



City of East Palo Alto

AGENDA

DATE POSTED: Wednesday, April 23, 2008 Time: p.m. By: *Minette Warren*

SPECIAL CITY COUNCIL MEETING

TUESDAY, April 29, 2008

SPECIAL Meeting – 6:30P.M.-8:30P.M.

2415 UNIVERSITY AVENUE

Council Chamber

6:30 P.M CITY COUNCIL/REDEVELOPMENT AGENCY MEETING

Joint Call to Order and Roll Call

NOTE: Public Comments May be Taken during the Session. Please Keep Comments Limited to Agenda Items

2. Approval of Agenda

3. POLICY AND ACTION

A. RESOLUTION

1. Approval of the Annual Street Resurfacing Projects for Fiscal Year 2007/2008, Allocation of Proposition 1B Funds (*Anthony Docto, Public Works Director, Kamal Fallaha, Project Engineer*)

Recommendation:

1. Approve the Annual Street Resurfacing Project for Fiscal Years 2007-2008.

2. Authorize the approval and submission of proposition 1B documents for allocation of funds in the amount of \$526,194 for fiscal year 2007-2008

3. Authorize the City Manager to issue a Request for Proposal (RFP) to retain the services of a qualified engineering firm to prepare Plans, Specifications and Estimates (PS&E) for the annual street resurfacing projects for Fiscal Year 2007-2008, execute and submit all documents, payment requests, and related actions for the completion of this project.

4. Adjournment

AGENDA ITEM
SPECIAL CITY COUNCIL MEETING

TUESDAY, APRIL 29, 2008 ITEM No.3A1

POLICY AND ACTION

RESOLUTION

Approval of the Annual Street Resurfacing Projects for Fiscal Year 2007/2008, Allocation of Proposition 1B Funds
(Anthony Docto, Public Works Director, Kamal Fallaha, Project Engineer)

Recommendation:

1. Approve the Annual Street Resurfacing Project for Fiscal Years 2007-2008.
2. Authorize the approval and submission of proposition 1B documents for allocation of funds in the amount of \$526,194 for fiscal year 2007-2008
3. Authorize the City Manager to issue a Request for Proposal (RFP) to retain the services of a qualified engineering firm to prepare Plans, Specifications and Estimates (PS&E) for the annual street resurfacing projects for Fiscal Year 2007-2008, execute and submit all documents, payment requests, and related actions for the completion of this project.



**CITY OF EAST PALO ALTO
COMMUNITY DEVELOPMENT DEPARTMENT
PUBLIC WORKS & ENGINEERING DIVISION**

STAFF REPORT

DATE: April 29, 2008

TO: Honorable Mayor and Members of the East Palo Alto City Council

FROM: Kamal Fallaha for Anthony Docto, Director of Public Works

SUBJECT: Annual Street Resurfacing Projects for Fiscal Years 2007/2008 and 2008/2009, Allocation of Proposition 1B Funds

RECOMMENDATION:

Staff recommends that the City Council:

4. Approves the Annual Street Resurfacing Project for Fiscal Years 2007-2008.
5. Authorizes the approval and submission of proposition 1B documents for allocation of funds in the amount of \$526,194 for fiscal year 2007-2008
6. Authorizes the City Manager to issue a Request for Proposal (RFP) to retain the services of a qualified engineering firm to prepare Plans, Specifications and Estimates (PS&E) for the annual street resurfacing projects for Fiscal Years 2007-2008, execute and submit all documents, payment requests, and related actions for the completion of this project.

BACKGROUND

On March 19, 2008, the Public Works and Transportation Commission and City Staff conducted a public meeting to hear comments and input from residents regarding the proposed annual street resurfacing projects for the upcoming two years. In the meeting, Staff presented two lists of streets for the annual pavement maintenance and rehabilitation projects for Fiscal Year 2007-2008 and 2008-2009. After hearing the public comments, Public Works and Transportation Commission voted and approved the proposed lists of streets as presented by City Staff and recommended that the City Council approve the proposed annual pavement resurfacing projects.

The City's annual street maintenance project provides for preventive maintenance for street pavements and the repair of failed pavement sections by the application of slurry seal, cape seal, and asphalt concrete overlay to selected streets.

Slurry Seal: A blend of oil and small aggregate that is applied to the streets. Slurry seal is a preventative maintenance procedure. The construction cost is approximately \$1.50 per square yard. Slurry sealing can extend the life of a street by 5-7 years.

Micro-surfacing: A thin surfacing containing polymer modified emulsion and graded aggregate. It Can be used for the same applications as slurry seals, but thicker layers can be placed allowing for slight rut filling. Construction cost is approximately \$4.00 per square yard. Micro-surfacing can extend the life of the street by 7-10 years.

Cape Seal: A chip seal followed by a slurry seal. This process gives the strength of a chip seal with the added benefit of a smoother riding surface; therefore it is used instead of a chip seal. Construction cost is approximately \$3.50 per square yard. Cape sealing can extend the life of a street by 9-12 years.

Asphalt Concrete Overlay: The highest form of street maintenance involves the placement of a new layer of asphalt, approximately one and a half to three inches thick, on the street. The asphalt concrete overlay treatment involves the installation of pavement-reinforcing fabric on the street surface, followed by the application of two-inch-thick asphalt concrete. The fabric prevents cracks in the existing pavement from going through the new pavement. This treatment is more expensive than the slurry or cape seal and is used on streets showing “alligator” cracks or the type of pavement distress for which the simple application of slurry or cape seal will not be adequate to protect the road base.

The cost for a typical-size asphalt concrete overlay project is approximately \$8.50 per square yard, compared to \$1.50 per square yard for slurry seal and \$3.50 for cape seal. Because of the significant cost difference between asphalt concrete on one hand, and the slurry seal and cape seal on the other, staff attempts to use the slurry seal and cape seal as much as possible. Staff has found that the combination of the cape seal or slurry seal with pavement section repairs by digging out localized failures and patching with asphalt concrete is a cost-effective alternative to asphalt concrete overlay in many situations. The exception is where there are extensive area-wide failures that require most of the pavement area to be removed and repaved.

In order to increase public acceptance and be able to use the slurry seal and cape seal throughout the City, it is important that the look of the pavement surface treated with slurry seal be improved to make it comparable to streets newly paved with asphalt concrete. The use of volcanic black aggregate is gaining increased acceptance and application in Bay Area agencies as a preferred slurry seal aggregate. The volcanic black aggregate with latex-modified slurry emulsion has been found by many agencies to solve the issue about the rusty brown look of ordinary aggregate slurry seal. It also provides a high-quality preventive maintenance treatment for the pavement. Volcanic black aggregate meets or exceeds all the technical requirements of the Caltrans Standard Specifications for slurry seal.

There are many agencies in the Bay Area who are currently using the volcanic black aggregate slurry seal including the City of San Jose, City of Los Altos, City of Redwood City, City of Foster City, City of Campbell, City of Santa Clara, City of Palo Alto, The Town of Hillsborough, and Santa Clara County.

In deciding to use the volcanic black aggregate slurry seal this year, staff reasoned that an increase of seven percent over the typical cost of \$1.50 per square yard for slurry seal can be justified when compared to \$8.50 per square yard for asphalt concrete, especially if the superior look of the volcanic black aggregate will help accelerate public acceptance of the slurry seal treatment method and expand the use of slurry seal throughout the City.

Potential Funding Source:

In view of the urgent need to identify Proposition 1B eligible projects, the proposed projects must be approved by the City Council so Staff can request allocation of the available funds. As of early March 2008, over 100 Cities and Counties have completed, submitted and received approval of Prop. 1B funds allocation from the State. The City of East Palo Alto must act fast to utilize the needed funds to carry out street and traffic Improvement projects in the City.

What is Proposition 1B?

Proposition 1B is the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters on November 7, 2006. It includes \$1 billion to be deposited into the newly

created State-Local Partnership Program Account. The funds will be available to the California Transportation Commission, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds is required for an applicant transportation agency to receive state funds under this program. Proposition 1B also includes \$750,000,000 to be deposited in the newly created Highway Safety, Rehabilitation, and Preservation Account for highway safety, rehabilitation, and pavement preservation projects. \$250,000,000 will be available for traffic light synchronization projects or other technology-based improvements to improve safety operations and the capacity of local streets and roads. Funds will be available to the Department, upon appropriation by the Legislature, for the purposes of the state highway operation and protection program.

Under Proposition 1B's allocation formula, the City of East Palo Alto's portion of Proposition 1B funds is \$1,021,374.00 to be allocated pro rata over two fiscal years: \$526,194 for FY 2007-2008, and \$495,180.00 for FY 2008-2009.

Proposition 1B funds can be used for *“projects that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety that may include, but not be limited to, street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices, or the maintenance, rehabilitation, installation, construction and reconstruction of facilities that expand ridership on transit systems, safety projects to reduce fatalities, or as a local match to obtain state or federal transportation funds for similar purposes.”*

Streets and Traffic Improvement Projects

In order to qualify for Proposition 1B funds, The City must submit to the State Department of Finance (DOF) a list of projects expected to be funded with bond funds before an actual allocation is made. The list of projects must include, at a minimum, the following:

- A description and location of the proposed project
- A proposed schedule for the project's completion
- The estimated useful life of the capital improvement

All projects included on the project list submitted to DOF must also be included in the City budget that has been adopted by the jurisdiction's council at a regular public meeting.

Pavement Management Program

On its meeting on November 6, 2007, the City Council adopted the City's Pavement Management Program Report as prepared by Nichols Consulting Engineers and in accordance with Metropolitan Transportation Commission (MTC) Pavement Management System.

The City will utilize the Pavement Management Report and implement the consultant recommendations to program and schedule all pavement maintenance and rehabilitation projects in the City Capital Improvement Plan for the next five years (2007-2011).

Street Selection and Pavement Management Methodology

In order to be eligible for regional funding for pavement maintenance and rehabilitation, the City uses a computerized Pavement Management Program approved by the Metropolitan Transportation Commission (MTC) for selecting streets for maintenance.

In the past, public works agencies adopted a “worst-first” maintenance strategy in which available funds were used for the streets that were in the worst condition within a street network. In recent years, pavement engineers have found that it is less costly to provide periodic maintenance to street pavements during their life than to allow them to deteriorate to a condition in which an asphalt concrete overlay is the only viable option for returning the pavement to a serviceable condition. To help develop a cost-

effective pavement management program, the MTC worked with the American Public Works Association and other agencies to develop methods for predicting pavement performance and the costs of maintaining street pavements. The results from the research indicated the following:

1. Every street has an economic life cycle, which is the period between when the street is new and when it has failed and needs to be replaced.
2. Once the street has failed, the only effective remedy is to reconstruct the street section, at significant cost.
3. Regularly scheduled preventive maintenance can significantly extend the life of the street.
4. An aggressive preventive maintenance program can delay by many years the time when a street needs to be overlaid and thereby reduce overall costs.
5. The cost of a preventive maintenance program depends on when the program starts in relationship to the age and condition of the street. The older the street section, the more expensive the required maintenance activity.
6. No matter when it is initiated, a preventive maintenance program is still the most economical way to extend pavement life, compared to waiting until a street has deteriorated to the point at which an overlay or reconstruction is required.

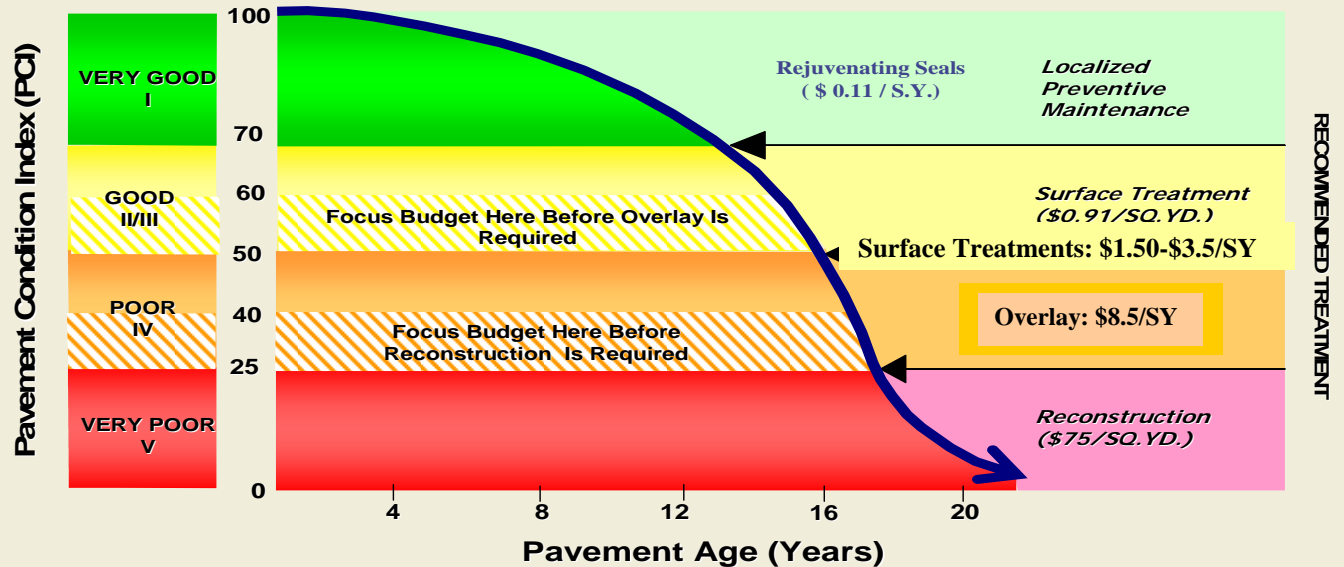
The City's computerized Pavement Management Program, which uses the above strategy, is an effective tool for minimizing maintenance cost while maintaining the City's pavement network at a desirable level of service with the limited funds available. The systematic methodology used by the computer program allows staff to do the following:

1. Evaluate the overall condition of the City's pavement network;
2. Identify and prioritize pavement needs;
3. Evaluate maintenance and rehabilitation alternatives;
4. Develop annual work schedules; and
5. Determine current and long-range funding requirements.

Each year the approved budget amount for street resurfacing is entered into the Pavement Management Program, which determines the best way of distributing the available funds among the streets needing preventive maintenance work or reconstruction. The program tends to focus on preventive maintenance work in order to protect the City's investment in its streets that are still in good condition. As more funds are made available, the program focuses on streets in poor condition that need reconstruction.

The Concept of Pavement Preservation

APPROACH - CATCH STREETS BEFORE THEY FAIL



Staff used the Pavement Management Program to develop the list of 35 streets proposed for the Fiscal Year 2007-2008 street resurfacing project (Exhibit "A") and 32 streets for the 2008-2009 Street resurfacing project (Exhibit "B"). The street list, including the recommended treatment needed for each street. Streets that were selected by the program but have pending utility projects involving trench cuts in the pavement were eliminated from the list.

Fiscal Impact:

Under Proposition 1B's allocation formula, the City of East Palo Alto's portion of Proposition 1B funds is \$1,021,374.00 to be allocated pro rata over two fiscal years: \$526,194 for FY 2007-2008, and \$495,180.00 for FY 2008-2009. A dollar for dollar match of local funds is required for an applicant transportation agency to receive state funds under this program. Measure "A" funds will be used to match Proposition 1B funds.

Environmental Impact

No environmental impact for these projects as they involve maintenance and rehabilitation of existing streets and thus not subject to CEQA or NEPA compliance.

Attachments:

- A:** Proposed List of Streets to be included in the Citywide Annual Street Resurfacing Project FY-2008
- B:** Proposed List of Streets to be included in the Citywide Annual Street Resurfacing Project FY-2009

RESOLUTION NO. _____

Resolution of the City of East Palo Alto Authorizing the Acceptance, Approval And Allocation of Proposition 1B Funds in the Amount of \$526,194 for Fiscal Year 2007/2008, Approve the Annual Street Resurfacing Projects List for Fiscal Years 2007/2008, and Authorize the City Manager to Execute and Submit All Documents, Payment Requests, and Related Actions for the Completion of This Project.

WHEREAS, Proposition 1B is the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters on November 7, 2006.

WHEREAS, Under Proposition 1B's allocation formula, the City of East Palo Alto's portion of Proposition 1B funds is \$1,021,374.00 to be allocated pro rata over two fiscal years: \$526,194 for FY 2007/2008, and \$495,180.00 for FY 2008/2009.

WHEREAS, Proposition 1B funds can be used for "*projects that will assist in reducing local traffic congestion and further deterioration, improving traffic flows, or increasing traffic safety including street and highway pavement maintenance, rehabilitation, installation, construction and reconstruction of necessary associated facilities such as drainage and traffic control devices.*"

WHEREAS, On its meeting on November 6, 2007, the City Council adopted the City's Pavement Management Program Report as prepared in accordance with Metropolitan Transportation Commission (MTC) Pavement Management System.

WHEREAS, The City's annual street maintenance projects provide for preventive maintenance for street pavements and the repair of failed pavement sections.

WHEREAS, On March 19, 2008, the Public Works and Transportation Commission and City Staff conducted a public meeting to hear comments and input from residents regarding the annual pavement maintenance and rehabilitation projects for Fiscal Year 2007/2008 and 2008/2009.

WHEREAS, Public Works and Transportation Commission voted and approved the proposed lists of streets as presented by City Staff and recommended that the City Council approve the proposed annual pavement resurfacing projects.

WHEREAS, in order to expeditiously use Proposition 1B funds, the City must approve the list of streets selected for the annual street resurfacing project for FY 2007/2008 only and initiate the design phase of the annual resurfacing projects.

NOW, THEREFORE, BE IT RESOLVED, the City Council hereby authorizing the acceptance, approval and allocation of Proposition 1B funds in the Amount of \$526,194 for Fiscal Year 2007/2008. The Council hereby approves the Annual Street Resurfacing Projects List for Fiscal Years 2007/2008 and authorizes the City Manager to issue a Request for Proposal (RFP) to retain the services of a qualified engineering firm to prepare Plans, Specifications and Estimates (PS&E) for the annual street resurfacing projects, execute and submit all documents, payment requests, and related actions for the completion of this project.

ADOPTED April 29, 2008 by the City of East Palo Alto Council by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Patricia Foster, Mayor

ATTEST: _____
Minette Warren, Deputy City Clerk

APPROVED AS TO FORM:

Valerie J. Armento, City Attorney