



Public Works Commission

**Regular Meeting
City of Berkeley
PUBLIC WORKS COMMISSION**

**Thursday, July 11, 2019 at 7:00 p.m.
Corporation Yard, 1326 Allston Way, Berkeley, CA
Willow Room**

MEETING AGENDA

- 7:00 pm CALL TO ORDER: Chair will call the meeting to order; Secretary will call roll.
- 7:05 pm PUBLIC COMMENT: Each speaker is limited to three (3) minutes.
- 7:15 pm APPROVAL OF MINUTES: Regular Meeting of June 6, 2019 *
- 7:20 pm CHAIR REPORT:
- 7:25 pm STAFF REPORT:
- 7:30 pm ACTION ITEMS: (Matters for discussion and possible action)
1. Discuss/approve 5-year paving plan report to Council *
 2. Off Agenda Memo on Recent Trash Truck Fires and Creek Damage *
- 8:30 pm INFORMATION ITEMS: (Action may be taken on any information item at this meeting if a majority of Commissioners votes to move it to an action item. This vote may take place at or before the time the item is scheduled to come up).
1. Replacement projects for King School Bioswale *
 2. Standing Information Item: Subcommittee Reports **
 - Street paving, Ray Yep, John Hitchen
 - T1 implementation, Jim McGrath
 - Utility undergrounding, Ray Yep, Sachu Constantine
 - Watershed management and sanitary sewers, Nic Dominguez
 3. Upcoming City Community Meetings
- 8:50 pm FUTURE AGENDAS:
- 9:00 pm ADJOURNMENT

* Indicates written material included in packet.

** Indicates material to be delivered at meeting.

A complete agenda packet is available for public review at the Engineering Division front desk.

ADA Disclaimer:

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SB 343 Disclaimer:

Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available for public inspection at the Public Works Department located at the address below.

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Commission Secretary:

Nisha Patel, Public Works - Manager of Engineering/ City Engineer
Public Works Department/Engineering Division, 1947 Center Street, 4th Floor,
Berkeley, CA, 94704, Telephone (510) 981-6406
TDD: (510) 981-6347, Email: NPatel@cityofberkeley.info.



Public Works Commission

DRAFT

Regular Meeting
PUBLIC WORKS COMMISSION

Action Minutes
Thursday, June 6, 2019

Willow Room, Corporation Yard, 1326 Allston Way, Berkeley, CA

CALL TO ORDER: 6:05 PM

Present: Ray Yep, Nic Dominguez, Jim McGrath, Shane Krpata, Sachu Constantine (late), Margo Schueler, John Hitchen, Jackie Erbe, and Matt Freiberg

Absent: none

Staff: Nisha Patel, Joe Enke, Andrew Brozyna, Danny Akagi, Elmar Kapfer, Alisa Shen

PUBLIC COMMENT: Lars Skjerping attended and made no comments.

APPROVAL OF MINUTES:

Minutes for the May 2, 2019 meeting were approved (McGrath/ Krpata 8/0/1 absent: Constantine)

CHAIR REPORT: Ray Yep reported on the following:

1. Ray asked that we set a date for the commission social gathering in August. It was decided to hold it on Saturday, August 24, from 11 am – 2 pm.
2. Reported that he attended the Council Facilities, Infrastructure, Transportation, Environment and Sustainability committee meeting earlier in the day.
3. Reported that he attended the last Council meeting on the budget and requested a staff person for utility undergrounding be added.
4. Reported that there is a contract for a computerized maintenance management system on the next Council meeting.
5. Reported that there is Council interest to conduct a study of electric charging stations as the City moves to an all-electric fleet.

STAFF REPORT: No report

ACTION ITEMS:

1. Adeline Corridor Specific Plan – Alisa Shen made a presentation on the Adeline Corridor Draft Specific Plan, including the planning process, plan overview, and five big ideas. Written comments are to be submitted by July 5.
2. Updates on Measure T1 – Andrew Brozyna provided an overview of the next semi-annual update to Council for the Measure T1 program. Andrew mentioned that planning for the Phase 2 projects will start in July. Elmar Kapfer provided status updates on some specific projects. Ray suggested scheduling a presentation on the Aquatic Park tide tubes project to the PWC.

3. 5-year paving plan – Ray reported that the paving sub-committee met on May 23, 2019 and discussed the draft 5-year paving plan for FY2020 – FY2024. Joe Enke provided a flowchart showing how the 5-year paving plan was developed. Comments from the commissioners included:
 - Jackie suggested showing “go/no go” decision points on the flowchart. She also suggested that “continuous blocks” and “equity” should be shown side-by-side.
 - Nic suggested using a scoring system to know how the criteria add up to a decision.
 - Margo asked how paving work is contributing to meeting our climate action goals. She also said we need to define equity.
 - Jim said that we need to update the street rehabilitation policy.

Joe said he is planning to present the draft 5-year paving plan to the Transportation Commission.

4. Approach to a long-term paving plan -- Matt Freiberg discussed an outline for preparing a long-term paving plan. He also used the outline to prepare a draft section in the upcoming 5-year paving plan recommendations to Council. The commissioners commented that this was a very good start.

Ray said the report to Council should include the following: a)review of the 5-year paving plan, b)responses to Council comments in 2017 and 2018, and c)suggestions for a long-term paving plan to improve Berkeley’s street condition.

INFORMATION ITEMS:

1. The PWC’s annual workplan has been updated for submitting to Council and a copy was provided to the commissioners.
2. Standing Information Item: Subcommittee Reports
 - Street paving – covered in earlier discussion.
 - T1 implementation – covered in earlier discussion.
 - Utility undergrounding – Ray provided a written reported of the sub-committee meeting held on May 22, 2019.
 - Watershed management – Nic handed out a memo, “Recent Trash Truck Fires and Creek Drainage” to meeting attendees. He asked about the correct format to submit the memo as council communication. Nic reported that the watershed sub-committee met and discussed the issue of foam in Codornices Creek. He also reported that previous reports to Council on the watershed management plan update and maintenance of Codornices Creek have not been submitted to Council. The Committee is considering withdrawing their reports based on new information they have received. The recommendations may no longer be useful because staff has already addressed the Codornices Creek maintenance items and a Storm Drain Master Plan is proposed to address all the GI and Watershed Management Plan issues. A Committee Meeting to discuss this is scheduled in the next couple weeks.
 - Street lighting – Matt is chairing the sub-committee and they have met. They reviewed the problems with the LED light conversion project and discussed a long term plan to address lighting needs.
3. Upcoming City Community Meetings- The Green Infrastructure plan will be on the Council agenda on June 18th.

FUTURE AGENDAS: Items for the July commission meeting.

1. Street paving

Motion to ADJOURN - (Freiberg/Schueler 9/0/0) 9:05 pm.

Commission Secretary:

Nisha Patel, Public Works - Manager of Engineering/ City Engineer
Public Works Department/Engineering Division, 1947 Center Street, 4th Floor,
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Public Works Commission

ACTION CALENDAR
October __ , 2019

To: Honorable Mayor and Members of the City Council
From: Public Works Commission
Submitted by: Ray Yep, Chair, Public Works Commission
Subject: Public Works Commission Recommendation for the Five-Year Paving Plan

RECOMMENDATION

Adopt a resolution that recommends approval of the Five-Year Paving Plan for FY2020 to FY2024 as proposed by Staff and recommends the creation of a Long-Term Paving Master Plan.

SUMMARY

This Report to council is comprised of three sections:

1. Recommendations on the City's Proposed 5-Year Paving Plan
2. Report to Council on requested actions from 2017 and 2018
3. Recommendation from the Public Works Commission (PWC) to address the on-going paving condition deficit through the creation and implementation of a Long-Term Paving Master Plan.

The City of Berkeley's Street Rehabilitation and Repair Policy (Street Policy) requires that a 5-year paving plan be reviewed each year and adopted formally by the City Council, with advice from the PWC. The Rehabilitation Plan (commonly called the Paving Plan) for FY 2020 to FY2024 has been reviewed by the PWC and it is recommending adoption of all five years of the plan.

At their meetings in December 2017 and 2018, City Council directed Staff to coordinate with the PWC on the items outlined in their motions. A progress report on the action items was submitted to Council on July 24, 2018. All of the action items have been worked on and this report highlights the status.

Berkeley's streets are in an "at-risk" condition, far from the City's target of having our streets in "good" condition, and continue to decline year on year. The PWC

recommends that a master plan be prepared to understand the funding and resources needed to improve Berkeley's streets to a "good" condition.

FISCAL IMPACTS OF RECOMMENDATION

This Paving Plan is based on the Adopted Biennial Budget for Fiscal Years 2020 & 2021, and on the following estimated available funding levels from all sources, including State Transportation (Gas) Tax, Measure B, Measure BB, Measure F, and the General Fund.

Five-Year Paving Program Funding Sources by Year, in \$					
Fund Description	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
State Transportation Tax	495,303	495,303	495,303	495,303	495,303
State Transportation Tax –SB1	1,500,000	1,700,000	1,700,000	2,000,000	2,000,000
Measure B - Local Streets & Roads	700,000	1,000,000	700,000	0	0
Measure BB – Local Streets & Roads	2,200,000	1,700,000	2,000,000	2,700,000	2,700,000
Measure F Vehicle -Registration Fee	155,000	155,000	155,000	155,000	155,000
Capital Improvement Fund	1,925,000	1,925,000	1,925,000	1,925,000	1,925,000
TOTAL	6,975,303	6,975,303	6,975,303	7,272,303	7,272,303

In addition to the City's program funding, additional grant and bond funding has been made available for paving in FY 2020 and 2021, summarized below.

Other Funding for Paving by Year, in \$					
Funding Source	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Measure T1 approved	6,054,888	2,445,112	0	0	0
Grants (Shattuck reconfig.)	5,500,000	0	0	0	0
TOTAL	11,554,888	2,445,112	0	0	0

CURRENT SITUATION AND ITS EFFECTS

In December 2017 and 2018, the PWC made recommendations on the 5-year paving plan and provided a detailed analysis of Berkeley's street condition in our reports to Council. Based on the city-wide Pavement Condition Index (PCI), Berkeley's streets continue to be evaluated as "at risk," and do not meet the City's target to be in "good" condition. Council requested certain analysis and action be taken.

This report addresses the following topics:

1. Recommendations on the City's Proposed 5-Year Paving Plan
2. Report to Council on requested actions from 2017 and 2018

3. Recommendation from the Public Works Commission (PWC) to address the on-going paving condition deficit through the creation and implementation of a Long-Term Paving Master Plan.

Review of 5-year Paving Plan

A significant amount of street paving was done in the summer of 2019. This includes the paving delayed from 2018, the paving approved for 2019, and paving the Panoramic Hill area.

Staff prepared a list of paving projects for the new 5-year planning period (FY2020 – 2024). This was prepared using guidance from Berkeley’s Street Rehabilitation Policy, StreetSaver program analysis, knowledge of what has been accomplished in recent years, and available funding. The proposed plan is summarized as follows.

	FY2020	FY2021	FY2022	FY2023	FY2024	Total	% of Total
<u>Square Footage of Paving</u>							
Arterials, sq. ft.	84,360	0	77,580	6,600	0	168,540	6
Collectors, sq. ft.	400,480	6,900	58,810	63,250	163,170	754,710	26
Residential, sq. ft.	284,758	477,584	474,528	36,6739	365,668	1,969,277	68
Total sq. ft.	769,598	546,584	610,918	436,589	528,838	2,892,527	100
<u>Miles</u>							
Arterials, miles	0.32	0.00	0.41	0.04	0.00	0.77	5
Collectors, miles	1.77	0.51	0.23	0.62	0.81	3.94	24
Residential, miles	1.58	3.33	2.39	2.17	1.93	11.40	71
Total miles	3.67	3.84	3.03	2.83	2.74	16.11	100
<u>Cost</u>							
Arterials, \$millions	\$0	\$0	\$0.896	\$0.078	\$0	\$0.974	3
Collectors, \$millions	\$2.521	\$0.881	\$0.956	\$1.290	\$1.946	\$7.594	24
Residential, \$millions	\$3.744	\$5.041	\$2.996	\$3.252	\$3.957	\$18.990	60
Discretionary, \$millions	\$0	\$1.046	\$1.046	\$1.091	\$1.091	\$4.274	13
Total cost, \$millions	\$6.265	\$6.968	\$5.895	\$5.711	\$6.994	\$31.833	100

The above summary does not include \$6.055 million in FY2020, and \$2.445 million in FY2021 from Measure T1 funding. It also does not include \$5.500 million in grant funding in FY2020.

The PWC paving subcommittee discussed the plan with Public Works Department staff and we have the following comments.

1. Staff prepared a process flow diagram that describes the inputs used to prepare the 5-year paving plan. This document provides a high-level overview of all the work that staff puts into the development of the paving plan and has been very informative for

the PWC. This has been included as Attachment 3 to this report for Council’s review.

- Many of the City’s streets with the lowest PCI are residential streets. The proposed plan by staff shifts more focus of the paving plan to residential streets. While this is outside of the City’s Paving Policy for allocation of paving funds by street type, this plan helps address the roads that are in the greatest need and will do the most to improve the City-wide average PCI. The PWC believes that on a long-term basis, the Paving Policy is still valid to prioritize funding for arterials, collectors, bike routes, and bus routes. The following is a breakdown as compared to the Paving Policy:

	Cost Breakdown Per Paving Policy	Cost Breakdown Per 5-Year Paving Plan (FY2020-2024)
Arterial streets	10%	3%
Collector streets	50%	24%
Residential streets	25%	60%
Discretionary	15%	13%

- The plan was reviewed with the City of Berkeley’s Bicycle Plan 2017. Of the total length of streets to be paved, 5.8 miles (36%) are current or future bike routes. However, of those 5.8 miles, 1.6 miles (27%) are on Hopkins or Cedar which would require additional investment to make usable bikeways in accordance with the Berkeley Bicycle Plan. The plan was also reviewed with the Transportation Commission and with their concerns about bike routes.
- The PWC has reviewed the plan for contiguous streets and that the work is bundled for cost effective implementation. This is balanced with having the paving work be spread equitably across all Council Districts of the City. Over the 5-year Paving Plan, the cost is distributed between 7% to 16% for each District.
- The PWC agrees with including the streets that were approved under Phase 1 of Measure T1. However, the PWC recommends that bond funds be used only for work that will last for at least as long as the duration of the bond repayment period (this would be 40 years in the case of projects funded by Measure T-1 bond proceeds). Road treatments that match this recommendation only include full street reconstruction work, as other standard maintenance may extend the life of these assets beyond the duration of the bond repayment period. Maintenance work, such as overlays, cape and slurry seals, should be funded from the Paving Program funds or the General Fund.
- The PWC agrees that 15% of the available funding should be reserved for discretionary and/or demonstration projects. The PWC is in the process of developing a recommendation for criteria to help prioritize projects to be funded with the discretionary reserve.

Progress with Council Requested Actions

At their meetings in December 2017 and 2018, City Council directed Staff to coordinate with the PWC on the items outlined in their motions. A progress report on the action items was submitted to Council on July 24, 2018. Progress continues to be made on the action items and we would like to highlight the following.

1. Use of life cycle cost analysis – The City received a grant from the Metropolitan Transportation Commission (MTC) for technical assistance to evaluate life cycle cost analysis for street paving technologies. The MTC has retained Pavement Engineering Inc. (PEI) to conduct the analysis. The PWC paving sub-committee is working closely with PEI and staff on the study. The study will evaluate the life cycle cost of asphalt, permeable pavement, and concrete paving technologies and will consider multiple benefits from each. These benefits, called externalities, include considerations for attenuating storm water peak flows, improving water quality, reducing traffic speeds, enhanced public safety, and reducing greenhouse gas emissions. PEI's analysis is projected to be completed in fall 2019.
2. Use of 15% discretionary funds – The PWC paving sub-committee is working with staff to identify potential sites for permeable pavement projects. We are developing a matrix of criteria and candidate locations. The criteria include current condition, soil permeability, constructability, location attributes, life cycle cost analysis, and other factors. An allocation of 15% discretionary funds has been included in FY2021-2024.
3. Work with consultants who have experience with long-lasting innovative technologies – The City retained several new on-call civil engineering consultants in 2018. The consultants include Belleccci and Associates, Harrison Engineering Inc., Pavement Engineering Inc., and Mark Thomas Company. All of these firms have demonstrated experience with long-lasting innovative and green infrastructure.
4. Report to Council on funding sources for scheduled and completed paving – A report to Council was made on July 23, 2019 on the breakdown of paving costs.
5. Annual report to Council on Measure M – The Public Works Department staff will prepare a report on the performance of Measure M at the completion of the 2020 construction season.
6. Consult with Transportation Commission – Members from the Transportation Commission have participated at the PWC's paving sub-committee meetings and a presentation of the 5-year paving plan was given to the Transportation Commission on June 20, 2019.

Master Plan to Improve the Condition of Berkeley's Streets

The current citywide average PCI is 58 on a scale of 100, and is firmly in the "at risk," category. Streets in this category tend to degrade at a more accelerated rate than

those in a “good” or “fair” condition. Under the proposed paving plan, the PCI is estimated to dip to 52 by 2023. This is far from the City’s target of having our streets in “good” condition (PCI of 70 -79), and it is clear that action is needed to reverse this trend before our road fall into “failing” condition where massive reconstructs will be needed for roads city-wide. Below is a summary of the current conditions of Berkeley’s streets by road type that has been prepared by staff and PEI.

Section/Area	PCI in 2019
Overall system	58
Arterial streets	66
Collector streets	64
Residential streets	55
Bus routes	66
Bike lanes	62

The PWC recommends that a master plan be prepared to understand the funding and resources needed to improve Berkeley’s streets to a “good” condition. The master plan should consider the following:

1. Update the Street Policy – The policy was last updated in 2009. The policy should be reviewed and updated to incorporate current thinking about using life cycle cost analysis, Vision Zero, equity, sustainable multi-benefit technologies, the Bicycle Plan recommendations, and other factors. With these considerations in mind, the updated policy should include new performance metrics that capture the diversity objective the City holds for our road network.
2. A long-term paving capital plan – The Master Plan should include a 40-year paving plan to help the City identify the most efficient path to move the current PCI from “at risk” to “good.” This approach spans two cycles of a typical asphalt roads expected useful life, and allows for decisions on street paving to be optimized for the greatest bang for our buck over the full life of our assets, rather than the current short-term approach.
3. Equity -- The City’s Street Policy calls for street paving to be equitably allocated among the City’s nine districts. This is a worthy goal; however, the policy stops there and does not provide a clear method for how to evaluate equity. Should it be measured by dollars spent, miles paved, miles treated, the average PCI in a district, and should this equity be for each year of the paving plan over the full five years of the paving plan, or measured retrospectively? The Master Plan will propose a more definitive metric that will provide a clear directive to staff moving forward and provide the community with enhanced transparency in the City’s paving decisions.
4. Financing Strategy -- Lack of funding for street paving plays a major role in the overall condition of the City’s streets. As part of the Master Plan, the work should include a long-term funding gap analysis, a financial plan to address the funding gap, a cost-of-service rate study to develop recommended rates needed to

sustainably finance the Paving Program, and an impact fee analysis to allow the City to recoup the cost of accelerated wear on our roads imposed by heavy vehicles. We also recommend the master plan include an evaluation of grant funding opportunities.

5. Public Engagement -- Public feedback is critical to the successful implementation of any City Plan. The Master Plan should provide guidance for public engagement strategies that will allow the collection and synthesis of public feedback regarding the future of the City streets.

It is estimated that the development of a Paving Master Plan would cost on the order of \$_____ and the financial planning and rate study would cost another \$_____.

The recommendation to approve both the 5-year paving plan and the recommendation for a Paving Master Plan, and to forward it to Council was discussed by the Public Works Commission at its ____, 2019 meeting.

Action: M/S/C (_____)

Vote: (____ Ayes: _____; 0 Noes; 0 Absent; 0 Abstain)

ENVIRONMENTAL SUSTAINABILITY

Permeable pavers provide a way of reducing the volume of storm water entering the City storm drain system; improving the quality of urban runoff from the roadway that is conveyed to local creeks and the Bay; and reducing greenhouse gas emissions by installing a durable product that requires less maintenance than traditional asphalt concrete.

Full Depth Reclamation (FDR), a cost-effective alternative to traditional street reconstruction methods, is planned for use in several of the streets selected for rehabilitation. It recycles much of the existing pavement on site, and incorporates it into the pavement subgrade, thereby reducing truck trips to and from construction sites.

In addition, the Paving Plan includes repair of the City's deteriorating storm drain infrastructure that minimizes degradation of water quality in local creeks and the Bay. These repairs are consistent with the City of Berkeley's 2011 Watershed Management Plan. Furthermore, the Paving Plan also proposes approximately 5.8 miles of improvements to bicycle routes, and improvements to sidewalk and curb ramps adopted from the Bicycle and Pedestrian Plans. These steps result in lower emissions of greenhouse gases into the environment, which is consistent with the goals of the 2009 Berkeley Climate Action Plan.

RATIONALE FOR RECOMMENDATION

It is the policy of the City of Berkeley that there shall be a Five-year Street Rehabilitation Plan for the entire City to be adopted by the City Council. Further, the proposed plan provides for much needed street infrastructure improvements that are consistent with the City's Street Policy.

ALTERNATIVE ACTIONS CONSIDERED

None

CITY MANAGER REPORT

To be added

CONTACT PERSON

Ray Yep, Chair, Public Works Commission (510) 318-4894

Nisha Patel, Manager of Engineering (510) 981-6406

Joe Enke, Supervising Civil Engineer (510) 981-6411

Attachments:

1. Resolution
2. Five-Year Street Rehabilitation Plan Update to Council, July 24, 2018
3. 5-Year Paving Plan Process Flow Diagram

Attachment 1

RESOLUTION NO. ##,###-N.S.

APPROVAL OF THE FIVE-YEAR PAVING PLAN FOR FY 2020 TO FY2024 AND
RECOMMENDATION FOR THE CREATION OF A LONG-TERM PAVING MASTER
PLAN

WHEREAS, the Street Rehabilitation Policy, Resolution No. 55,384-N.S. approved on May 22, 1990, requires there be a Five-Year Street Paving Plan for the entire City to be adopted by the City Council, and

WHEREAS, the City Council requests advice from the Public Works Commission on the Five-Year Paving Plan; and

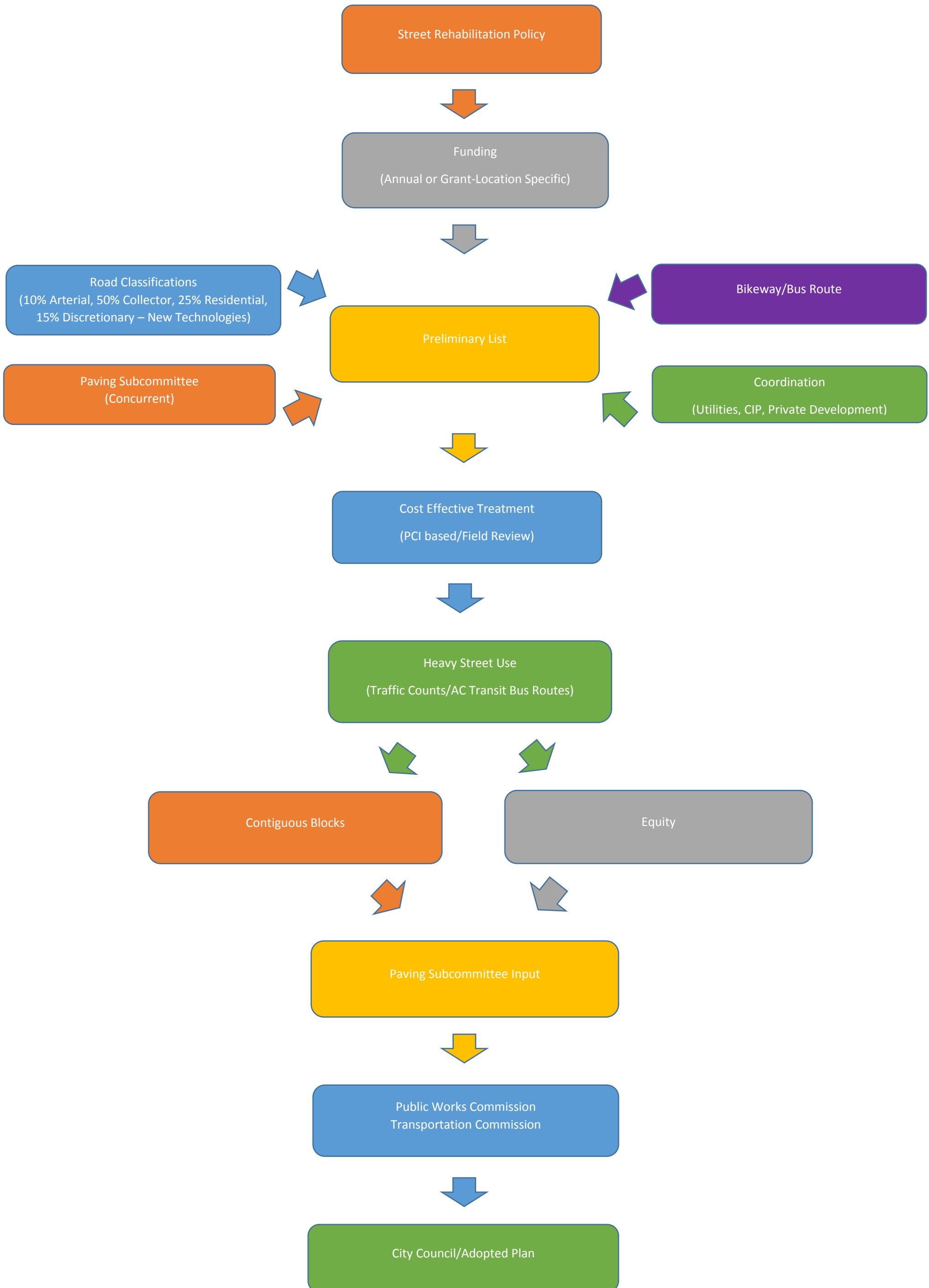
WHEREAS, on _____, 2019, the Public Works Commission voted to approve submitting the FY 2020 to FY2024 Five-year Paving Plan to City Council, attached as Exhibit A;

WHEREAS, the condition of Berkeley's streets are at an "at risk" condition and a long-term strategy is needed to improve the condition to the "good" level,

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the FY 2020 to FY2024 Five-Year Paving Plan attached as Exhibit A hereof and the request to create a long-term paving master plan, are hereby adopted.

Exhibit A: Five-Year Paving Plan for FY2020 to FY2024

5-Year Paving Plan Process Flow Diagram





Public Works Commission

July 01, 2019

To: Honorable Mayor and Members of the City Council
From: Public Works Commission
Submitted by: Ray Yep, Chairperson, Public Works Commission
Nicolas Dominguez, Chairperson, Watershed Subcommittee
Subject: Recent Trash Truck Fires and Creek Damage

REQUEST FOR INFORMATION

The Public Works Commission (PWC) has several questions arising from the April 3, 2019, Cardboard Recycling Truck Fire and Foam in Codornices Creek incident which resulted in a significant fish kill in one of our most precious watershed resources.

COMMISSION CONCERNS AND QUESTIONS

The Watershed Subcommittee has read and discussed the City Manager's April 24, 2019, letter to Council detailing the City's response to the events. We understand that staff acted in accordance with existing policy and practice and appreciate efforts to examine how the City might improve the response for future events. We would like to participate in that effort to improve our community's response to similar events as well as identify ways that we might avoid similar occurrences in the future.

As noted in the City Manager's report, staff arrived onsite very quickly and informed a number of other City Departments as well as regulatory and oversight agencies. Both the City Manager's report and public witness reports detail quick dispatch of Public Works Vacuum Trucks and street clean-up crews once the foam was released.

A number of questions were raised at our May 17, 2019, Watershed Subcommittee meeting, answers to which will help our commissions and citizens better understand our current practices and inform recommendations we may develop for improvements.

1. What is the City's Best Management Practice with respect to fire emergencies and foam release into the environment?
2. The PWC would like to understand the current BFD protocol and training with respect to releases and subsequent handling of firefighting foam surfactant. Is this training provided to other City Departments within Public Works who might be present onsite during emergency responses? Could staff from any department be provided with equipment that would help reduce harm from such releases?

3. What is the City doing to reassess the risks posed by CNG fueled vehicles? Is consideration of CNG fire risk being considered with the redesign of the Transfer Station, including not only the trash trucks onsite, but the CNG fueling station, adjacent to Codernices Creek?
4. The City Manager's Report notes that the Toxics Department sampled the creek 2 and 4 days following the event. Is there a report from Toxics that we can review to better understand their actions and results of their surveys?
5. Has there been an increase in cardboard recycling?
6. What can we do to prevent such future catastrophic impacts on our precious and fragile ecosystem as we protect human life and property?

The PWC would like to participate in the review and recommendations for improvement that City Staff is moving forward with. Please keep us informed of your progress and let us know how we can best provide input to the improvement process.

Sincerely,

Nicholas Dominguez
Watershed Subcommittee
Public Works Commission



July 8, 2019

To: Subcommittee on parks capital projects of the Parks & Waterfront Commission
Measure T1 Subcommittee of the Public Works Commissions

From: Scott Ferris, Director, Parks, Recreation and Waterfront
Andrew Brozyna, Deputy Director, Public Works

Subject: Recommendation of modification to the Measure T1 Phase 1 project list:
removal of the King School Park Bioswale project and addition of alternate Green Infrastructure projects

RECOMMENDATION

1. Removal of the King School Park Bioswale project from the list of approved Measure T1 projects¹; and
2. Addition of the following priority sites as T1 Phase 1 projects, identified by the Green Infrastructure (GI) plan at the Council worksession on June 18, 2019² and the Public Works Commission:
 - Page Street between Fourth Street and the RR Tracks;
 - Jones Street between Fourth Street and RR Tracks;
 - Channing Way at the RR Tracks;
 - Heinz Avenue near RR Tracks;
 - Dwight Way between Fourth Street and the RR Tracks;
 - Grayson Street near the RR Tracks;
 - Tenth Street at Codornices Creek;
 - Ninth Street at Codornices Creek;
 - Piedmont Avenue Median between Durant Avenue and Channing Way;
 - Piedmont Avenue Traffic Circle;
 - San Pablo Park at Ward Street; and
 - the evaluation of the Sacramento Street center median

¹ See https://www.cityofberkeley.info/uploadedFiles/Parks_Rec_Waterfront/Level_3_-_General/6-27-17%20Adopted%20list%20of%20projects.pdf

² See https://www.cityofberkeley.info/Clerk/City_Council/2019/06_June/Documents/2019-06-18_WS_Item_01_City_of_Berkeley_Green_Infrastructure_pdf.aspx

FISCAL IMPACTS OF RECOMMENDATION

The King School Park Bioswale project was allocated approximately \$1.32 million for design, planning and construction. These funds will be reallocated to the design and construction of the Ward Street GI project, design and planning of the above 11 green infrastructure projects, and the evaluation of the Sacramento Street center median.

CURRENT SITUATION AND ITS EFFECTS

It was determined that the King School Park Bioswale project was not feasible because of the proximity of the large, established London Plane trees along Hopkins Street. The excavation required for the bioswales would require root removal which could have an adverse impact on the health of the trees.

Since this finding, staff had been discussing this issue with the Public Works Commission and the Public Works Watershed Subcommittee to identify alternate green infrastructure projects. In June 2019, staff finalized the Green Infrastructure Plan and identified 11 priority sites. The scope for these sites will include design & planning and may include construction. Staff and Commission are recommending that these 11 sites, the evaluation of the Sacramento Street center median, and a green infrastructure project on Ward Street (already an existing T1 project) be included as T1 Phase 1 projects. This list of sites for green infrastructure improvements was shared with the Measure T1 Joint Subcommittee on July 8, 2019.

BACKGROUND

In November 2016, Berkeley voters approved [Measure T1](#)³ – a \$100 million dollar general obligation bond to repair, renovate, replace or reconstruct the City’s aging existing infrastructure, including facilities, streets, sidewalks, storm drains, and parks. Measure T1 passed with 86.5% of the vote.

From December 2016 through June 2017, the City undertook a robust public process to gather input on the proposed projects. In addition to three Measure T1 Workshops for the general public, the Parks & Waterfront and Public Works Commissions invited and received input from the public and other City Commissions. They submitted a [joint report to Council in June 2017](#)⁴ detailing their recommendations. The City Manager incorporated this input and submitted a [final recommended list of projects](#)⁵. Council adopted this list and proposed plan for implementing Phase 1 of the T1 bond program on June 27, 2017.

The design and construction of the King School Park Bioswale was a green infrastructure project approved for Measure T1 Phase 1 by Council.

³ See <https://www.cityofberkeley.info/MeasureT1/>

⁴ See https://www.cityofberkeley.info/uploadedFiles/Parks_Rec_Waterfront/Level_3_-_General/Measure%20T1%20-%20Joint%20Commission%20Report%20-%20June%202017%20w%20attachments.pdf

⁵ See https://www.cityofberkeley.info/Clerk/City_Council/2017/06_June/Documents/2017-06-27_Item_49_Implementing_Phase_1.aspx

Recommending modification to the Measure T1 Phase 1 project list

ENVIRONMENTAL SUSTAINABILITY

These green infrastructure projects will improve urban runoff quality for a more environmentally sustainable city.

RATIONALE FOR RECOMMENDATION

The King School Park Bioswale project is not feasible and needs to be removed from the Phase 1 project list.

The projects listed in Exhibit A were identified in the [City's Green Infrastructure Plan](#) or recommended by the Public Works Commission. A potential funding option presented in the plan is revenue from the City's Clean Stormwater Fee or local fund contributions to obtain grant funding, but funding has not yet been solidified. The addition of these projects to the Measure T1 Phase 1 list will provide significant funding to help the City complete these projects.

ALTERNATIVE ACTIONS CONSIDERED

Use funding allocated to the King School Park Bioswale for projects on the existing approved Measure T1 Phase 1 list.

CONTACT PERSON

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EXHIBIT A
Addition to Measure T1 Phase 1 Project List

Design & Planning or Design, Planning, & Construction

- Page Street between Fourth Street and the RR Tracks
- Jones Street between Fourth Street and RR Tracks
- Channing Way at the RR Tracks
- Heinz Avenue near RR Tracks
- Dwight Way between Fourth Street and the RR Tracks
- Grayson Street near the RR Tracks
- Tenth Street at Codornices Creek
- Ninth Street at Codornices Creek
- Piedmont Avenue Median between Durant Avenue and Channing Way
- Piedmont Avenue Traffic Circle
- San Pablo Park at Ward Street
- the evaluation of the Sacramento Street center median