplies and traffic engineering services; and

**WHEREAS**, due to the loss of the LTF roads apportionment the City must identify alternative funding sources to cover the expenses in order to continue providing electricity and maintenance to traffic signals and street lights throughout the City; and

**WHEREAS**, these expenditures are an allowable use of SB 1 funding as they relate to road maintenance and road safety; and

**WHEREAS**, by separate action, the Council is requested to approve the revised fiscal year 2018-19 SB 1 project list to include the expenditures previously paid by LTF funds.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Turlock does hereby amend the City of Turlock Fiscal Year 2018-19 SB 1 Road Maintenance and Rehab Fund 219 to accurately reflect the revised list of projects for Fiscal Year 2018-19 funded by SB 1 "The Road Repair and Accounting Act of 2017" as detailed in Attachment "A".

**PASSED AND ADOPTED** at a special meeting of the City Council of the City of Turlock this 9<sup>th</sup> day of April, 2019, by the following vote:

AYES:  
NOES:  
NOT PARTICIPATING:  
ABSENT:

ATTEST:

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Jennifer Land, City Clerk  
City of Turlock, County of Stanislaus,  
State of California

ATTACHMENT A

G/L Account Number	Account Description	2018/2019 Amended Budget as of 4/8/19	Proposed Budget Amend	Proposed Revised Budget
<b>Fund: 219 - SB1 Road Maint &amp; Rehab Account</b>				
219-40-428.41001	Full Time Salaries	88,916	(88,916)	0
219-40-428.42002	Medical Dental Plan	48,162	(48,162)	0
219-40-428.42003	Vision Insurance	554	(554)	0
219-40-428.42004	Long Term Disability Insurance	626	(626)	0
219-40-428.42005	Life Insurance	263	(263)	0
219-40-428.42007	Workers Comp Insurance	4,924	(4,924)	0
219-40-428.42008	City Liability Insurance	3,384	(3,384)	0
219-40-428.42009	PERS	33,599	(33,599)	0
219-40-428.42010	Medicare Tax	1,271	(1,271)	0
219-40-428.42012	Retiree Health Insurance	1,753	(1,753)	0
219-40-428.42013	Deferred Comp	438	(438)	0
219-40-428.42016	Employee Contrib To PERS	(7,890)	7,890	0
<i>SU - Supplies and Maintenance</i>				
219-40-428.44001_266	Supplies Thermo Paint	25,000	(25,000)	0
<i>CA - Capital Outlay</i>				
219-40-428.51030	Hot Mix Trailer	42,000	(42,000)	0
219-40-428.51031	Thermo Trailer	70,500	(70,500)	0
219-40-428.51105	Vehicle	36,000	(36,000)	0
<i>TO - Transfers Out</i>				
219-40-428.48001_300	Transfers Out to Fund 216 Signal Maint	0	700,000	700,000
<b>Fund: 216 -Streets - Local Transportation</b>				
<i>TI - Transfers IN</i>				
216-40-421.38001_300	Transfers In from Fund 219 Signal Maint	0	700,000	700,000

ADDITIONAL INFORMATION: This budget amendment will update the fiscal year 2018/2019 Adopted/Amended Budget to reflect the adopted revised Project and Activity list for SB 1 pertaining to Fiscal Year 2018/2019 as approved by Council at April 9, 2019 Council Meeting.

BEFORE THE CITY COUNCIL OF THE CITY OF TURLOCK

IN THE MATTER OF ADOPTING A LIST OF }  
PROJECTS FOR FISCAL YEAR 2019-20 }  
FUNDED BY SB 1 "THE ROAD REPAIR AND }  
ACCOUNTING ACT OF 2017" }  
\_\_\_\_\_ }

RESOLUTION NO. 2019-

**WHEREAS**, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 in order to address the significant multi-modal transportation funding shortfalls statewide; and

**WHEREAS**, SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Turlock are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

**WHEREAS**, the City of Turlock must adopt a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB1 by resolution, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

**WHEREAS**, the City of Turlock will receive an estimated \$1,236,904 in RMRA funding in Fiscal Year 2019-20 from SB 1; and

**WHEREAS**, this is the third year in which the City of Turlock is receiving SB 1 funding and will enable the City of Turlock to continue essential road maintenance and rehabilitation projects, safety improvements, and increasing access and mobility options for the traveling public.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Turlock does hereby adopt a list of projects for Fiscal Year 2019-20 funded by SB 1 "The Road Repair and Accounting Act of 2017" (Exhibit B).

**PASSED AND ADOPTED** at a special meeting of the City Council of the City of Turlock this 9<sup>th</sup> day of April, 2019, by the following vote:

AYES:  
NOES:  
NOT PARTICIPATING:  
ABSENT:

ATTEST:

\_\_\_\_\_  
Jennifer Land, City Clerk,  
City of Turlock, County of Stanislaus,  
State of California

# FY 19/20

## EXHIBIT B

Project Description	Location	Estimate Cost	Anticipated Year of Construction	Estimated Useful Life
Road Rehabilitation	On Lander Avenue from South to Glenwood and on Hawkeye Avenue from Olive to Eastern City Limits (Carryover)	\$ 615,000.00	2019	20
Slurry Seal	TBD	\$ 150,000.00	2020	7
Maintain Transportation Facilities - Traffic Signal	Signalized intersections City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 350,000.00	N/A	N/A
Maintain Transportation Facilities - Street Lights	Street lights City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 350,000.00	N/A	N/A
Road Maintenance Worker 1	Staff to maintain streets City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 90,000.00	N/A	N/A
Road Maintenance Worker 2	Staff to maintain streets City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 86,000.00	N/A	N/A
Hot Mix Asphalt	Hot mix asphalt for potholes City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 40,000.00	N/A	N/A
Hot Mix Truck and Trailer	One time equipment purchase for pothole repairs City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 78,000.00	N/A	N/A
Thermoplastic Material	Street lights City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 25,000.00	N/A	N/A
Thermoplastic Trailer	One time equipment purchase for striping and legend maintenance City Wide, generally bounded by Taylor Road to the north, Washington Road to the west, Glenwood Avenue to the south and Daubenberger Road to the east	\$ 70,500.00	N/A	N/A