

EUGENE CITY COUNCIL

AGENDA ITEM SUMMARY



Action: Authorize Additional Street Preservation Projects to Use Anticipated Bond Proceeds Remaining Upon Completion of 32 Streets Identified in Bond Measure

Meeting Date: October 26, 2011
Department: Public Works Engineering
www.eugene-or.gov

Agenda Item Number: A
Staff Contact: Mark Schoening
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ISSUE STATEMENT

The City Council is requested to authorize the addition of the streets shown on Attachment B to the list of streets to be repaired with bond measure proceeds. The estimated cost of the additional streets is \$7,368,198. The list of additional streets was endorsed by the Street Repair Review Panel at its May 24, 2011, meeting.

BACKGROUND

The Voters' Pamphlet for the Bond Measure to Fix Streets included the following language:

The use of bond proceeds for street preservation projects would be limited to a list of 32 projects. If all 32 projects are completed, the Council would be authorized to add other street preservation projects to the list in order to use remaining bond proceeds.

After two years of construction completed and several bid openings earlier this year, it was anticipated that there would be approximately \$10 million in bond measure proceeds remaining after completion of the 32 streets identified in the bond measure. There were several reasons for the amount of anticipated remaining funds. As a result of the length and depth of the recession, the bidding climate for pavement preservation projects has been extremely favorable for public agencies. On several streets, the level of pavement deterioration visible on the pavement surface did not extend the full depth of the pavement and the base had not failed. This resulted in an anticipated reconstruction project becoming a much less expensive pavement overlay project. Finally, through an innovative construction method known as partial depth reclamation, the cost to reconstruct several streets was substantially reduced.

The Voters' Pamphlet for the Bond Measure to Fix Streets also included the following language regarding the identification of the 32 streets included in the bond measure:

The criteria for choosing bond projects included:

- a) citizen input with respect to prioritizing major streets in need of reconstruction;*
- b) scientific information about needed street rehabilitation and reconstruction from the pavement management system; and*

c) geographic distribution throughout the community to ensure all areas of the City receive a benefit from the bond proceeds.

City staff used the above criteria in identifying additional projects to be constructed with remaining bond proceeds. The first criterion applied was geographic distribution to assure that additional projects were identified in all eight council wards. The second criterion applied was scientific information. This prioritized overlay projects over reconstruction projects. Also, arterials and collectors were prioritized over local streets due to their greater importance to the mobility of larger numbers of citizens and businesses. Finally, transit routes, presence of bike lanes and missing or substandard access ramps were also considered. The third criterion was citizen input prioritizing major streets and reconstruction projects.

The Street Repair Review Panel (SRRP) met on April 20, 2011, and was requested to confirm that staff appropriately applied the project selection criteria from the 2008 Voters Pamphlet and to endorse the staff's recommended list of additional street repair projects. After much discussion, the SRRP endorsed a list of streets with an estimated cost of \$6,560,000. The SRRP expressed interest in a more in-depth review of streets to be considered with the estimated \$3,440,000 remaining in the event the council endorsed the list of recommended streets.

On May 11, 2011, the City Council authorized the list of additional streets to be repaired with the bond measure proceeds as recommended by the SRRP. Staff has initiated design and utility coordination for the additional streets with construction scheduled for the summer of 2013.

On May 24, 2011, the SRRP met to develop a recommendation of additional streets to be repaired with the bond measure proceeds. Since the meeting held on April 20, 2011, the City opened several more bids and completed the pavement testing on several streets. As a result, the estimated amount of additional funds was increased to \$7.5 million.

The SRRP was presented a list of 28 streets with an estimated total cost of \$28.4 million (Attachment A). The SRRP members shared their ideas on criteria to consider in developing a recommended list of projects. The SRRP members asked for a staff recommendation which is shown in bold text on Attachment A. The staff proposal was based upon criteria in the bond measure. The SRRP proposed additional projects that focused on pavement overlays. One street, 7th Place was dropped from the staff recommendation to allow for more pavement overlay projects. The SRRP split the list of projects into two groups. Group 1 totaled \$5,073,198 and it is highly likely that there will be sufficient bond funds available to complete these projects. Group 2 totaled \$2,295,000 and it is likely there will be sufficient bond funds to complete these projects, but there may be a need to supplement the funding with a portion of the street repair capital budget funded by the local gas tax. Attachment B shows the projects in Groups 1 and 2 for a total of \$7,368,198. The SRRP unanimously supported the proposed list shown on Attachment B.

Future Pavement Preservation Funding

In November 2008, voters passed a five-year, \$35.9 million general obligation bond to fix streets, payable from property taxes beginning November 2009, and continuing through November 2013. The final set of street projects to be paid from this bond measure will occur in the summer of 2013.

In anticipation of the expiration of the 2008 bond measure, a discussion is needed to guide the next steps for funding street preservation projects and to address the ongoing backlog of street repair projects. One option would be to place a new bond measure to fix streets on the ballot. Decisions related to this option include how much the bond amount should be and over what length of time it should be levied.

Placing a measure on the November 2012 ballot would allow Public Works staff to continue a seamless process of designing and bidding an annual street repair program. It takes several years to plan and design major street repair projects. If voters approved a new bond measure late in calendar 2012, it would allow construction to occur during the summer of 2014. If a new bond measure was approved by voters in November 2012, the taxes would first be levied in November 2014, after the 2008 bond ends in 2013. This would be clearly stated in the bond measure ballot materials.

At the January 19, 2011, council work session, staff and members of the Street Repair Review Panel (SRRP) presented the *Citizen Street Repair Review Panel 2010 Report*. At the meeting, the council expressed interest in keeping the panel in place to help identify projects for a future bond. Public Works plans to reconvene the SRRP later this year to review the 2011 projects and to discuss the committee's recommendations for a future bond. Staff will bring this information back to council after the SRRP has discussed its recommendations.

RELATED CITY POLICIES

The council's goals include "Transportation Initiative: Develop mechanisms to adequately fund our transportation system for cars, trucks, bikes and pedestrians including maintenance and preservation and capital reconstruction."

COUNCIL OPTIONS

The council may:

1. Authorize the additional streets shown on Attachment B to the list of streets to be repaired with bond measure proceeds.
2. Add or delete from the additional streets shown on Attachment B and authorize the amended list.
3. Take no action.

CITY MANAGER'S RECOMMENDATION

The City Manager recommends that the City Council authorize the additional streets shown on Attachment B to the list of streets to be repaired with bond measure proceeds.

SUGGESTED MOTION

Move to authorize the additional streets shown on Attachment B to the list of streets to be repaired with bond measure proceeds.

ATTACHMENTS

- A. Additional Streets Considered by the Street Repair Review Panel
- B. Additional Streets to be Repaired with Proceeds from the Street Bond Measure

FOR MORE INFORMATION

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Additional Streets Considered by the Street Repair Review Panel

Class	Ward	Street	To	From	Rehab Method	Est
ARTERIAL	8	11TH AVE	WS TYNN	WS BERTELSEN	OVERLAY	\$ 1,560,000
	7,8	11TH AVE	WS BERTELSEN	WS DANEBO	OVERLAY	\$ 1,234,000
	1	13TH AVE	WS WASHINGTON	WS ADAMS	RECONSTRUCT	\$ 683,000
	8	18TH AVE	102' E JOSH ST	ES BERTELSEN	RECONSTRUCT	\$ 1,035,000
	2,3	30TH	ES SPRING OVERPASS	ES AGATE	RECONSTRUCT	\$ 2,375,000
	1,3	AMAZON PARKWAY	NS 24TH AVE	NS 2693-FT S OF E 24TH	RECONST/OVERLAY	\$ 1,319,000
	8	BAILEY HILL RD	SS 5TH AVE	NS 11TH AVE	RECONST/OVERLAY	\$ 1,668,000
	1	CHAMBERS	SS W 19TH AVE	NS 24TH	RECONST/OVERLAY	\$ 934,000
	2	EAST AMAZON	ES HILYARD	SS DILLARD	RECONSTRUCT	\$ 1,094,000
	6	TERRY	MANWOOD	BARGER	OVERLAY	\$ 184,000
	3	HILYARD	SS E BROADWAY	NS E 11TH	OVERLAY	\$ 245,000
	2	WEST AMAZON DR	ES HILYARD	SS FOX HOLLOW	RECONSTRUCT	\$ 1,166,000
	1	WILLAMETTE ST	NS 19TH AVE	SS DRWY 2415	OVERLAY	\$ 332,000
ARTERIAL Total						\$ 13,829,000
COLLECTOR	7	01ST AVE	WS WASHINGTON	WS VAN BUREN	RECONST/OVERLAY	\$ 504,000
	7	02ND AVE	WS BLAIR BLVD	ES GARFIELD	RECONSTRUCT	\$ 1,039,000
	7,8	05TH AVE	SS HWY 99	ES BAILEY HILL RD	RECONSTRUCT	\$ 1,949,000
	7,8	07TH PL	SS 7TH AVE	ES BAILEY HILL RD	RECONSTRUCT	\$ 1,141,000
	1	13TH AVE	WS ADAMS	WS GARFIELD	RECONSTRUCT	\$ 1,535,000
	2	46TH AVE	WS DONALD	ES WILLAMETTE	OVERLAY	\$ 105,000
	2	DONALD	SS E 46TH	NS FOX HOLLOW	OVERLAY	\$ 254,000
	7,6	FAIRFIELD	WS HWY 99	NS ROYAL	RECONSTRUCT	\$ 603,000
	1	FRIENDLY	NS W 24TH	NS W 28TH	OVERLAY	\$ 346,000
	4	GARDEN WAY	SS HARLOW RD.	S 110 SISTERS VIEW AV	OVERLAY	\$ 157,000
	2	HILYARD	SS W AMAZON	SS 40TH AVE	RECONST/OVERLAY	\$ 959,000
	5	VALLEY RIVER WAY	SS VALLEY RIVER DR	SS CDS	RECONSTRUCT/OVERLAY	\$ 324,000
	8	TIMBERLINE	330' SOUTH OF COLONY OAKES	WINTERCREEK	OVERLAY/RECONST	\$ 482,000
4	WILLAKENZIE RD	ES BOGART LN	ES COBURG RD	RECONST/OVERLAY	\$ 697,000	
COLLECTOR Total						\$ 10,095,000
LOCAL	7	8TH AVE	LINCOLN	MONROE	RECONSTRUCT	\$ 752,000
	1,7	8TH AVE	MONROE	GARFIELD	RECONSTRUCT	\$ 1,701,000
	7	BROADWAY	LINCOLN	MONROE	RECONST/OVERLAY	\$ 486,198
	7	W 10TH AVE	WS OLIVE	WS JEFFERSON	RECONSTRUCT	\$ 653,000
	7	OLIVE	NS 10TH	NS 13TH	RECONSTRUCT	\$ 413,000
3	ALDER	18TH	24TH	RECONSTRUCT	\$ 471,000	
LOCAL Total						\$ 4,476,198
GRAND Total						\$ 28,400,198

Additional Streets Recommended by the Street Repair Review Panel

Group	Ward	Street	To	From	Rehab Method	Est
Group 1	6	TERRY	MANWOOD	BARGER	OVERLAY	\$ 184,000
	3	HILYARD	SS E BROADWAY	NS E 11TH	OVERLAY	\$ 245,000
	1	WILLAMETTE ST	NS 19TH AVE	SS DRWY 2415	OVERLAY	\$ 332,000
	2	46TH AVE	WS DONALD	ES WILLAMETTE	OVERLAY	\$ 105,000
	2	DONALD	SS E 46TH	NS FOX HOLLOW	OVERLAY	\$ 254,000
	4	GARDEN WAY	SS HARLOW RD.	S 110 SISTERS VIEW AV	OVERLAY	\$ 157,000
	5	VALLEY RIVER WAY	SS VALLEY RIVER DR	SS CDS	RECONSTRUCT/OVERLAY	\$ 324,000
	4	WILLAKENZIE RD	ES BOGART LN	ES COBURG RD	RECONST/OVERLAY	\$ 697,000
	7	8TH AVE	LINCOLN	MONROE	RECONSTRUCT	\$ 752,000
	7	BROADWAY	LINCOLN	MONROE	RECONST/OVERLAY	\$ 486,198
	7	W 10TH AVE	WS OLIVE	WS JEFFERSON	RECONSTRUCT	\$ 653,000
	7	OLIVE	NS 10TH	NS 13TH	RECONSTRUCT	\$ 413,000
	3	ALDER	18TH	24TH	RECONSTRUCT	\$ 471,000
Group 1 Total						\$ 5,073,198
Group 2	1	FRIENDLY	NS W 24TH	NS W 28TH	OVERLAY	\$ 346,000
	7.8	05TH AVE	SS HWY 99	ES BAILEY HILL RD	RECONSTRUCT	\$ 1,949,000
Group 2 Total						\$ 2,295,000
GRAND Total						\$ 7,368,198