

CITY COUNCIL COMMITTEE

SPECIAL MEETING

INFRASTRUCTURE & FRANCHISE

Laura Hoffmeister, Chair
Edi Birsan, Committee Member

6:15 p.m.
Monday, July 20, 2015
(please note later start time)

Building A, Garden Conference Room
1950 Parkside Drive, Concord

- ANNOTATED AGENDA -

ROLL CALL: All present

STAFF PRESENT: Valerie Barone, City Manager; Victoria Walker, Director of Community & Economic Development; Robert Ovardia, City Engineer; Ray Kuzbari, Transportation Manager; Mario Camorongon, Senior Civil Engineer; Justin Ezell, Director of Public Works; Jeff Rogers, Associate Civil Engineer

MEMBERS OF THE PUBLIC WHO ADDRESSED THE COMMITTEE: Resident-Ray Barbour

PUBLIC COMMENT PERIOD: None

1. **DISCUSSION** – of Pavement Management Program – Measure Q Lease Financing Expenditure Recommendation. Report by Jeff Rogers, Associate Civil Engineer
Robert Ovardia began the meeting by providing a brief overview of the April 22, Infrastructure and Franchise Committee Meeting, and the action items that were approved at that meeting (in particular, the Measure Q expenditure strategy). Robert then introduced Jeff Rogers to discuss the progress that has been made since the April 22 meeting.

Jeff Rogers informed the group that since the April 22 meeting the City hired a design consultant (NCE) to generate an expenditure plan consistent with the April 22 approved expenditure strategy. Jeff informed the group about NCE's experience with similar work, and then introduced James Signore (NCE) to present NCE's proposed expenditure Plan.

James discussed with the group the work that went into the expenditure plan preparation.

James informed the group that during his field work he found that the City's pavement condition had more environmental related failures than load related failures. He explained that this was a positive characteristic, and that NCE attributed this to past Slurry Seal treatments. James also explained that although NCE investigated approximately 1000 street segments during his field research, he did not have enough time to visit every street segment in the city. He also explained to the group the difficulty and the challenges of inspecting a street segment while driving. He also mentioned that more can be seen by inspecting pavement sections in the morning and/or late in the afternoon (when the sun is not directly overhead). A street segment may look in fairly good shape while observing from a vehicle, but further inspection by walking the street may reveal much more degradation. That being said, James acknowledged that the expenditure plan recommendations were based on the field research he was able to conduct during a two week period, and data pulled from the City's Pavement Management software/program (StreetSaver). James explained that his starting point for field investigations came from utilizing a PCI map he generated from StreetSaver.

James explained pavement treatments should not always be based on PCI measurements. He informed the group that, at the City's request, he inspected E. Olivera Road. He then explained that although Olivera Road's PCI does not trigger pavement work, the substandard rideability does. He then explained what NCE believes to be the cause of the "wash board" effect on this road (expansive clay subgrade and moisture penetration). NCE's expenditure plan included pavement rehabilitation on E. Olivera Road.

James informed the group, that a recommended strategy for pavement rehabilitation on streets with Cul de Sacs, a strategy generated during a field review that included City Staff, was to grind and overlay the "bulb" of the Cul de Sac, and then apply the appropriate treatment on the remainder of the street. The recommended heavier treatment in the bulb which will cost more is due to the consistent excessive degradation in the bulb caused by heavy vehicle turning movements.

Council member Birsan explained to the group that the expenditure plan, in Zone 1, emphasizes pavement improvements in locations of single family homes. He preferred to target high density residential areas (i.e. apartments) as opposed to Cul de Sacs. He said when he thinks of Cul de Sac the number 4 comes to mind and that he'd rather spend the money on a street that provides access to apartments that may serve 250 units, and put the money where the people are. Mr. Birsan pointed out that a recommended neighborhood shown on the 2016-Prong 3-Map displayed on the wall won't even serve 250 people.

Valerie Barone pointed out that a primary goal of the expenditure plan was to increase the City's overall PCI, not reach as many people as possible. Spending the money on streets that provide access to apartments may not be the best way to increase the City's overall PCI.

Chair Hoffmeister asked James to explain how the selections were made. James referred to the Map on the wall and pointed to areas he knew he had driven, and explained again that he did not have time to drive all the streets, and that although NCE's plan is a good one, there are many ways to spend the money. He also explained that NCE's street selection, in addition to field inspections, was based on data and maps generated from StreetSaver.

Victoria stated that if we wanted to spend the money for the greatest good we should focus on

Arterials and Collectors. Arterials and Collectors serve more people than residential streets.

Mr. Birsan questioned some of the smaller streets shown on the map representing street selections for this year's FY 14-15 Pavement Maintenance Project. He was fine with the longer parallel streets but questioned the shorter streets. Robert explained that it is difficult to treat a particular neighborhood street without treating streets extending from or adjacent to that street. When this is done, the residents on the adjacent streets wonder why their street was not treated. Additionally, due to the 5-zone existing rotational system, streets not treated in a particular zone during the year that zone receives treatment most likely will not be treated for at least five more years.

Chair Hoffmeister emphasized to the group the importance of choosing the right neighborhoods, and cautioned the group to make sure not to focus funds on higher economic neighborhoods, and that she didn't want to generate complaints from "the neighborhood next-door."

Jeff Rogers pointed out that neighborhood and corresponding street selection starts with recommendations from StreetSaver, and that the StreetSaver program has an internal calculation that utilizes the pavement's mathematical deterioration curve, and a weighted effectiveness ratio in its calculation for street selection recommendations.

It was asked why Denkinger Road was not on the plan. James explained that staff asked that this street not be included because it was one of the streets that the City planned to pursue grant funds for. Chair Hoffmeister requested that the plan consider Ayers (Ayers won't last another winter). Robert Ovidia informed the group that funds from Prong 1 earmarked for base repair on Ygnacio Valley Road may become available. There is a chance PW will do this work, and that these funds can potentially be used for Ayers. Robert also suggested that funds be shifted from Hillsborough, a recommended Prong 2 project, to fund improvements on Ayers. Mr. Birsan's response was to keep Hillsborough on the list because it needs it.

Valerie suggested shifting funds from Prong 3, not from any particular street, into Prong 2 to fund the more trafficked streets such as Ayers.

Chair Hoffmeister then brought up the need for pavement mitigation at the intersection of Monument Blvd/Detroit Avenue. Staff explained that this too is a planned "Grant" project.

A general consensus amongst the group was to shift funds from Prong 3 (Rehabilitation of residential streets) to Prong 2 (Rehabilitation of Arterial and Collector Streets).

Staff requested to fund FY 14-15 Pavement Maintenance Project No. 2329 and FY 14-15 Pavement Rehabilitation Project No. 2331 with the Lease financing funds, and explained that these projects are consistent with expenditure strategy and will help the city meet the expenditure timeline required by the lease finance agreement. Staff also reminded the committee of the already approved Measure Q expenditures (150k for green bicycle lanes on Detroit Avenue, and funds for PW to purchase the Asphalt Zipper plus a materials funding allowance).

James went on to discuss "Break Points." He drew a deterioration curve on a sheet of paper

on the wall and described how, as a street ages, and as the PCI declines, there are specific PCI thresh-holds referred to as "Break Points" that define when the next, more expensive pavement treatment will be required. James explained that the City's break points were higher than industry standards and that by re-aligning them with industry standards; the City will be better able to stretch the lease financing funds further while still being able to apply the right treatment. Another benefit is that the City will be better equipped to compare characteristics of its pavement management program with other bay area cities. Mr. Birsan agreed and made the analogy of it being better to be able to compare apples to apples.

Public Comment:

Walters Way between Monument Blvd and approximately 200 yards from Monument Blvd needs work.

In prior years it was the residents' understanding that at least 1 out of 5 streets in the city received treatment annually. Mr. Birsan made reference to a study done in 1998, "the Pittman study." Chair Hoffmeister explained to the resident that funding has decreased, and that the City's simply doing the best it can with the funds available.

ACTION:

Staff recommended that the committee recommend for approval to the City Council that:

- \$1,870,000 of Measure Q Lease Financing funds be used to fund construction for FY 14-15 Pavement Maintenance Project No. 2329
- \$2,200,000 of Measure Q Lease Financing funds be used to fund Construction for FY 14-15 Pavement Rehabilitation Project No. 2331

The committee approved these recommendations

In regards to the proposed Measure Q Expenditure Plan presented to the committee; the committee directed staff to revise the plan as listed below and present the revised plan once complete:

- Re-evaluating expenditures on local residential streets with respect to expenditures on Arterial and Collector Streets with the consideration that funds may be better spent on Arterial and Collectors streets due to the larger volumes of traffic they serve.
- Include Ayers Road, Solano Way, and Walters Way as streets to receive pavement treatment in the revised expenditure plan
- Expedite 2017 Prong 2 projects (Arterial & Collector Streets) by combining 2017 Prong 2 projects with 2016 Prong 2 projects and implement them in 2016.

2. **ADJOURNMENT** at 8:07 p.m.



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