

# CITY COUNCIL

## CITY OF ORLAND



### **RESOLUTION NO. 2025-XX**

#### **RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2025-26 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY 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 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 our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

**WHEREAS**, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, 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, will receive an estimated \$223,983 in RMRA funding in Fiscal Year 2025-26 from SB 1; and

**WHEREAS**, this is the eighth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

**WHEREAS**, the City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

**WHEREAS**, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment; and

**WHEREAS**, the funding from SB 1 will help the City perform maintenance on various streets including Shasta Street, Jacob Street, Kyle Court, Linwood Drive, Suisun Street, Stanton Way, Tehama Street and Seventh street; and

**WHEREAS**, the 2020 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in an at-risk condition and this revenue will help us increase the overall quality of our road system; and

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

**NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND** by the City Council of the City of Orland, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The following list of proposed projects will be funded in-part or solely with Fiscal Year 2025-26 Road Maintenance and Rehabilitation Account revenues:
  - a. **Gracelyn Street** pavement maintenance from Hambright Avenue to Jacob Street including crack sealing and Type II slurry seal. Estimated useful life: 5 years at minimum, 8 years at a maximum. Anticipated year of construction 2025/2026.
  - b. **Jacob Street** pavement maintenance from Gracelyn Street to Coby Lane including crack sealing and Type II slurry seal. Estimated useful life: 5 years at minimum, 8 years at a maximum. Anticipated year of construction 2025/2026.
  - c. **Coby Lane** pavement maintenance from Hambright Avenue to Jacob Street including crack sealing and Type II slurry seal. Estimated useful life: 5 years at minimum, 8 years at a maximum. Anticipated year of construction 2025/2026.
  - d. **Linwood Drive** pavement maintenance from Walker Street to Paigewood Drive including crack sealing and Type II slurry seal. Estimated useful life: 5 years at minimum, 8 years at a maximum. Anticipated year of construction 2025/2026.
  - e. **Suisun Street** pavement maintenance from Fourth Street to Third Street including a rubberized cape seal. Estimated useful life: 6 years at minimum, 10 years at a maximum. Anticipated year of construction 2025/2026.
  - f. **Stanton Way** pavement maintenance from Bryant Street to Stony Creek Drive including crack sealing and Type II slurry seal. Estimated useful life: 5 years at minimum, 8 years at a maximum. Anticipated year of construction 2025/2026.
  - g. **Tehama Street** pavement maintenance from Sixth Street to Third Street including crack sealing and Type II slurry seal. Estimated useful life: 5 years at minimum, 8 years at a maximum. Anticipated year of construction 2025/2026.
  - h. **Seventh Street** rehabilitation from Walker Street to Tehama Street including a mill and thick overlay. Estimated useful life: 15 years at minimum, 20 years at a maximum. Anticipated year of construction 2025/2026.

- i. **Shasta Street** reconstruction from Papst Avenue to Sixth Street including a mill, structural section repair and thick overlay. Estimated useful life: 15 years at a minimum, 20 years at a maximum. Anticipated year of construction 2025/2026.

**PASSED AND ADOPTED** by the City Council of the City of Orland, State of California this 20<sup>th</sup> day of May 2025, by the following vote:

AYES:

NAYS:

ABSENT:

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Matthew Romano, Mayor

Attest:

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Jennifer Schmitke, City Clerk