

**CITY OF ALBANY
CITY COUNCIL AGENDA
STAFF REPORT**

Agenda Date: 11/19/2012
Reviewed by: BP

SUBJECT: Rubberized Asphalt Grant Application

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SUMMARY

The City has an opportunity to apply for grant funds for Rubberized Asphalt Concrete, made from recycled tires, to be utilized in an upcoming pavement project.

STAFF RECOMMENDATION

That Council:

- a) Approve Resolution No. 2012-66 authorizing the City Manager to submit a grant application in the amount of \$113,500 to CalRecycle for a Rubberized Asphalt Concrete Pavement project along three street segments in Albany, and
- b) Execute a Letter of Designation of Authority for such project

BACKGROUND

On November 1, 2012 the City submitted an application for a Rubberized Asphalt Concrete (RAC) grant in the amount of \$113,500 for a pavement project along the following roadway segments:

- Portland Avenue (from Cornell Avenue to Masonic Avenue),
- Masonic Avenue (from Marin Avenue to the Berkeley City Limits),
- Washington Avenue (from San Pablo Avenue to Masonic Avenue)

These roadway segments are the next locations to be repaved according to the City Capital Improvement Program (CIP) and this grant opportunity offers the City the option to use an environmentally friendly material for this pavement project. CalRecycle has this program to promote markets for recycled-content surfacing products derived from waste tires generated in California in order to decrease the adverse environmental impacts created by unlawful disposal and stockpiling of waste tires. RAC is a proven road paving material that has been used in California since the 1970s. It is made by blending ground tire rubber with asphalt binder which is then mixed with conventional aggregate materials. The program is designed to encourage cities to try the rubberized pavement option for their

pavement rehabilitation projects and as such, first time applicants have a better chance of getting funded.

DISCUSSION

The City submitted a grant application on November 1, 2012 on the condition that an executed Council Resolution and Letter of Designation would be submitted on or before December 4, 2012. Grant awards are based on the differential cost of using RAC versus conventional asphalt concrete and the tonnage of RAC used. Projects must use a minimum of 3,500 tons of RAC. The three proposed street segments in Albany qualify under the terms of the Grant Guidelines as it is estimated that the three locations combined would use 3,800 tons of RAC. In addition, the City has never applied for this type of grants.

ANALYSIS

RAC is a proven product that has many benefits, including being cost effective, durable, safe, quiet, and an environmentally friendly alternative to traditional road paving materials.

- **Cost-effective.** In most applications, RAC can be used at a reduced thickness compared to conventional asphalt overlays--in some cases at half the thickness of conventional material--which may result in significant material reduction and cost savings. In addition there may be life-cycle cost savings from the reduction in maintenance costs and longevity of RAC.
- **Durable, Safe and Quiet.** RAC is long lasting. It resists cracking, which can reduce maintenance costs. Case studies have demonstrated repeatedly that RAC, when designed and constructed properly, lasts often 50 percent longer than conventional materials. Additionally, RAC provides better skid resistance, which can provide better traction. Moreover, RAC retains its darker color longer so that road markings are more clearly visible and can reduce road noise.
- **Environmentally Friendly.** California produces more than 40 million waste tires annually. Approximately 75% are diverted from landfill disposal. The state still faces the challenge of dealing with roughly 10 million surplus tires annually. The majority end up in our landfills but some end up in illegal stockpiles. A two-inch-thick RAC resurfacing project uses about 2,000 scrap tires per lane mile. Over the past few years, California has used more than 10 million waste tires in RAC paving projects, diverting them from landfills or illegal disposal.

SUSTAINABILITY IMPACT

The use of RAC dovetails with the City Environmentally-Preferable Purchasing Policy adopted in 2007, which states, among other clauses, that the City shall purchase and use recycled materials in order to reduce waste. In addition, the City is currently updating its

Green Building and Bay-Friendly Landscaping regulations and this grant application provides an opportunity to include pavement into the construction categories evaluated.

FINANCIAL IMPACT

No financial impact is derived from this grant application. The City allocates \$400,000 a year for pavement rehabilitation projects from its Measure F Fund. The grant pays for the differential cost of using the traditional materials and RAC for pavement projects. This cost differential is \$113,500 for the three road segments.

NEXT STEPS

CalRecycle will tentatively announce the grant awards in January 2013.

Attachments

1. Resolution No. 2012-66
2. Letter of Designation