



**TOWN OF LOS GATOS
COUNCIL AGENDA REPORT**

MEETING DATE: 12/21/2021

ITEM NO: 11

DATE: December 8, 2021
TO: Mayor and Town Council
FROM: Laurel Prevetti, Town Manager
SUBJECT: Fiscal Year 2021/22 Street Repair and Resurfacing Project (CIP Number 811-9901):
a. Approve the Proposed Street List; and
b. Authorize the Town Manager to Execute a Cost Share Agreement with the City of Campbell in an Amount Not to Exceed \$335,000

RECOMMENDATION:

Fiscal Year (FY) 2021/22 Street Repair and Resurfacing Project (CIP No. 811-9901):

- a. Approve the proposed street list; and
- b. Authorize the Town Manager to execute a cost share agreement with the City of Campbell in an amount not to exceed \$335,000.

BACKGROUND:

The adopted FY 2021/22-2025/26 Capital Improvement Program (CIP) Budget designates FY 2021/22 funding sources for the Street Repair and Resurfacing Project (CIP Number 811-9901). Annually, the Town invests funds to improve roadway pavement conditions, safety, active transportation elements, and drivability of the Town streets. This ongoing annual street project is consistent with the Town's goals to improve public safety and the quality of the Town roadway infrastructure.

Every three years, the Town conducts a full pavement condition assessment of Town public streets through the Pavement Technical Assistance Program (PTAP) led by the Metropolitan Transportation Commission (MTC). The pavement distress survey data collected in the field is entered into the MTC's pavement maintenance application called *StreetSaver*, which tabulates

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Reviewed by: Assistant Town Manager, Town Attorney, Finance Director, and Parks and Public Works Director

BACKGROUND (continued):

and stores the Pavement Condition Index (PCI) scores. PCI is a widely accepted industry measure to gauge the pavement condition of roadways. The index is calculated based on the age of the pavement and pavement distress data collected from the field. PCI's range from 0 to 100, with 0 representing a failed road and 100 representing a brand-new facility.

Street segments for the annual Street Repair and Resurfacing Project are identified and prioritized by pavement conditions, roadway types, traffic levels, and safety issues. With the PCI information in the *StreetSaver* database, staff uses the application to generate a preliminary list of street segments for the annual street project within the designated project budget. The application generated list requires validation by staff, field verifications, and adjustments to treatment types based upon actual field conditions. Further consideration is given to street segments close to proposed project locations to increase project efficiency and value.

The Town has focused its resources in balancing the work between arterials, collectors, and residential streets, applying asphalt overlays, rubber cape seal, or slurry seal as pavement rehabilitation and maintenance measures. Crack sealing and slurry seals are generally the first lines of defense against pavement deterioration by sealing cracks or pavement surfaces with asphalt emulsion to prevent and minimize water intrusions into roadway structural sections. A rubber cape seal is a rubber chip seal covered by a slurry seal and is an appropriate treatment for streets that are exhibiting distress cracking and/or have fallen out of the "good" condition category. Residential streets are typically treated with slurry seal or rubber cape seal as preventative measures. Asphalt overlay involves milling of a certain depth of existing asphalt to be over-laid with a new layer of asphalt. In the Town, asphalt overlays are primarily reserved for arterial or collector streets.

DISCUSSION:

In the *2020 Pavement Condition of Bay Area Jurisdictions* released in October 2021, MTC reported the 3-year moving average PCI for the Town as 69, which is considered to be in the "fair" condition range (60 to 69). A full pavement condition assessment was last conducted in August 2018 through the MTC PTAP program. A total of 108 miles of Town streets documented in *StreetSaver* at the time were inspected. At that time, County streets annexed by the Town in 2018 and 2019 were not captured in the Town's *StreetSaver* database system, and therefore not inspected.

Staff is currently working with MTC's PTAP consultant on the 2022 pavement conditions assessment to be completed by spring or summer 2022. MTC's consultant is updating the *StreetSaver* database to include the annexed streets for inspections. With the inclusion of annexed streets, the total length of Town streets should increase to around 113 miles. Staff will need to monitor how this inclusion will impact the average PCI score of the Town streets.

DISCUSSION (continued):

Proposed Street List for the FY 2021/22 Street Repair and Resurfacing Project

For the FY 2021/22 Street Repair and Resurfacing (Street) Project, the focus will be on preventive maintenance of collector and residential streets identified in the Proposed Street List (Attachment 1). The Street Project is anticipated to start in spring or summer 2022 with a construction duration of approximately five months. Once the streets are paved, Parks and Public Works Department sets a restriction for the next five years on future street work.

Should Council approve the Proposed Street List for the FY 2021/22 Street Project, staff would continue to check for project conflicts on the street segments with utility companies, neighboring agencies, and other programs; field confirm quantities of work needed; assess feasibility within the project budget; and prepare the Plans, Specifications, and Estimates (PS&E) for the construction documents for bid. If any conflicts or feasibility issues are determined on a street segment, further coordination may be necessary, or the street segment may be removed from the FY 2021/22 Proposed Street List and deferred to another fiscal year. Staff plans to return to Council by early 2022 with the Final Street List for the FY 2021/22 Street Project and construction documents for approval.

ADA Deficiencies on Public Right of Way

Title II of the Americans with Disability Act (ADA) obligates jurisdictions to upgrade non-conforming curb ramps and other pedestrian facilities when streets are resurfaced from one intersection to another. The United States Department of Justice has determined that surface treatments such as asphalt overlay and rubber cape seal trigger the requirement for ADA compliant curb ramps on associated streets. The accessibility issues on project street segments are normally addressed through the annual Curb, Gutter and Sidewalk Maintenance (CIP No. 411-9921) that occurs almost simultaneously with the annual Street Repair and Resurfacing Project.

Through the Town's ADA Transition Plan (CIP No. 812-0129) initiated in 2021, the Town's ADA consultant has identified accessibility deficiencies and barriers throughout the Town's public right of way, including along public streets, sidewalks, curb ramps, intersections, and crosswalks. Staff would need to investigate ways to address the ADA deficiencies identified on project street segments through the annual Curb, Gutter and Sidewalk Maintenance project. With an annual funding appropriation of \$300,000 plus any carry forwarded funds, the Curb, Gutter and Sidewalk Maintenance project normally does not have sufficient funds to support all of the ADA upgrades needed. Given the recent ADA review additional funds may need to be transferred from the annual Street Project to address the most severe ADA deficiencies on the Street List. Staff may request Council to consider an increase to the annual appropriation for the annual Curb, Gutter and Sidewalk Maintenance project for future years through the annual budget process in order to help further address the need.

DISCUSSION (continued):

Cost share agreement with the City of Campbell

In 2022, the City of Campbell is planning a street resurfacing project that includes streets which share boundaries with the Town. The following three streets were identified as sharing jurisdiction between the City of Campbell and Town, each jurisdiction owning half of the roadway:

- W. Parr Avenue – from Pollard Road to Capri Drive
- Capri Drive – from W. Parr Avenue to Division Street
- Division Street – from Capri Drive to Winchester Boulevard

The City of Campbell has offered to include the Town half of the streets in their resurfacing project in 2022 through a cost share agreement (Attachment 2). The Town has entered into such arrangements with Campbell and other bordering cities to work on streets/areas with overlapping jurisdictions. Through the cost share agreement, the Town would reimburse the City of Campbell for the resurfacing related work completed on the Town's right of way, not to exceed \$335,000. Resurfacing the full width of streets and performing concrete improvements in a cooperative manner with the City of Campbell is an economical approach to paving roads, and desirable to prevent the pavement from degrading at different rates.

CONCLUSION:

Approval of the Proposed Street List for the FY 2021/22 Street Repair and Resurfacing Project would allow staff to further analyze conflicts and feasibilities and prepare the construction documents by early 2022 for Council approval.

Staff is requesting the Town Council authorize the Town Manager to enter into a reimbursement cost share agreement with the City of Campbell in an amount not to exceed \$335,000 to be funded from the FY 2021/22 Street Repair and Resurfacing Project budget.

COORDINATION:

This project has been coordinated with the Finance Department and the Town Attorney.

FISCAL IMPACT:

The fiscal table below reflects the estimated project budget for the FY 2021/22 Street Repair and Resurfacing Project (CIP No. 811-9901). In the next Council report for the project in early 2022, staff would have the actual revenue and budget numbers finalized with any fund transfer need identified.

SUBJECT: Fiscal Year 2021/22 Street Repair and Resurfacing (CIP Number 811-9901)

DATE: December 8, 2021

FISCAL IMPACT (continued):

Street Repair & Resurfacing		
CIP No. 811-9901		
	Budget	Costs
GFAR	\$ 2,471,317	
Gas Tax	\$ 1,676,361	
Total Budget	\$ 4,147,678	
Cost Sharing Agreement with City of Campbell (approved with this report)		\$ 335,000
Total Expenditures		\$ 335,000
Available Balance		\$ 3,812,678

ENVIRONMENTAL ASSESSMENT:

Repair and maintenance of existing streets is defined under CEQA Section 15301(c) as Categorically Exempt. A Notice of Exemption is to be filed.

Attachment:

1. Proposed Street List for the FY 2021/22 Street Repair and Resurfacing Project
2. Cost Share Agreement with the City of Campbell