



**TOWN OF LOS GATOS
COUNCIL AGENDA REPORT**

MEETING DATE: 12/15/2020

ITEM NO: 5

DATE: December 4, 2020
TO: Mayor and Town Council
FROM: Laurel Prevetti, Town Manager
SUBJECT: Approve the Street List for the Fiscal Year 2020/21 Street Repair and Resurfacing Project (CIP Number 811-9901)

RECOMMENDATION:

Approve the Street List (Attachment 1) for the Fiscal Year (FY) 2020/21 Street Repair and Resurfacing Project (CIP Number 811-9901).

BACKGROUND:

The adopted FY 2020/21-2024/25 Capital Improvement Program (CIP) Budget designated FY 2020/21 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.

The Pavement Condition Index (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.

Every three years, the Town conducts a full assessment on pavement conditions with a consultant who specializes in the field. The assessment is largely funded through the Pavement Technical Assistance Program (P-TAP) of 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 and stores the PCI scores. The

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Town Engineer

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

BACKGROUND (continued):

application is used by jurisdictions throughout the Bay Area and in California to track PCI's of roadway systems.

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 upon actual field conditions. Further considerations are given to street segments close to other proposed capital project locations to increase overall efficiency and value.

The Town has focused its resources on arterials and collector streets, applying asphalt overlays and rubber cape seal as rehabilitation measures. Residential streets are typically treated with rubber cape seal or slurry seal as preventative measures. Slurry seals are the first line of defense against pavement deterioration, providing a new wearing surface in the form of a thin asphalt-sand emulsion over the existing roadway. 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. Asphalt overlay involves milling to a certain depth of existing asphalt followed by an overlay of new asphalt.

DISCUSSION:

Proposed Street List for the FY 2020/21 Street Repair and Resurfacing Project

For the FY 2020/21 Street Repair and Resurfacing Project, the focus will be on preventive maintenance through rubber cape seal, slurry seal, and crack seal treatments of project locations identified in the proposed Street List (Attachment 1).

Winchester Boulevard between Albright Way and Blossom Hill Road, an arterial roadway, is proposed for rubber cape seal treatment with extensive rehabilitation of pavement base materials. On June 16, 2020, the Town Council adopted a resolution (Attachment 2) approving the proposed street work on Winchester as required per Senate Bill (SB) 1, Road Repair and Accountability Act of 2017, to be eligible for Gas Tax funds reimbursement for the project.

Class IV protected bikeways will also be installed on both directions of Winchester within the project limits. The main feature of a Class IV bikeway is a physical divide or barrier between the vehicular travel lane and the bike path. On Winchester, the physical divide will be created by new green bollards and buffer zone striping, similar to what was installed on Blossom Hill Road between Roberts Road to Los Gatos Boulevard in 2019. The new bikeways are part of the

DISCUSSION (continued):

Winchester Class IV Bikeway Project (CIP Number 813-0240) to improve bike safety along the arterial before the implementation of a larger Complete Streets project on Winchester in upcoming years. The Town secured a Transportation Fund for Clean Air grant from the Bay Area Air Quality Management District to cover 80% of Class IV bikeway project with 20% local match from the Town. Staff has conducted extensive community outreach to collect public feedback on the Class IV bikeway on Winchester and made diligent efforts to address concerns.

Staff shared the proposed FY 2020/21 Street List for the Street Repair and Resurfacing Project with utility companies, applicants of potential or approved developments, and neighboring agencies to coordinate and minimize conflicts. Once the streets are paved, PPW sets restrictions on future street work for the next five years. Staff will also conduct outreach via social media platforms and distribute project notifications to inform the affected communities of the upcoming street project throughout the Town.

Potential Decrease to the Designated Project Budget

The designated funding sources for the FY 2020/21 Street Repair and Resurfacing Project include Gas Tax, Measure B, vehicle registration, and General Fund Appropriated Reserve (GFAR). Due to the COVID-19 pandemic and stay at home health orders in 2020, staff is anticipating a reduction to the Gas Tax revenue for FY 2020/21. The actual Gas Tax impact will not be realized until early 2021. Depending on the extent of the revenue decrease for FY 2020/21, some of the project segments on the Street List may need to be deferred to the following fiscal year.

Should Council approve the Street List for the FY 2020/21 Street Repair and Resurfacing Project, staff would move forward with the final design to prepare Plans, Specifications, and Estimates (PS&E) for the construction documents for bid. Staff will also be finalizing the PS&E for the Curb, Gutter, and Sidewalk Maintenance Project (CIP Number 813-9921), which addresses repairing the concrete infrastructure, including accessible curb ramps, mainly on streets that receive asphalt overlay and rubber cape seal. Staff plans to return to Council by February 2020 for an approval on construction documents for bid. At that time, staff would have the actual revenue and budget numbers to report any changes to the Street List.

CONCLUSION:

Approval of the recommendations will allow staff to finalize the PS&E for the FY 2020/21 Street Repair and Resurfacing Project (CIP Number 811-9901) and Curb, Gutter, and Sidewalk Maintenance Project (CIP Number 813-9921) for Council consideration in early 2020.

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SUBJECT: FY 2020/21 Street List for the Street Repair and Resurfacing Project

DATE: December 4, 2020

COORDINATION:

This project has been coordinated with the Finance Department.

FISCAL IMPACT:

Staff is anticipating a decrease in the Gas Tax revenue for the street project in FY 2020/21. Adjustments may be required to the Street List for the construction project. Staff will return to Council in early 2021 with the project budget and adjustments to the FY 2020/21 Street List as necessary due to funding.

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.

Attachments:

1. Street List for FY 2020/21 Street Repair and Resurfacing Project
2. SB 1 Resolution - June 16, 2020