



# City of Palo Alto

## City Council Staff Report

(ID # 9028)

---

**Report Type: Consent Calendar**

**Meeting Date: 4/16/2018**

**Summary Title: Charleston/Arastradero Corridor Project Resolutions**

**Title: Adoption of a Resolution Authorizing City Manager or his Designee to Sign Related Agreements for Transportation Projects and Adoption of a Resolution for SB 1 Fiscal Year 2019 Project List for Capital Improvement Program Project PE-13011, Charleston-Arastradero Corridor Project**

**From: City Manager**

**Lead Department: Public Works**

### **Recommended Motion**

Staff recommends that Council:

1. Adopt the attached resolution authorizing the City Manager or Public Works Director to sign related agreement(s) for transportation projects (Attachment A)
2. Adopt the attached resolution for Fiscal Year 2019 project list funded by SB 1: The Road Repair and Accountability Act (Attachment B)

### **Background**

The Charleston-Arastradero Corridor is a heavily used, 2.3 mile residential arterial serving as an east-west connector for the southern section of Palo Alto. Among other things, it services 11 schools, several parks, shopping centers, community centers, senior living facilities, and a library. The corridor extends from East Charleston Road at Fabian Way to Arastradero Road at Miranda Avenue. In 2003, Council directed staff to prepare a Charleston-Arastradero Corridor plan to address school commute and other travel safety concerns for pedestrians, bicyclists and drivers and to enhance residential amenities along the corridor. In 2004, Council approved a plan for a trial demonstration to reduce the four lane road to two lanes. In 2006, Phase 1 of the plan was implemented on Charleston Road from Fabian Way to El Camino Real together with improvements at the Gunn High School-Arastradero Road intersection. Phase 2 of the improvements

was implemented in 2010 on Arastradero between El Camino Real and Gunn High School. These trials were approved by Council for permanent retention in 2008 and 2012, respectively. Since that time, the project has secured \$1.45 million in grant funding for associated landscaping and pedestrian/bicycle improvements. City Council included the Charleston-Arastradero Corridor in its Council Infrastructure Plan in June 2014.

The trial projects were implemented using pavement striping and markings without the use of hardscape improvements. Final construction of the project will complete hardscape elements and incorporate further improvements to enhance safety for bicylists and pedestrians and traffic signal modifications to improve operations.

The Charleston-Arastradero Corridor Project has been under development for 15 years with significant stakeholder outreach and community engagement. Extensive public outreach developed the preferred concept plan line to add landscaping, pedestrian and bicycle improvements and signal modifications to the corridor. The City hosted four community workshops, met with PTAs at Gunn High School, Terman Middle School, Hoover Elementary School and Fairmeadow Elementary School, presented plans to the Palo Alto Pedestrian and Bicycle Advisory Committee (PABAC) twice for comments and developed a preferred plan line concept that was unanimously approved by the Planning and Transportation Commission and Council in April and September 2015, respectively ([Staff Reports #5690](#) and [#6070](#)). The Architectural Review Board approved the landscape plans in July 2017 ([Staff Report #8073](#)) and the Public Arts Commission approved the art for the project in October 2017.

The Charleston-Arastradero Corridor Project has been divided into three phases to meet grant funding deadlines and minimize construction disruption. Phase 1 includes Arastradero Road from Miranda Avenue to Clemo Avenue. Phase 2 includes Charleston Road from Alma Street to Middlefield Road. Phase 1 and 2 will be constructed simultaneously. Phase 3 includes Arastradero Road from Clemo Avenue to El Camino Real, and Charleston Road from El Camino Real to Alma Street and from Middlefield Road to San Antonio Road. The phases are shown on the maps in Attachment C. Award of construction contracts for Phase 1 and 2 will be brought to Council for approval in May. Phase 3 will start construction in 2019 once Phases 1 and 2 are completed.

## **Discussion**

### Resolutions

The City received a \$1,000,000 Vehicle Emissions Reductions Based at School (VERBS) grant in 2013 for the Arastradero Road Schoolscape – Multi-Use Trail. This work is included in Charleston-Arastradero Corridor Project – Phase 1 scope of work and the California Department of Transportation (Caltrans) who administers the grant, authorized construction on December 21, 2017. Caltrans requires an updated resolution (Attachment A) to authorize the City Manager or the Public Works Director to sign grant-related program agreements for street and transportation grants administered by Caltrans. This authority will include the VERBS grant but also extend to future federal grant funding, such as One Bay Area Grant (OBAG) funds. Regardless of this authority, Council still approves the expense and revenue for grants through the capital budget approval process.

SB 1 established the Road Maintenance and Rehabilitation Account (RMRA) in 2017 to address deferred maintenance on the state highway and local streets and roads systems. Palo Alto's RMRA funding estimate for FY 2019 is \$1,140,686. SB 1 funding requires that Council approve the attached resolution (Attachment B) with a project list that includes four components:

- Project description;
- The locations of each proposed project;
- Schedule for completion; and
- Estimated useful life of improvement.

The adopted resolution must be sent to the California Transportation Commission by May 1, 2018. Staff recommends the RMRA funding for FY 2019 be recognized in the Gas Tax Fund and transferred to the Capital Improvement Fund to be added to the Charleston-Arastradero Corridor Project, PE-13011. This funding recommendation will be included in the FY 2019 Proposed Capital Budget. Charleston-Arastradero Corridor Project Phase 3 includes bicycle and pedestrian improvements, traffic signal modifications to improve operations, landscaped medians and street resurfacing. This work will complete the Charleston-Arastradero Corridor Project and has an anticipated construction completion date of May 2020. The estimated useful life is approximately 30 years. Adopting the resolution does not commit the City to using the funding for the Charleston-Arastradero Corridor Project. Amended SB 1 project lists are allowable through

the annual reporting process.

**Resource Impact**

Monthly appropriations from the State Controller’s Office will begin in July 2018. Palo Alto’s RMRA funding for FY 2020 and ongoing is estimated to be \$1.2 Million annually, and funding from RMRA in future fiscal years will be recognized and appropriated as part of the annual CIP budget process.

**Attachments:**

- Attachment A: Caltrans Signature Authority Resolution
- Attachment B: SB1 FY2019 Resolution
- Attachment C: Charleston-Arastradero Corridor Project Map

NOT YET APPROVED

Resolution No. \_\_\_\_\_

Resolution of the Council of the City of Palo Alto Authorizing the City Manager or Public Works Director to Enter into Master Agreements, Program Supplemental Agreements, and Any Amendments thereto, for Transportation Projects.

RECITALS

A. The City of Palo Alto ("City") is eligible to receive federal and/or state funding for certain transportation and resurfacing projects, through the California Department of Transportation ("Caltrans"); and

B. The Master Agreements and Program Supplemental Agreements need to be executed with the State of California before the City can receive such funds from Caltrans; and

C. The City Council wished to delegate authorization to execute all Master Agreements and Program Supplemental Agreements and any amendments thereto, to the City Manager or Public Works Director.

NOW, THEREFORE, the Council of the City of Palo Alto RESOLVES as follows:

SECTION 1. The City Council authorizes the City Manager or Public Works Director to execute all Master Agreements and Program Supplement Agreements and any amendments thereto, between the City and the State of California, through Caltrans, for state and federally funding transportation and resurfacing projects for the City.

//

//

//

//

//

//

//

//

//

//

//

NOT YET APPROVED

SECTION 2. The Council finds that the adoption of this resolution does not meet the definition of a project under Public Resources Code Section 21065, thus no environmental assessment under the California Environmental Quality Act is required.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

APPROVED:

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Director of Public Works

\_\_\_\_\_  
Director of Administrative Services

## Not Yet Approved

Resolution No. \_\_\_\_\_

Resolution of the Council of the City of Palo Alto to Adopt a List of  
Projects Funded by SB 1: The Road Repair and Accountability Act

### RECITALS

- A. 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 in order to address the significant multi-modal transportation funding shortfalls statewide; and
- B. SB 1 includes accountability and transparency provisions that will ensure the residents of the City of Palo Alto (City) are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and
- C. The City must adopt a list of all projects proposed to receive funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1 by resolution, 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
- D. The City, will receive an estimated \$1,140,686 in RMRA funding in Fiscal Year 2018-19 from SB 1; and
- E. The City used a Pavement Management System and current infrastructure plan projects 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
- F. The funding from SB 1 will help the City maintain and rehabilitate two roads, add active transportation infrastructure, provide complete streets in the City this year and many similar projects into the future; and
- G. The 2016 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in "excellent" condition and this revenue will help us maintain the overall quality of our road system and implement complete streets projects over the next decade; and
- H. If the Legislature and Governor failed to act, city streets and county roads would have continued to deteriorate, having many and varied negative impacts on our community; and
- I. Cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and
- J. Maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and
- K. 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

## Not Yet Approved

infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE, the Council of the City of Palo Alto RESOLVES as follows:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. The City of Palo Alto is adopting the following list of projects planned to be funded with Road Maintenance and Rehabilitation Account revenues:

Charleston/Arastradero Corridor Project – Phase 3 which includes Arastradero Road from Coulombe Drive and El Camino Real and Charleston Road from El Camino Real to Alma and Middlefield Road to San Antonio Road. This project includes bicycle and pedestrian improvements, traffic signal modifications, landscape medians, green infrastructure and street paving. The estimated useful life is approximately 30 years and construction will start in 2019.

SECTION 3. The Council finds that the adoption of this resolution does not meet the definition of a project under Public Resources Code Section 21065, thus no environmental assessment under the California Environmental Quality Act is required.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

APPROVED AS TO FORM:

APPROVED:

\_\_\_\_\_  
Assistant City Attorney

\_\_\_\_\_  
City Manager

\_\_\_\_\_  
Director of Public Works

\_\_\_\_\_  
Director of Administrative Services





The City of Palo Alto



CHARLESTON - ARASTRADERO CORRIDOR  
PHASE 1 - LOCATION MAP

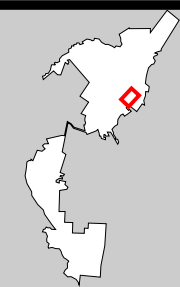
This map is a product of the City of Palo Alto GIS



**Legend**  
LIMITS OF WORK

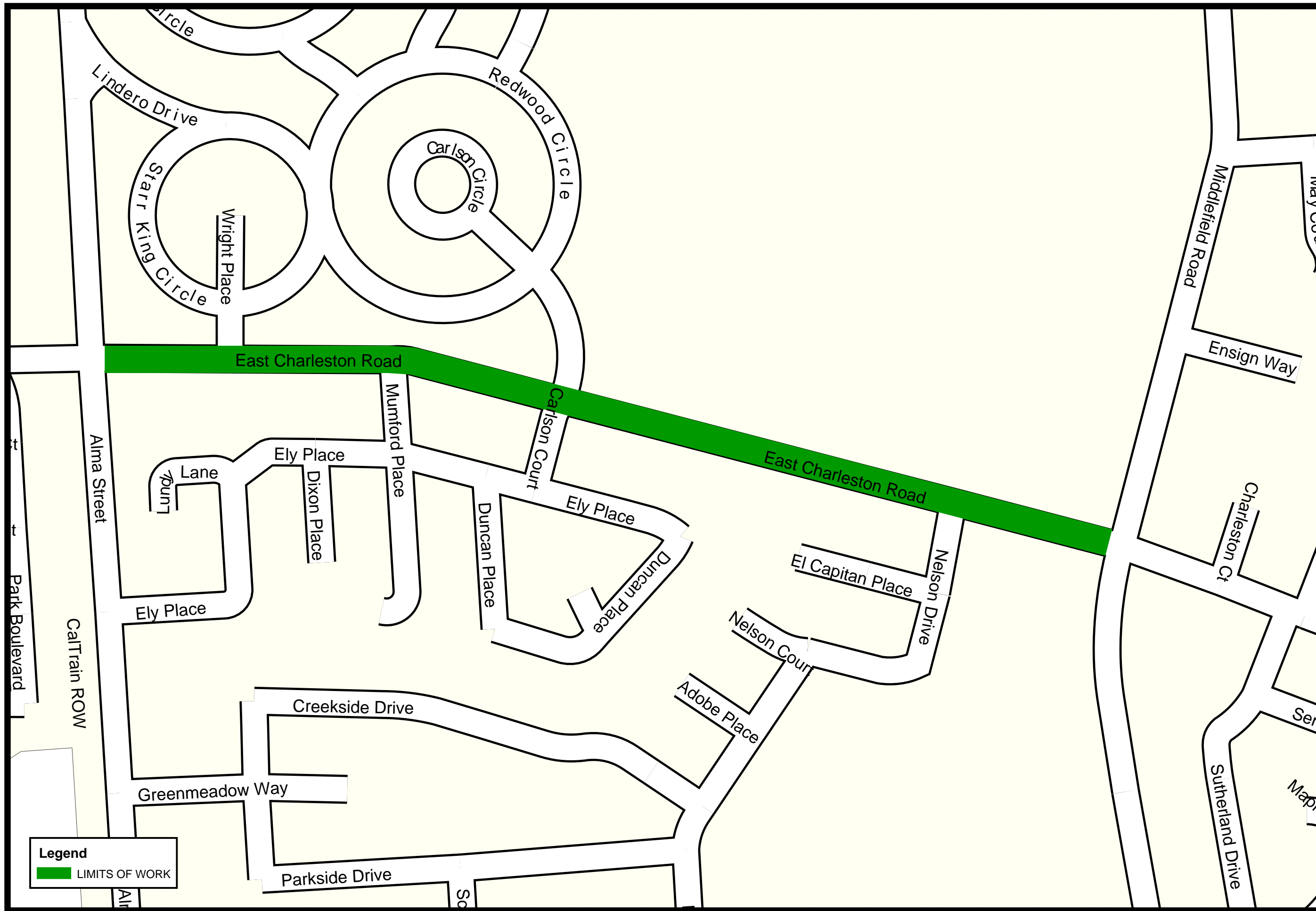


The City of Palo Alto




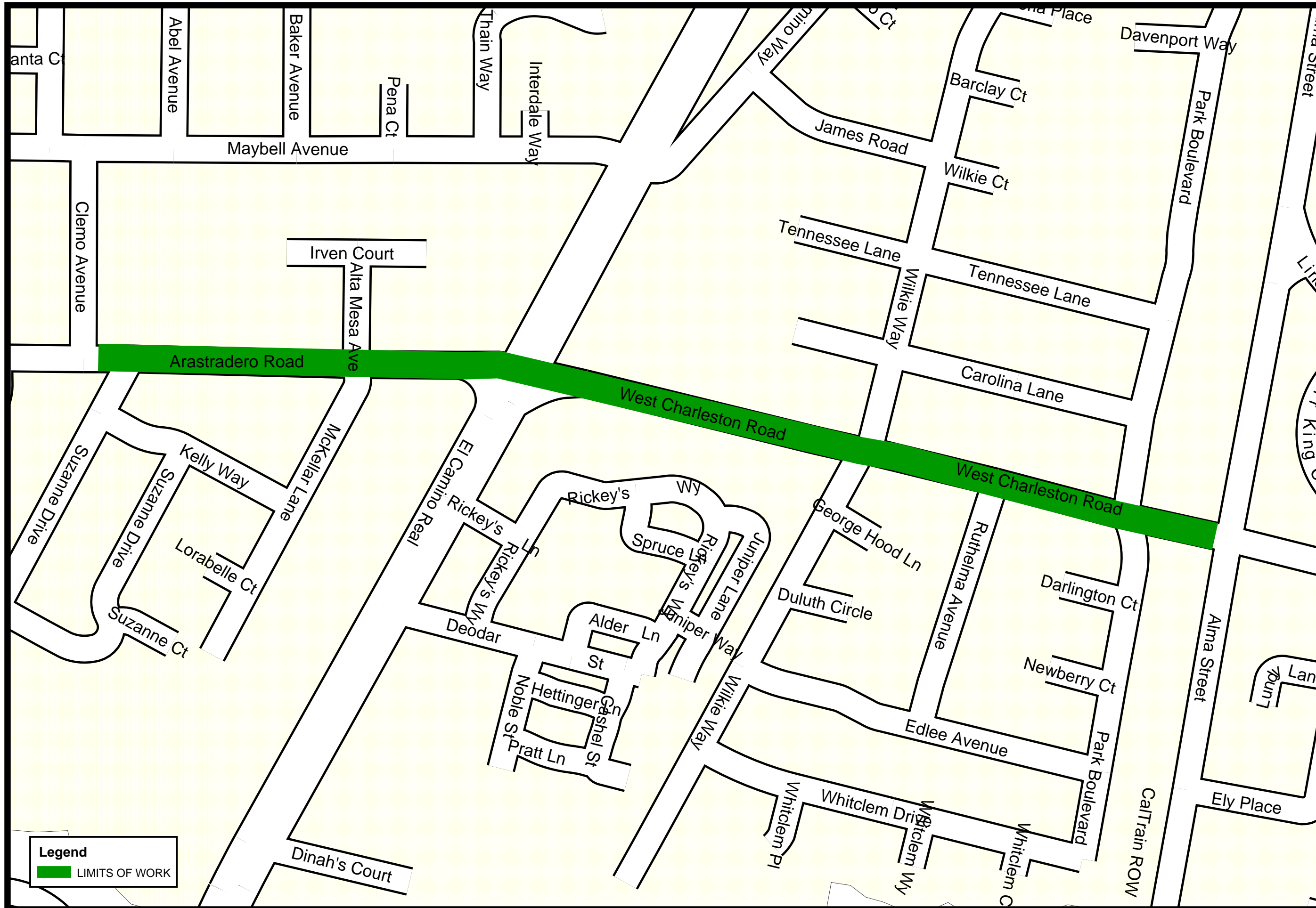
CHARLESTON - ARASTRADERO CORRIDOR  
PHASE 2 - LOCATION MAP

This map is a product of the City of Palo Alto GIS




**Legend**

 LIMITS OF WORK



**Legend**

 LIMITS OF WORK



The City of Palo Alto



Charleston - Arastradero Corridor  
Phase 3 Location Map  
Page A

This map is a product of the City of Palo Alto GIS



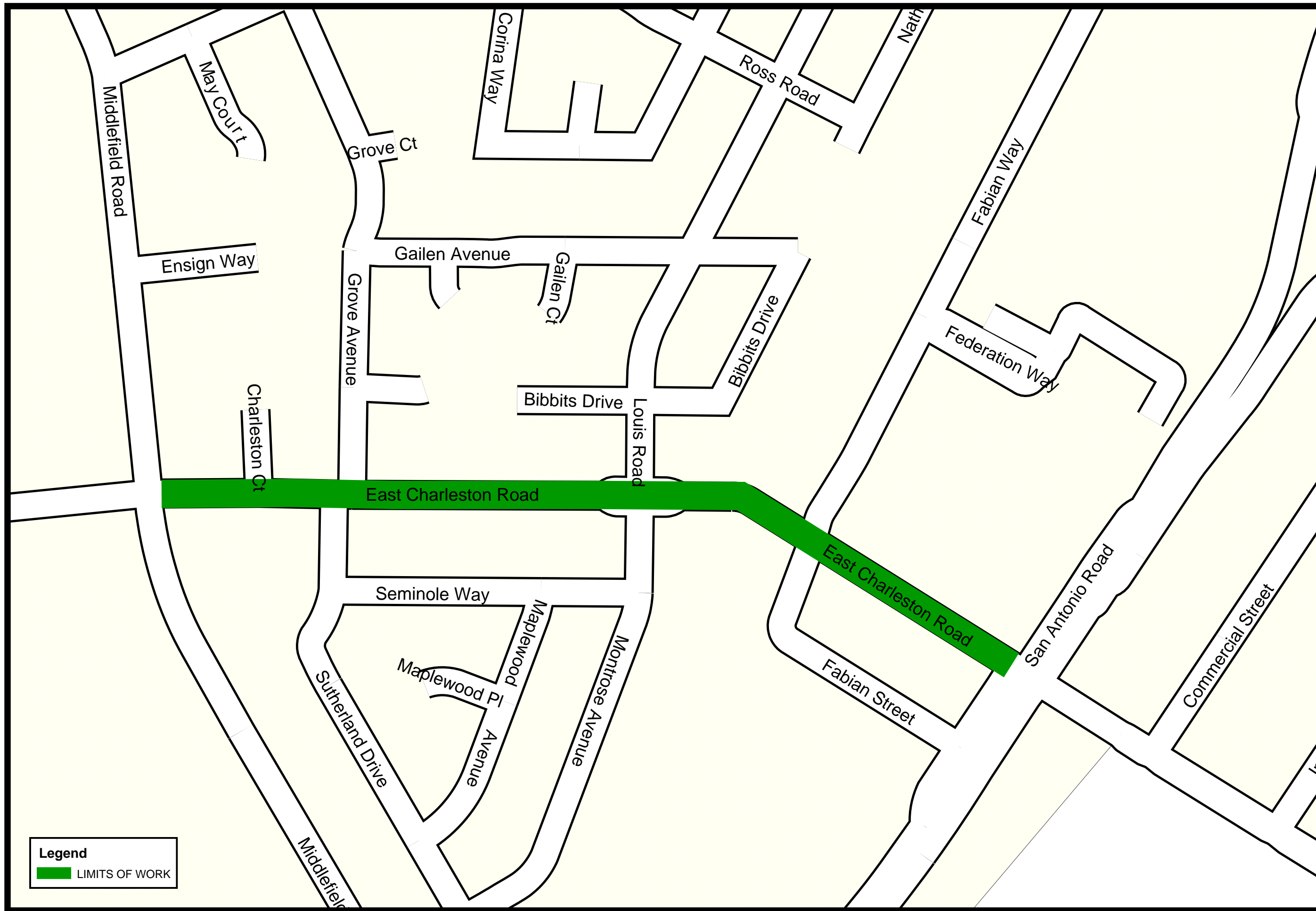


The City of Palo Alto




Charleston - Arastradero Corridor  
Phase 3 Location Map  
Page B

This map is a product of the City of Palo Alto GIS



**Legend**

 LIMITS OF WORK