

January 8, 1975

Mr. James H. Price, Area Director
San Francisco Area Office
Department of Housing and Urban Development
1 Embarcadero Center
San Francisco, California

Dear Mr. Price:

RE: WS CALIF. 315

The Board of Supervisors of San Mateo County recently abandoned the East Palo Alto-Belle Haven Storm Drain Project Units I and II, after several years of litigation on the project. The Board also announced its intention to seek other methods for correcting the drainage problems in East Palo Alto. We have had informal discussions with officials of the City of Menlo Park and with their concurrence are contacting you at this time to ask your consideration of a new concept for approaching the drainage problems in the East Palo Alto and Belle Haven areas.

In recent months San Mateo County and the south bayside cities have been asked to support a new Dumbarton Bridge project. The implementation of this project will offer new opportunities for correction of drainage problems in the East Palo Alto-Belle Haven areas by virtue of the fact that the California Toll Bridge Administration is willing to construct major storm drain facilities to mitigate adverse impacts of the bridge project. More specifically, the Administration is willing to construct a major storm drain trunk line and pump station within the Willow Road approach to the new Dumbarton Bridge. Such facilities would have a construction cost of about \$2.5 million. Construction is scheduled to begin on the eastern portions of the bridge project in 1975.

Discussions at the staff level between officials of San Mateo County and the City of Menlo Park have produced concepts for a new drainage program which are outlined as follows:

1. For the present, attention will be focused on the areas which would have been served by Unit I of the East Palo Alto-Belle Haven Storm Drain Project and the portion of Unit II downhill of Bayshore Freeway, although Menlo Park has under consideration the construction of some facilities uphill of Bayshore Freeway.

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2. Drainage facilities to serve the areas of Unit II uphill of Bayshore Freeway will be constructed at some future date.
3. The design criteria previously used for the East Palo Alto-Belle Haven Storm Drain Project continues to be valid and should be utilized for any modified program.
4. All facilities constructed downhill of Bayshore Freeway must be sized to accommodate connections in future years of storm drain systems constructed to serve the areas uphill of Bayshore Freeway.
5. San Mateo County will conduct special assessment proceedings within the unincorporated areas, as may be necessary. Likewise, the City of Menlo Park will conduct such assessment procedures as it finds necessary within its boundaries. Each agency will be independently responsible for its own project.
6. The system of storm drain facilities required to serve the East Palo Alto-Belle Haven area downhill of Bayshore Freeway will be very similar to that proposed in 1971. However, the alignment of many facilities, particularly the major trunk lines, will be substantially different because of the proposed placement of major trunk lines within the Willow Road approach to the Dumbarton Bridge.

A revised plan of improvements for the Unit II area downhill of Bayshore Freeway has not been prepared. However, for our purposes at this time it seems reasonable to suggest that the construction cost for such a program would be about the same as the cost of the 1971 plan, escalated to current prices. The bid price in 1971 for work downhill of Bayshore Freeway was about \$3,600,000.00. Based on Engineering-News Record cost indices we believe it is reasonable to contemplate that construction costs for this same work will have escalated about 60% by 1976 and that the cost of this work in 1976 therefore will be in the order of \$5,750,000.00.

We propose that grant funds and loan funds previously committed for the East Palo Alto-Belle Haven Storm Drain Project be utilized on an amended program for the area. For our purposes at this time we suggest that the grant funds might be allocated to the Unit I and Unit II areas in the same percentages that they were allocated as of the date of the Board's hearing in 1971, as follows:

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Unit I	30.6%	\$ 865,000.00
Unit II	69.4%	<u>1,960,000.00</u>
TOTAL --	100.00%	\$2,825,000.00

The method by which the Unit II grant funds would be apportioned between Menlo Park and San Mateo County will need further study.

We visualize that funds from local sources would be applied to the revised program in the same general forms that were proposed in the 1971 program, to include both city and county contributions and special assessments. Summarizing, we visualize that a revised drainage program for the Unit II area downhill of Bayshore Freeway could be financed as follows:

State	\$2,500,000.00
HUD	1,960,000.00
Local	<u>1,290,000.00</u>
TOTAL CONSTRUCTION COST --	\$5,750,000.00

Please note that cost figures cited above are order of magnitude estimates of construction costs only and do not include the other cost features which are incorporated into total project costs.

We are presently exploring with the Toll Bridge Administration various approaches to construction with a view to expediting work in any way possible. One approach under consideration contemplates that the Toll Bridge Administration would advance funds to San Mateo County to permit the County to construct those facilities within Willow Road which would otherwise eventually be constructed by the Toll Bridge Administration. Under such an arrangement we believe it would be possible for construction to be initiated in the spring of 1976 on a comprehensive program to serve the East Palo Alto-Belle Haven areas downhill of Bayshore Freeway.

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Would you please advise us whether the Department of Housing and Urban Development would approve the application of grant and loan funds as contemplated herein.

Very truly yours,

RES OKS JHC

S. H. CANTWELL, JR.
County Engineer and Road Commissioner

SICjr:VKS:man

cc: Members Board of Supervisors
County Manager
District Attorney
City Manager, Menlo Park
California Toll Bridge Authority
Attention: Jerome C. Hauke
151 Fremont Street
San Francisco, CA 94105
EPA Muni Council

EPA - BH SDP - REVISED CONCEPTS

2-6-75

1. Estimate of Construction Costs (1971 costs x 1.6)

Unit I	\$1,463,000 x 1.6	\$2,340,000
Unit II	State facilities	2,500,000
	Menlo 832,000 x 1.6	1,411,000
	County 550,000 x 1.6	<u>880,000</u>
	TOTAL CONST. COST	\$7,131,000

2. Apportionment of HUD grant funds.

	<u>Const. Cost</u>	<u>% of City-County</u>	<u>Allocation</u>
Unit I	\$2,340,000	50%	\$1,400,000
Unit II			
Menlo	1,411,000	30%	840,000
County	<u>880,000</u>	<u>20%</u>	<u>560,000</u>
	<u>\$4,631,000</u>	100%	<u>\$2,800,000</u>

3. Funding of City and County Projects
(Assume no assess proceedings. Project cost = 1.1 x Const. Cost)

	<u>Constr. Cost</u>	<u>Project Cost</u>	<u>Fed Grant</u>	<u>Addtl Funds Req'd</u>
Unit I	\$2,340,000	\$2,570,000	\$1,400,000	\$1,170,000
Unit II				
Menlo	1,411,000	1,550,000	840,000	710,000
County	<u>880,000</u>	<u>968,000</u>	<u>560,000</u>	<u>408,000</u>

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE March 12, 1975

TO: Memo to File

FROM: V. K. Sanders, Deputy County Engineer

SUBJECT: REVISED CONCEPTS FOR EAST PALO ALTO-BELLE HAVEN STORM DRAIN PROJECTS

On March 6th, 1975 a meeting was held in this office to discuss storm drain projects for the East Palo Alto-Belle Haven areas and in particular the issues raised in the County Engineer's letter to the Department of Housing and Urban Development dated January 8, 1975, copy attached.

The following were present:

Cantwell, County Engineer
Sanders, County Engineer's Office
Eppler, County Engineer's Office
Zinckgraf, County Engineer's Office
Mercer, Menlo Park
Osibin, Redevelopment Agency
Roos, HUD
Gustafson, HUD
Porterfield, Cal Trans
Schute, Cal Trans.

SAN MATEO COUNTY
REDEVELOPMENT AGENCY

The current concepts for proceeding with storm drain projects in the East Palo Alto-Belle Haven areas were reviewed as follows:

1. The California Toll Bridge Administration will finance and construct a major storm drain trunk facility following the alignment of Willow Road and extending to the general vicinity of Bayshore Freeway and in addition will construct a pump station at the outfall to Ravenswood Slough.
2. San Mateo County will finance and construct storm drain facilities in the Bayshore Park area of East Palo Alto which will discharge into the facility constructed by the State.
3. Menlo Park will finance and construct storm drain facilities in the Belle Haven area which will discharge into the facility constructed by the State.
4. San Mateo County will construct storm drain facilities in the Pulgas Avenue area of East Palo Alto generally as contemplated in 1971.

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5. The HUD grant monies in the amount of \$2.825 million which were committed in 1971 to the East Palo Alto-Belle Haven Storm Drain Project will be made available for financing of city and county facilities as contemplated herein.
6. Special assessment proceedings will be avoided if possible.

There was presented for consideration of the group the tabulation attached hereto entitled "EPA - BH SDP - REVISED CONCEPTS" in which order of magnitude cost estimates are given for the work contemplated herein and a proposed concept for apportioning HUD grant funds between Menlo Park and the County is suggested. Mr. Mercer noted on the tabulation that the formula provided for 50% of the HUD grant funds to be applied to the Unit I Area (Pulgas Avenue area). He stated that this represented an increase in percentage over that contemplated in 1971 and that the Menlo Park Council might not agree to such an apportionment. He further stated that Menlo Park presently has under consideration the construction of a trunk line facility uphill of Bayshore Freeway on Laurel Avenue and extending uphill to the general vicinity of Gilbert Avenue generally as contemplated by the 1971 plan. Mr. Roos commented that in his view HUD would support the concept for apportionment of funds as shown on the tabulation.

Mr. Roos stated that he had some reservations as to whether HUD would agree to apply the grant funds to the value of work to be done by the State inasmuch as the State was going to pay 100% of the cost of this work. County representatives pointed out that HUD could logically view the work to be financed by the State, the City and the County as a joint local project against which HUD matching funds could be applied. Mr. Roos agreed to give this matter further study and to determine whether the full grant amount of \$2.825 million could be applied under this concept.

In addition Mr. Roos pointed out that the HUD grant funds are committed under a formal agreement between HUD and San Mateo County. He stated that HUD could not revoke the existing agreement and enter new agreements with the City and the County for the purpose of disbursing the grant funds; rather the existing agreement would be utilized and that all grant funds would be disbursed to San Mateo County and that San Mateo County would be responsible to HUD for the disbursement, administration and utilization of all funds including those which were allocated to

Memo to File (EPA-BH STORM DRAIN PROJECTS)

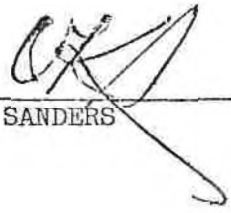
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Menlo Park. City and County representatives gave the view that this did not appear to pose any insurmountable administrative problems once the City and the County had agreed upon a formula for allocating the grant funds.

Mr. Porterfield reported that the State could begin construction of the major trunk facility proposed on the Willow Road alignment in 1976 if the Dumbarton Bridge Project moved along without major setbacks.

City and County representatives agreed to continue the search for sources of funds to finance the apparent unfunded portions of the drainage projects contemplated herein. HUD representatives agreed to continue to review the County Engineer's January 8 letter in the light of information developed at the meeting and to report further in the near future.


V. K. SANDERS

VKS:rmn

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cc: City of Menlo Park (Mr. Mercer)
Redevelopment Agency (Mr. Osibin)
HUD (Mr. Roos and Mr. Gustafson)
Cal Trans (Mr. Porterfield and Mr. Schute)
County Manager
Supervisor Royer
E.P.A. Council (Vance Black) ✓

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE March 10, 1975

TO: Louis A. Osibin, Director, San Mateo County Redevelopment Agency
FROM: S.H. Cantwell, JR., County Engineer and Road Commissioner
SUBJECT: East Palo Alto NDP-2

We are writing in response to your February 27, 1975 memo concerning the above project.

Our construction section is currently preparing a report on the status of the above project as requested.

Your memo also indicated that there was a drainage problem at the northeast corner of Garden Street and Clarke Avenue. We were aware of the problem and instructed Jordan Associates, the Project Engineers, to provide this office with a design modification that would eliminate the problem. On March 7, 1975, we received the design revision from Jordan Associates and shall proceed to have the problem corrected within the next two weeks, if the weather permits.

I hope this will serve to answer your memorandum concerning the project.


S.H. CANTWELL, JR

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cc: John W. Spiker
Jerry Murphy

SAN MATEO COUNTY
REDEVELOPMENT AGENCY

COUNTY OF SAN MATEO

INTER-DEPARTMENTAL CORRESPONDENCE

DATE March 11, 1975

TO: LOUIS A OSIBIN, EXECUTIVE DIRECTOR, REDEVELOPMENT AGENCY OF SAN MATEO CO.
FROM: JOHN W. SPIKER, SENIOR CIVIL ENGINEER
SUBJECT: NDP PROGRESS REPORT

Pursuant to the letter dated February 27, 1975 from the Redevelopment Agency,, requesting an NDP Progress Report, we have the following information:

You requested information pertaining to "The Percentage of Public Improvements Completed," as of this date the contractor has completed 99% of NDP #2 improvements within the project area. All of the work is complete except for Item #E-27 which is the work to be completed by the journeyman electrician of the electrical sub-contracting company.

After the above Items have been completed we estimate that the project completion time, for all phases of work, to be approximately July 31, 1975.

As for Item #5, pertaining to "To Effectiveness of the Affirmative Action Program," this request should be made to the Human Relations Commission, Mrs. Diana Schatz. The problem at the northeast corner of Garden Street and Clarke Avenue will be answered by Bruce Kirk of Special Projects.

I hope that this information has answered your questions satisfactorily.



JOHN W. SPIKER

JWS:RCJ:e

cc: Clarence Burley, Jr.
Chairman, Comm. Redevelopment Comm.
S.H. Cantwell, Jr.
O.G. Camerotto

SAN MATEO COUNTY
REDEVELOPMENT AGENCY