

City of Highland Public Works Subcommittee Agenda

SUBCOMMITTEE MEMBERS

LARRY McCALLON, MEMBER
JOHN TIMMER, MEMBER

May 23, 2023

10:00 a.m.

Upright Conference Room
Highland City Hall
27215 Base Line
Highland, California

STAFF

Joseph A. Hughes - City Manager
Chuck Dantuono - Director of Administrative Services/City Treasurer
Lawrence Mainez - Community Development Director
Carlos Zamano - Public Works Director/City Engineer
Alondra Muñoz - Deputy City Clerk



MISSION STATEMENT

Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and the staff of Highland are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible.

Visit the City's Website at: www.cityofhighland.org

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance, please contact the City Clerk's office at (909) 864-6861, ext. 226, at least 72 hours prior to the meeting for any requests for reasonable accommodation to include interpreters.

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the Subcommittee less than 72 hours prior to that meeting are available for public inspection at Highland City Hall, 27215 Base Line, Highland, during normal business hours.

**PUBLIC WORKS SUBCOMMITTEE
MAY 23, 2023 – 10:00 a.m.**

CALL TO ORDER

PUBLIC COMMENT

Submission of Public Comments: For those wishing to make public comments by email, please submit your comments by email to be read aloud at the meeting. Emailed comments must be submitted by 9:00 a.m. on May 23, 2023, to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the May 23, 2023 agenda, please identify the agenda item number in the subject line. Members of the public will be permitted to make public comments in person.

BUSINESS ITEMS

1. Minutes – May 9, 2023 Meeting
RECOMMENDATION: Approve the Minutes as submitted.
2. Pavement Management Program (PMP) Scenario 1-B
RECOMMENDATION: That the Subcommittee:
 - 1) Review and approve the Pavement Management Program (PMP) Scenario 1-B;
 - 2) Direct staff to finalize the PMP report; and
 - 3) Bring it back to the Subcommittee in June of 2023 for approval of maps showing the project locations and maintenance for Scenario 1-B.

ADJOURN

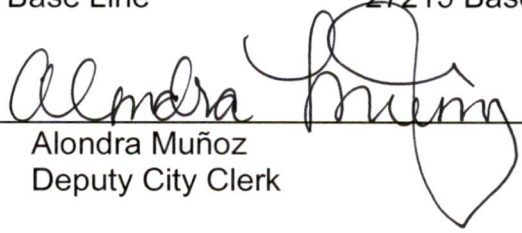
I, Alondra Muñoz, Deputy City Clerk, of the City of Highland, California, certify that I caused to be posted this Agenda on or before the 18th day of May, 2023, by 5:30 p.m. on our website at www.cityofhighland.org and at the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: May 18, 2023


Alondra Muñoz
Deputy City Clerk

Business Item No. 1



**MINUTES
PUBLIC WORKS SUBCOMMITTEE
May 9, 2023**

CALL TO ORDER

The Public Works Subcommittee meeting was called to order at 5:45 p.m. in the Upright Conference Room, 27215 Base Line, Highland, California.

ROLL CALL

Present: McCallon, Timmer
Absent: None

PUBLIC COMMENT

None

BUSINESS ITEMS

1. Minutes – April 11, 2023 Meeting
Approved the Minutes as submitted.
2. Re-Route the Solid Waste Collection and Street Sweeping Schedule
The Subcommittee reviewed approved to re-route the Solid Waste Collection and Street Sweeping Schedule. The item does not have to be brought forward to the City Council for approval.
3. Highland Senior Center Alzheimers Recognition
The Subcommittee reviewed approved to allow the Highland Senior Center to place purple ribbons along Base Line in memory of those who passed away from Alzheimers The item does not have to be brought forward to the City Council for approval.

ADJOURN

There being no further business, the meeting was adjourned at 5:53 p.m.

Submitted by:

Approved by:

Alondra Muñoz, Deputy City Clerk

Subcommittee Member

Business Item No. 2



MEMO



DATE: May 23, 2023

TO: Public Works Subcommittee

PREPARED BY: Ben Booth, Senior Civil Engineer

FROM: Carlos Zamano, Public Works Director/City Engineer

SUBJECT: 2nd 5-Year Pavement Management Program

RECOMMENDATION: That the Subcommittee review and approve the Pavement Management Program (PMP) Scenario 1-B, direct staff to finalize the PMP report and bring it back to the Subcommittee in June of 2023 for approval of maps showing the project locations and maintenance for Scenario 1-B.

1.0 Pavement Management Program

The PMP is an effective tool to quantitatively analyze and evaluate pavement conditions and develop best strategies to maintain pavement of the City's 152 centerline miles of streets. The program has assisted staff in identifying, planning and budgeting street rehabilitation and preventative maintenance projects.

2.0 Pavement Condition Index

The pavement condition index, or PCI, is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed street will have a PCI of 100, while a very poor condition street will have a PCI of 25 or less. The pavement condition is primarily affected by the climate, traffic loads and volumes, construction materials and age. Below are examples of various PCI conditions in the city.



Condition Category		PCI Range	Description
(I)	Very Good	100-90	Pavements which have little or no surface distress. The pavement structure is sound and minor oxidation may occur.
		89-70	Pavements which have minimal surface distress may include some hairline longitudinal/transverse cracks and/or weathering. The pavement structure is sound and minor oxidation may occur.
(II)	Good, Non-Load	69-50	Pavements which have a significant level of distress that are predominantly non-load related such as longitudinal/transverse cracks, bleeding, block cracking, weathering, and raveling, etc. The pavement structure is sound and some oxidation has occurred.
(III)	Good, Load-Related	69-50	Pavements which have a significant level of distress that are predominantly load related such as alligator cracking and minor rutting, etc. The pavement structure is becoming deficient (minimal base failure).
(IV)	Poor	49-25	The pavement has moderate to severe surface distresses. Extensive weathering or raveling, block cracking, and load-related distresses such as alligator cracking, rutting, and potholes may occur.
(V)	Very Poor	<24	The pavement has severe weather-related distress as well as large quantities of load-related distresses. The pavement is nearing the end of its service life.

Condition Category	Pavement Condition		PCI
(I)	Very Good		100
(II/III)	Good (Non -Load)	Good (Load -related)	70
(IV)	Poor		50
(V)	Very Poor		25
			0

3.0 2015 Pavement Condition Index

In the previous 5-Year PMP, the city's weighted average PCI was 71 in 2015 as shown below.

Functional Class	Pavement Area (sf)	Centerline Miles	Weighted Average PCI
Arterial	9,901,093	37.4	65
Collector	3,808,559	18.8	71
Residential	17,830,324	101.0	74
Total	31,539,976	157.2	71

The total expenditure was \$15.5 million that included a combination of committed projects, preventative maintenance, and pavement rehabilitation for Sectors A through E. The goal of the PMP was to maintain the average PCI at 71.

4.0 Current (2023) Pavement Condition Index

The pavement analysis recently completed in 2023 found that the city's network weighted average PCI dropped from 71 to 68, which is within the high range of category of good (PCI 50-70) as shown below.

Functional Class	Pavement Area (sf)	Centerline Mileage	Average PCI (weighted by area)
Arterials	9,973,893	37.6	62
Collectors	3,808,559	18.8	68
Local	17,968,879	101.8	70
Total	31,751,331	158.2	68

Below is breakdown of the PCI network breakdown by Sector.

Sector	Centerline Mileage	Percent Area	Weighted Average PCI	Condition
A - Sector A	25.3	16.0%	70	Very Good
B - Sector B	18.2	12.0%	69	Good
C - Sector C	25.7	16.8%	68	Good
D - Sector D	37.5	22.7%	70	Very Good
E - Sector E	51.5	32.5%	63	Good
Citywide	158.2	100.0%	68	Good

The drop in the PCI for arterials and in Sector E is believed to be attributable to the delay with completion of the pavement rehabilitation of Greenspot Road between Boulder Avenue and Plunge Creek Bridge due to construction of the 30-inch Recycled Water Pipeline Project by East Valley Water District (EVWD).

5.0 2023 PMP Scenarios and 5-Year Budget

The current PMP analyzed 3 scenarios of pavement management to meet the city's needs. Below is a summary of the proposed budget scenarios.

Scenario 1-A: City's Budget (\$3.2M per year) for 10-years – At the City's current funding level of \$32.0 million, the network PCI is projected to increase from 68 to 71 by end of fiscal year (FY) 2024/25, and then will decrease from 71 to 64 by FY 2032/33. The deferred maintenance will increase from \$48.5 million to \$94.3 million by FY 2032/33.

Scenario 1-B: City's Budget (\$3.2M per year) for 5-year by Sector – At the City's current funding level of \$16.0 million for the next five years, the network PCI is projected to maintain PCI at 68 by end of fiscal year (FY) 2027/28. However, the deferred maintenance will increase from \$48.5 million to \$65.0 million by FY 2027/28. This Scenario targets one sector of the city sectors each year. Starting with Sector A for the first year of 2023 through Sector E for the fifth year. **Note** that the projected PCI at the end of five years in Scenario 1-B is not directly comparable to the results at the end of ten years in Scenario 1-A, 2, and 3.

Scenario 2: Maintain PCI at 68 (\$1.5M to \$6.0M per year) – The result shows that the City will need to spend a total of \$44.8 million over the next ten years (approximately \$4.5 million

per year) to maintain the network PCI at 68. Additionally, deferred maintenance will increase from \$48.5 million to \$80.2 by FY 2032/33.

Scenario 3: Improve PCI by 1 Point/Year (\$1.5M to \$11.0M per year) – At approximately \$8.2 million per year, the City will be able to increase the network PCI to 78 by 2032/33. The deferred maintenance will also decrease to \$36.7 million by FY 2032/33.

2023 PMP Budget Scenarios Summary Table

Scenario	Description	Total Budget (\$M)	Network PCI	FY 2032/33 Deferred Maintenance (\$M)
1-A	City's Budget – 10 Year Analysis	32.0	63	94.3
1-B	City's Budget – 5 Year Analysis	16.0*	67*	65.0*
2	Maintain PCI at 68	44.8	68	80.2
3	Improve PCI by 1 Point/year	81.5	78	36.7

* Note: Total budget, network PCI, and deferred maintenance for Scenario 1-B was for a five-year analysis period, reaching FY 2027/28; whereas, Scenario 1-A, 2 and 3 were a ten-year analysis, reaching FY 2032/33.

5-Year CIP Committed Projects List

Project Name	Roadway	Start	End	Project Completion Date	Total Project Cost
brg07001	Base Line	Walgreens TS	500' West of Yarnell Rd	2027	\$ 675,318.00
ola23001	Union Street	Elmwood Court	Del Rosa Avenue	2025	\$ 295,000.00
	Elmwood Court	Union Court	North End		
ola23002	5th Street	Tippecanoe Avenue	110' East of Marilyn Street	2024	\$ 3,358,000.00
	5th Street	Victoria Avenue	240' east of Victoria Avenue		
	5th Street	Lankershim Avenue	650' west of Lankershim Avenue		
	Orange Street	South City limits	Greenspot Road		
	Greenspot Road	Boulder Avenue	Plunge Creek Bridge		
	Greenspot Road	East City Limits	2,700' west of City limits		
str20002a	Pacific Street	Victoria Avenue	Church Avenue	2023	\$ 790,000.00
str22001	Pacific Street	Del Rosa Drive	Sterling Avenue	2025	\$ 653,000.00
str17002	Victoria Avenue	3rd Street	9th Street	2026	\$ 2,443,341.00
str18001	3rd Street	Palm Avenue	5th Street	2024	\$ 1,466,055.00
	5th Street	Palm Avenue	Church Avenue		
	Palm Avenue	3rd Street	5th Street		
	Central Avenue	3rd Street	5th Street		
str22002	Streater Drive - Glenheather	Base Line	Church Street	2025	\$ 195,024.00
	Love Street	Church Street	East End/CDS		
			TOTAL: \$ 9,875,738.00		

Below is summary of the 5-Year Budget.

Description	Total Amount
Committed Projects	\$9,900,000
PMP Projects	<u>\$16,000,000</u>
	\$25,900,000

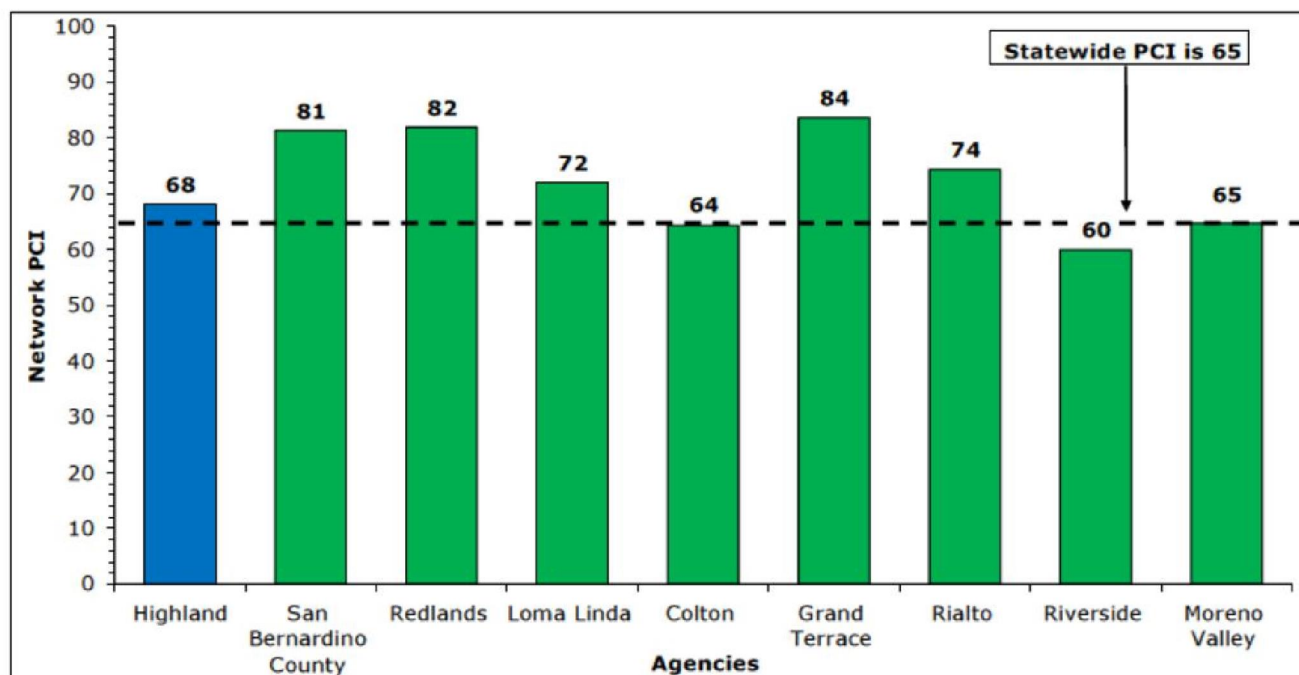
The funding sources include Measure I, General Capital Financing, Pavement Impact Fee, SB-1, MOE, CDBG, EVWD and state/federal grants.

6.0 Staff Recommendation

Staff recommends Subcommittee approval of Scenario 1-B which will keep the city's network in the high range of category of good. It should be noted that City will need to look at increasing the budget in the next 5-Year PMP to maintain the network in good condition and maintain deferred maintenance at a manageable amount. Possible sources of funding are to increase the Pavement Impact Fee and continue to seek state and federal grants to increase the amount of funding for committed projects.

7.0 PCI Comparison of Surrounding Agencies

The table below illustrates PCI comparisons between Highland and the surrounding agencies using information gathered from the 2022 California state-wide Local Streets and Roads Needs Assessment. Highland's PCI of 68 is in the middle of the pack and just slightly above the 2022 state-wide average of 65.

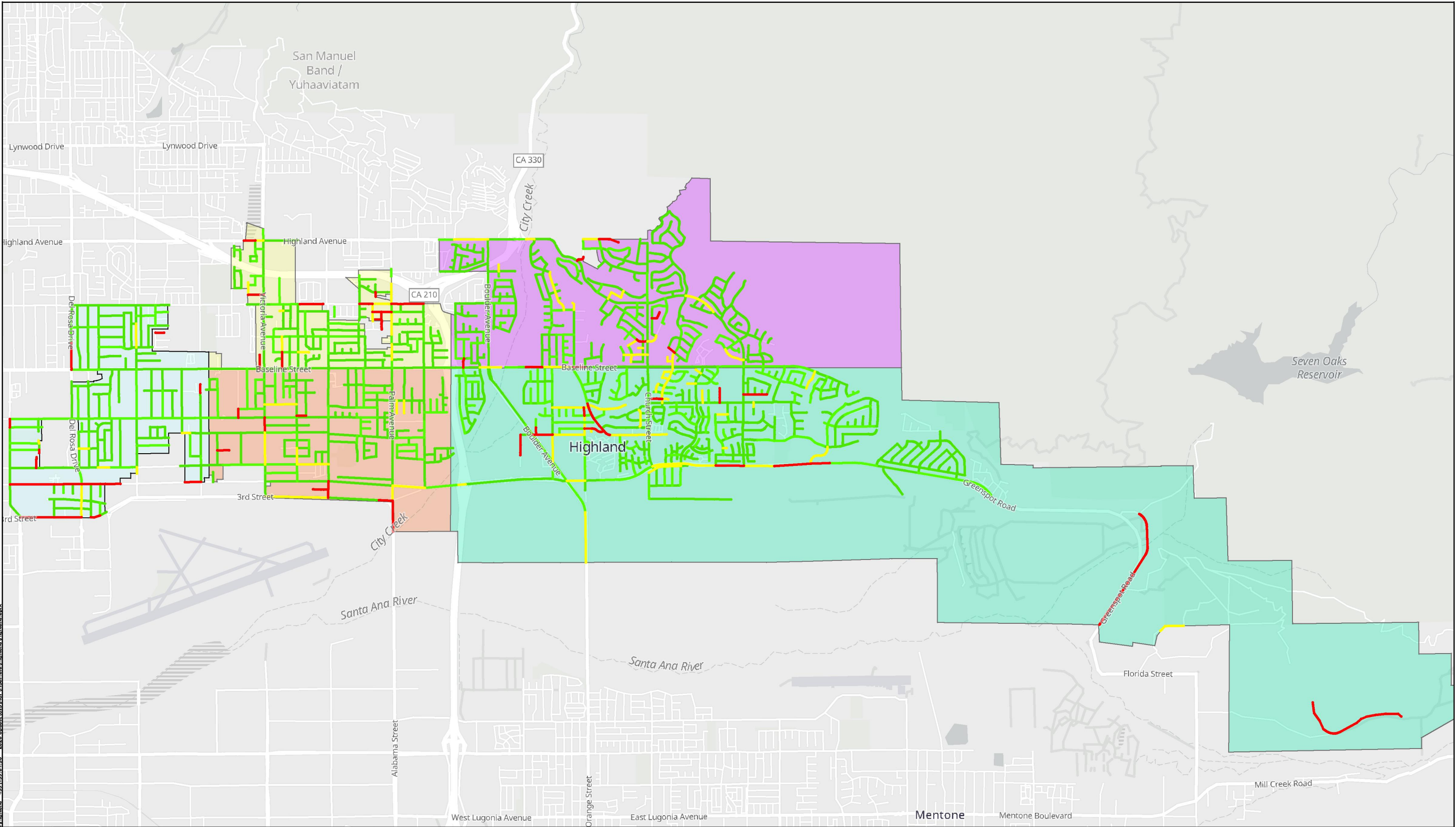


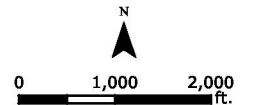
Attachments: Current Network Condition Map
Committed Projects Map
Maps for Scenario 1-B: City's Budget (\$3.2M per year) for Five Years

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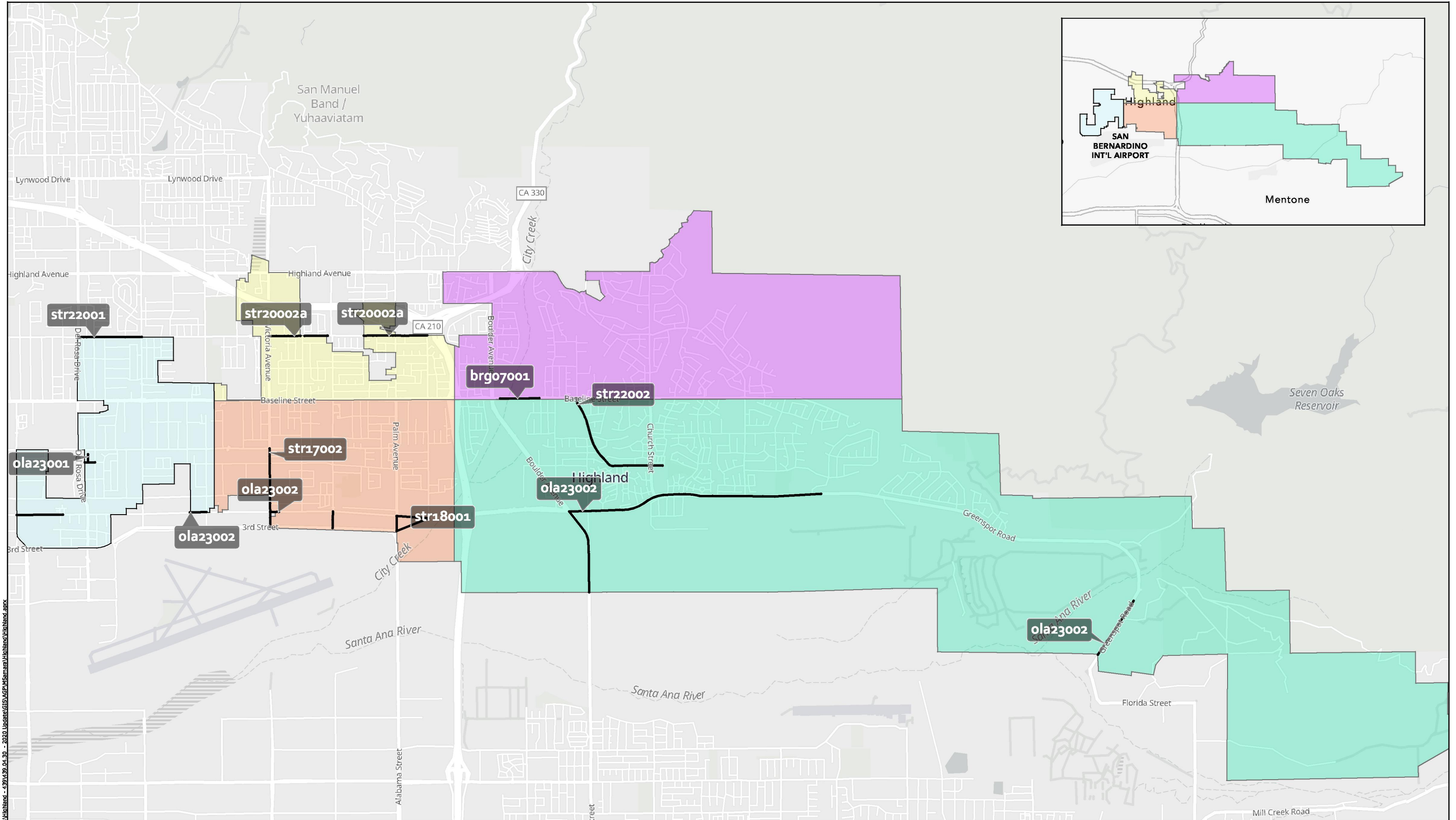
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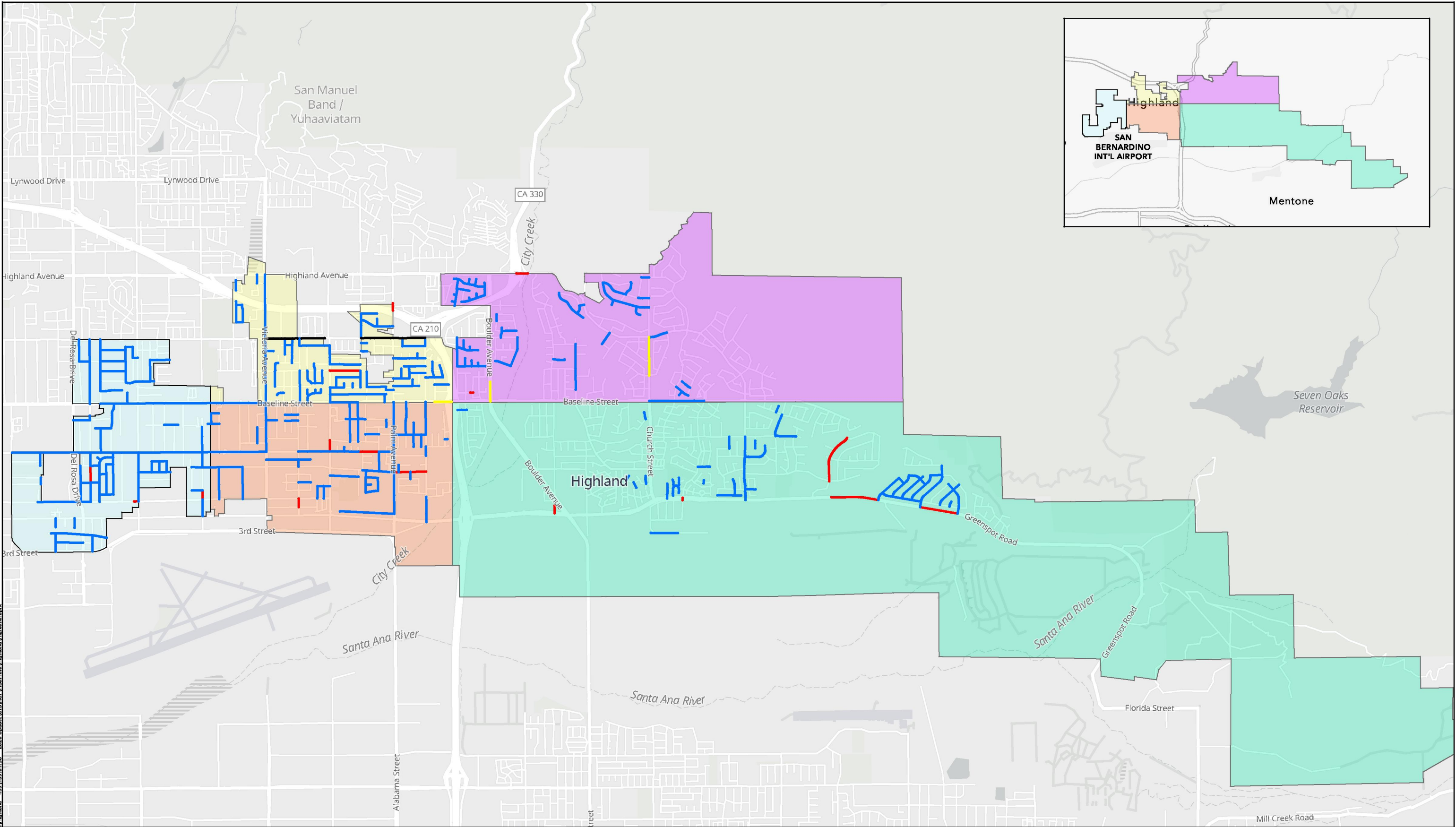




Legend Condition Category Very Poor (0 - 24) Poor (25 - 49) Good (50 - 69) Very Good (70 - 96)	Sector A Sector B Sector C Sector D Sector E	 SOURCE StreetSaver Database	2023 PAVEMENT MANAGEMENT PROGRAM UPDATE City of Highland Current Network Condition			 0 1,000 2,000 ft.	FIGURE 1
			JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/14/2023	REVISED -	APPROVED -

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Legend

- Committed Projects
- Mill and Overlay
- Slurry Seal
- Seal Cracks

- Sector A
- Sector B
- Sector C
- Sector D
- Sector E

NCE

SOURCE
StreetSaver Database

2023 PAVEMENT MANAGEMENT PROGRAM UPDATE
City of Highland
City Budget Scenario Implementation
Year: 2023

JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/17/2023
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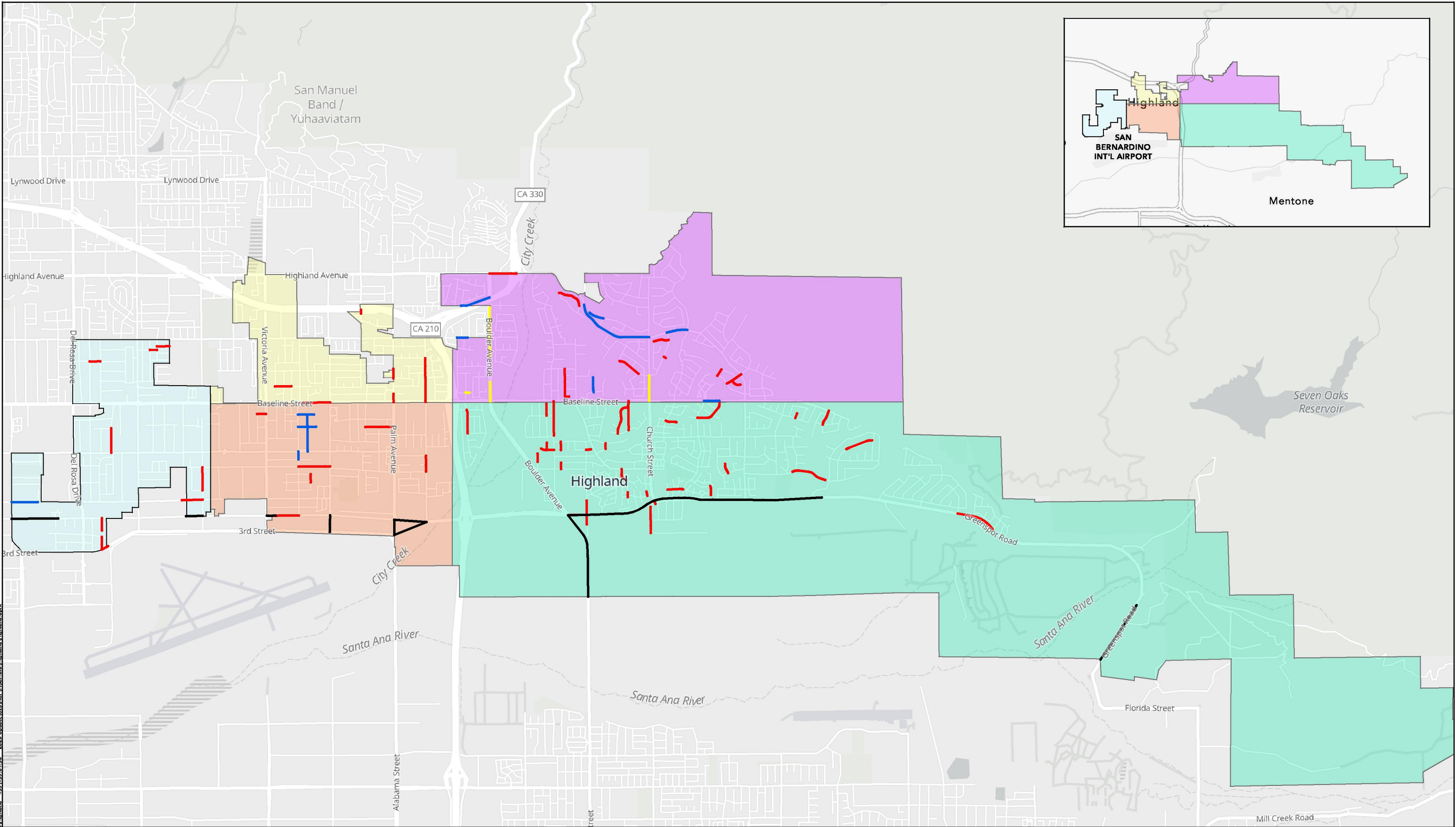
FIGURE 1

APPROVED

0 1,000 2,000 ft.

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Legend

- Committed Projects
- Mill and Overlay
- Slurry Seal
- Seal Cracks

- Sector A
- Sector B
- Sector C
- Sector D
- Sector E

NCE

SOURCE
StreetSaver Database

2023 PAVEMENT MANAGEMENT PROGRAM UPDATE
City of Highland
City Budget Scenario Implementation
Year: 2024

JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/17/2023
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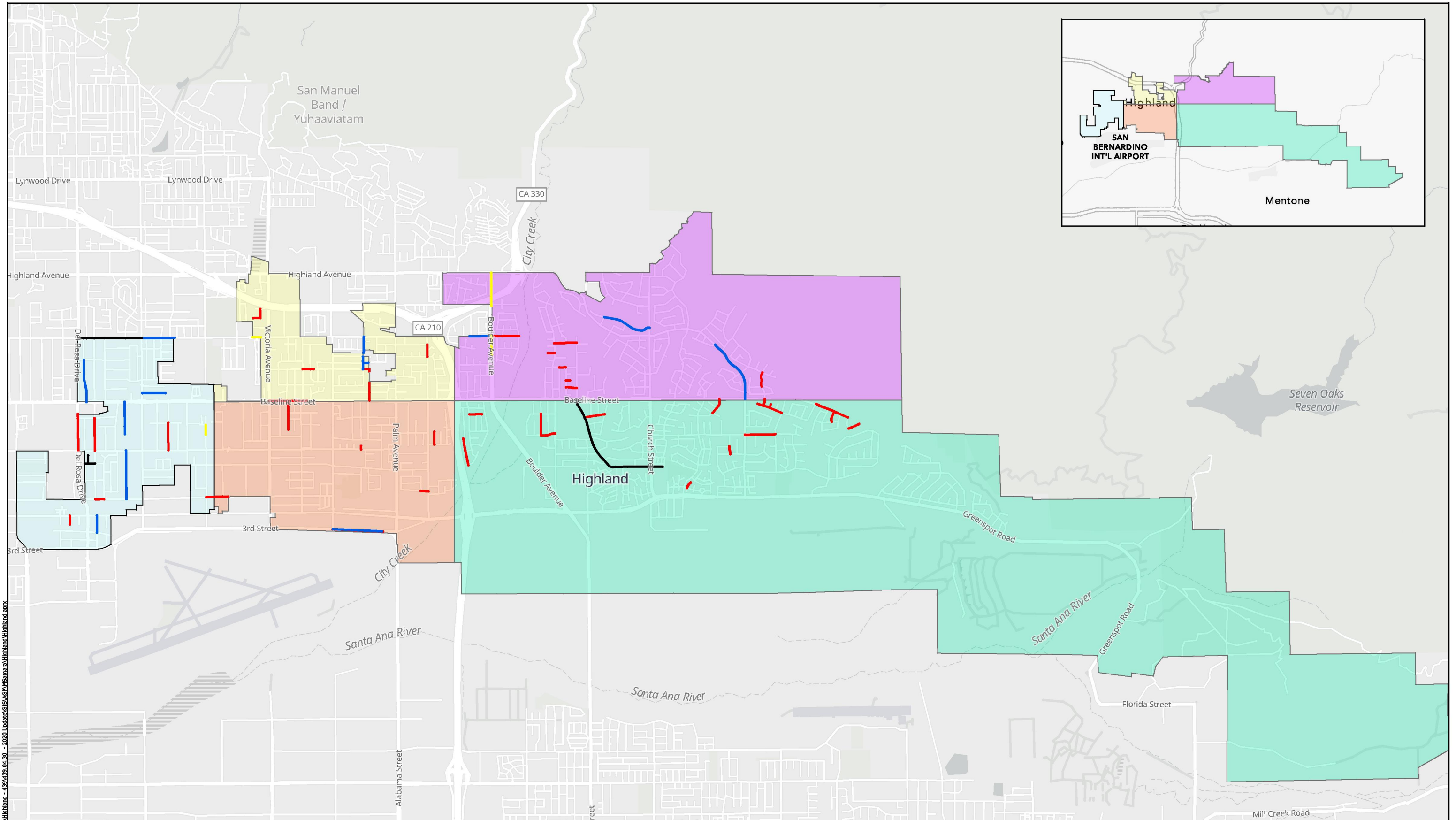
FIGURE 2

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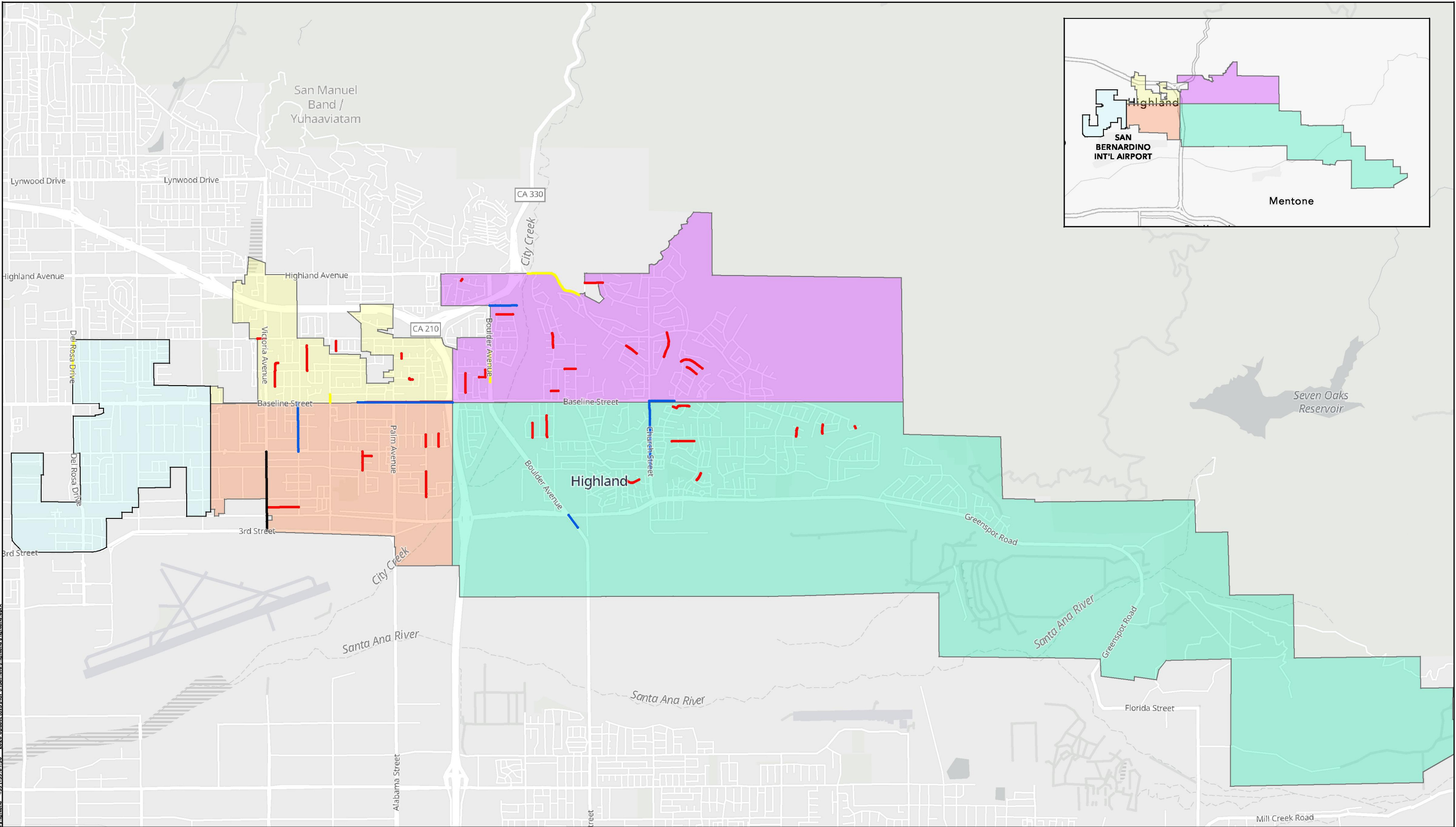
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Legend - Committed Projects - Mill and Overlay - Slurry Seal - Seal Cracks	- Sector A - Sector B - Sector C - Sector D - Sector E	2023 PAVEMENT MANAGEMENT PROGRAM UPDATE City of Highland City Budget Scenario Implementation Year: 2025 <table border="0"> <tr> <td>SOURCE StreetSaver Database</td> <td>JOB NUMBER 439.04.30</td> <td>DRAWN MSamara</td> <td>DATE 05/17/2023</td> </tr> </table>	SOURCE StreetSaver Database	JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/17/2023	FIGURE 3 APPROVED
SOURCE StreetSaver Database	JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/17/2023				

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Legend

- Committed Projects
- Mill and Overlay
- Slurry Seal
- Seal Cracks

- Sector A
- Sector B
- Sector C
- Sector D
- Sector E

NCE

SOURCE
StreetSaver Database

2023 PAVEMENT MANAGEMENT PROGRAM UPDATE
City of Highland
City Budget Scenario Implementation
Year: 2026

JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/17/2023
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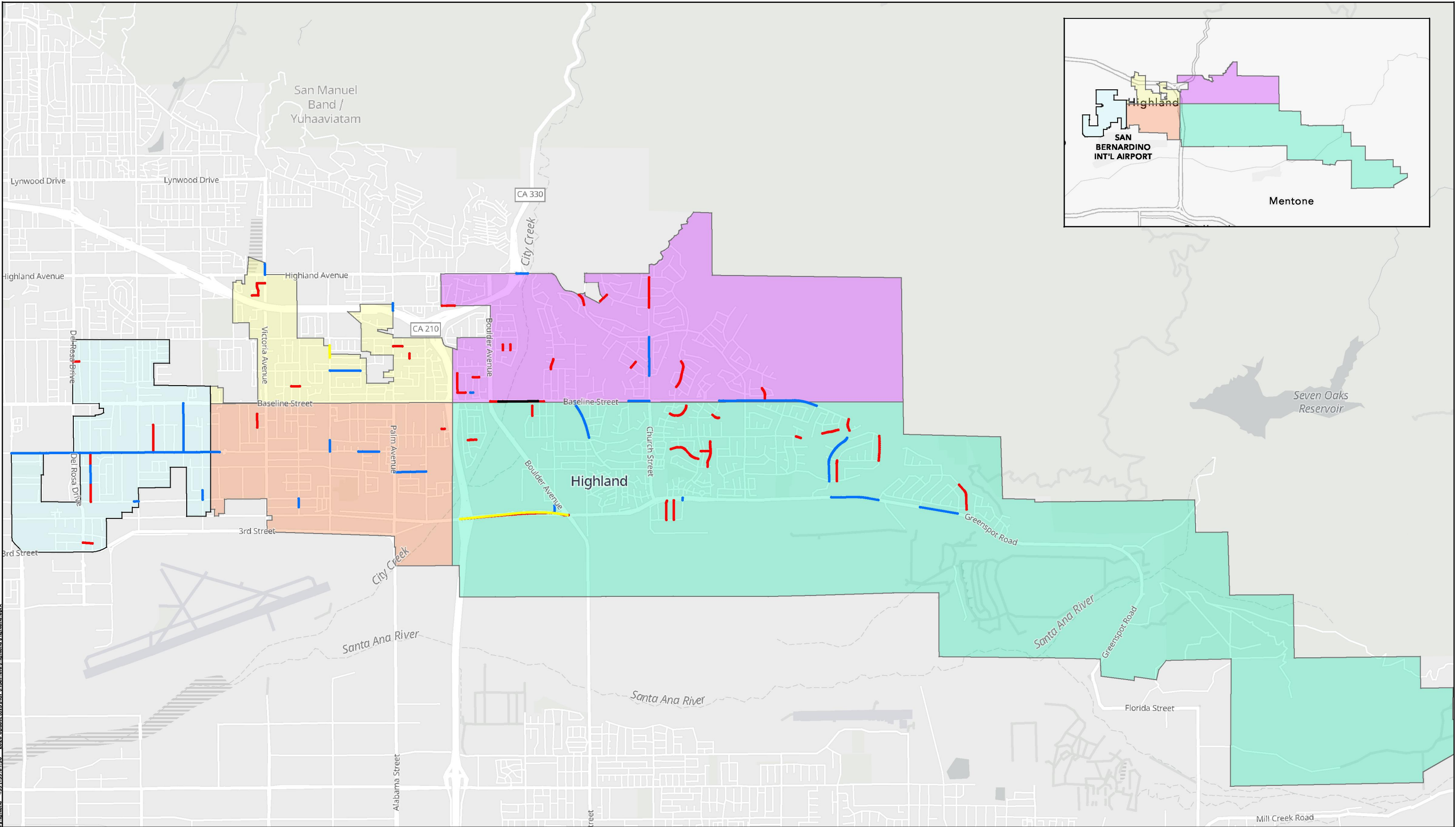
FIGURE 4

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Legend

- Committed Projects
- Mill and Overlay
- Slurry Seal
- Seal Cracks

- Sector A
- Sector B
- Sector C
- Sector D
- Sector E

NCE

SOURCE
StreetSaver Database

2023 PAVEMENT MANAGEMENT PROGRAM UPDATE
City of Highland
 City Budget Scenario Implementation
 Year: 2027

JOB NUMBER 439.04.30	DRAWN MSamara	DATE 05/17/2023
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