

Responses to Council Questions Regarding the Preliminary Review of
Fiscal Year 2020-21 Capital Improvement Program Staff Report
(Item 3.1 on March 17, 2020 Agenda)

1. What is the current Pavement Condition Index (PCI) for Mountain View?

See response to Question #2 below.

2. What has been the PCI for Mountain View for the years it has been measured for perhaps the past 10 years?

The overall PCI for the past ten years have ranged from 61-76. Below is the overall PCI for the last ten years:

- 2009: PCI=75
- 2010: PCI=76
- 2011: PCI=73
- 2012: PCI=73
- 2013: PCI=72
- 2014: PCI=70
- 2015: PCI=68
- 2016: PCI=76
- 2017: PCI=74
- 2018: PCI=64
- 2019: PCI=62
- 2020: PCI=61 (projected)

There is a considerable amount of subjectivity involved in determining PCI, which in part explains significant year-to-year changes that are not reflective of actual changes in the condition of the City's streets over a relatively short period of time.

3. What would be required (i.e., money and time) to get all streets in Mountain View (that are city owned) to a "good" PCI level of 70 to 79?

Street maintenance involves many variables, such as at what point to perform a surface treatment on a street to what type of treatment to use (slurry seal, pavement overlay, reconstruction). The City's Pavement Maintenance Program (PMP) can provide a general guide to determine the financial commitment required to maintain or improve the City's PCI. The 2019 PMP provided budget scenarios for maintaining current PCI and increasing current PCI by five points over five years.

- In order to maintain the current PCI of 61, a five-year total of \$19.43 million is needed with approximately \$18.18 million for rehabilitation and \$1.25 million for preventative maintenance.
- In order to increase current PCI by five points over five years to 66, a five-year total of \$30.65 million is needed with \$28.55 million for rehabilitation and \$2.10 million for preventative maintenance.

Currently, the planned five-year funding dedicated for pavement maintenance projects (street resurfacing and reconstruction) is approximately \$22.71 million. There are also active CIPs that involve improving roadway pavement and will contribute towards the City's goal of increasing the overall PCI. These projects are currently in design phase and include \$2.63 million of pavement improvements, and will be constructed in the next five years:

- Calderon Bike Lane (20-46)
- Middlefield Road Improvements (19-36)
- Shoreline Bus Lane (18-42)
- Plymouth/Space Park Realignment (20-40)

In addition to the annual street resurfacing and reconstruction projects and the above active CIPs, there are large privately funded projects and private development projects that have been conditioned to improve pavement at frontage or roadway segments. These privately funded improvements add approximately \$2.38 million towards roadway pavement improvement.

Considering City and non-City funds, the total amount of funding dedicated to pavement improvement in the next five years is approximately \$27.72 million. This is above the amount needed to maintain the current PCI (\$19.43M) and slightly below the amount needed to increase the current PCI by five points (\$30.65) as indicated by the PMP. If it is Council's wish to direct staff to increase overall PCI by five points, staff will evaluate funding and future pavement improvement projects and return with a five-year CIP next year that will meet the PMP recommendation to increase PCI by five points.

4. What would be required (i.e., money and time) to get all streets in Mountain View (that are city owned) to a "very good/ excellent" PCI level of 80+?

In addition to the above budget scenarios, the PMP also provided an unconstrained budget scenario with zero deferred maintenance. In order to raise the current PCI to 82 by the end of the five-year period, a five-year total of \$95.11 million is needed.

5. **Does the City make a distinction between major/arterial roads and local/neighborhood streets in the pavement maintenance program (based on traffic volume)? What is our policy for prioritizing paving projects?**

The City does not make a distinction between major/arterial roads and local/neighborhood streets in the pavement maintenance program. Our general practice for prioritizing paving projects includes:

- Starting the selection process with a recommendation list from the Pavement Management Program (PMP) Report.
- Reviewing the PMP recommended list of streets and noting the ones that may have a conflict with future underground utility projects or private development projects. The streets with proposed future projects will be proposed for pavement work after completion of the underground utility project or private development projects.

6. **Can staff provide a map with the PCI of streets throughout the City to give us a sense of the general condition? Something like this: <https://tinyurl.com/uotpyzv> (or even an average PCI for each neighborhood, paving project zone, or some other division of the City.)**

Please see attached map showing PCI conditions of City streets (Exhibit 1).

7. **Can staff provide a map of upcoming paving projects? Something like this: <https://tinyurl.com/yx7d88dc>**

Attached is a map showing paving projects that are funded but not yet constructed and streets proposed for funding in Fiscal Year 2020-21 (Exhibit 2).

8. **Will any new trees be planted along Stevens Creek Trail?**

The proposed increase in funding for the Forestry Maintenance Program and Street Tree Replanting, Project 21-09, currently does not include planting of trees along any section of the Stevens Creek Trail.

9. **What is project 18-39 for \$250k? I recall allocating \$600k for this project (20-50) that was matched by Sunnyvale.**

A capital project was approved for Fiscal Year 2017-18 to coordinate with neighboring cities in partnering on the development of the next section of the Stevens Creek Trail to West Remington Drive in Sunnyvale. Staff met with Sunnyvale and Los Altos staff but was unable to secure financial support. In June 2019, as part of the five-year CIP, Council allocated \$600,000 for the Stevens Creek Trail Extension, Project 20-50, to allow staff to pursue grant funding

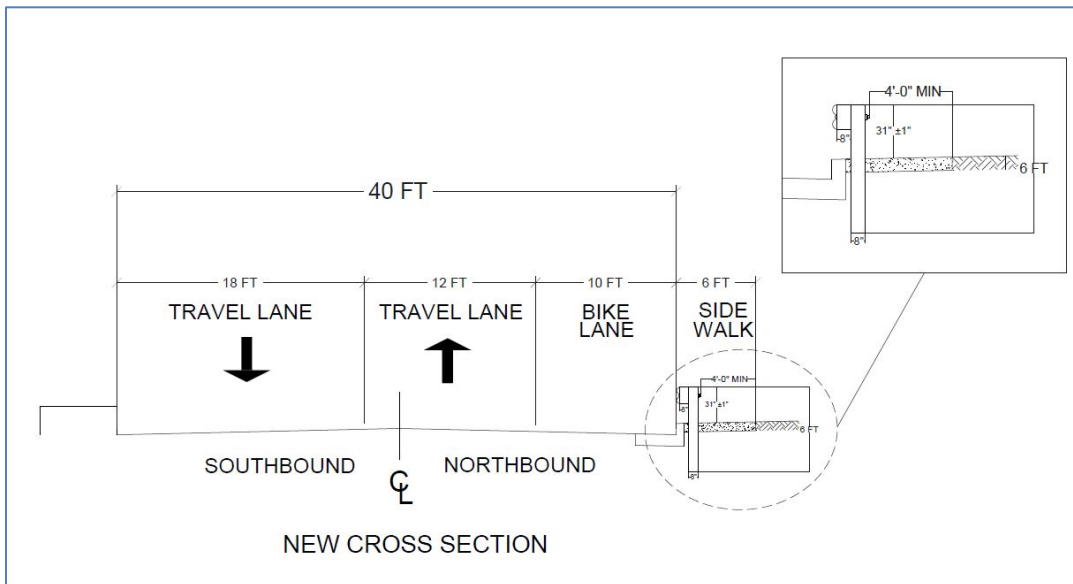
opportunities including from the 2016 VTA Measure B Bicycle/Pedestrian Program, which requires a minimum 10% local match funding.

10. What does TDA stand for?

TDA stands for Transportation Development Act, which was enacted by the California Legislature to provide funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

11. Can you please reconfirm that the metal beam guardrails (19-58) will be installed close to the gutter side of the sidewalk so that sidewalk use is also protected.

The metal beam guardrails will be installed between the curb and the sidewalk and will protect the sidewalk. A cross section detail is provided below:



12. Have we studied the potential usage of a sand volleyball court at Sylvan Park? If so, what is it?

There has not been an official study for volleyball at Sylvan. However, this project was initiated based on public outreach to staff and the Parks and Recreation Commission (PRC) expressing a desire to have a sand volleyball court within Mountain View. PRC requested that locations and possibility of installing a sand volleyball court at one of our parks be explored. Staff continues to receive inquiries from individuals and organized groups regarding their desire for a sand volleyball court. Due to the level of public requests, staff believes the

volleyball court will get a lot of use, especially compared to the existing horse-shoe pit.

13. What would increased Management Support look like? What would it take to increase supervisory and management staffing capacity?

While staff has not analyzed incorporating additional management staffing to increase the capacity to deliver additional capital projects, a reorganization of the Engineering Division, possibly moving activities to another division, would likely be required. The Engineering Division structure currently works well, with four Sections (Capital Projects, Construction, Traffic and Land Development). All four of these Sections have been heavily impacted by the workload resulting from the recent economic cycle, and all four report to the Assistant Public Works Director/City Engineer and then to the Public Works Director. Adding management capacity within the Division to increase capital project workload under the current structure would not solve the fundamental issue of too much complex activity funneling through one Division Head.

14. How will not adding the three limited-period positions affect project delivery timing? Which projects can we anticipate being delayed, and for how long?

No existing or planned projects would be delayed; however, projects will not be accelerated or moved forward from a future year.

15. We are anticipating a recession, which will likely result in diminished private sector work. Can we prepare for a possibility that consultants/external design firms may have capacity to take on additional public sector work during a recessionary period?

There are a considerable number of projects in the five-year plan that will need design services. These projects may coincide with an economic downturn, in which case staff would anticipate that more design firms would propose to design such projects, leading to more choices of firms and possibly better prices.

Staff may also recommend designing some projects in-house during an economic downturn to maintain work (and funding) for current staffing.

16. Is there any way for us to increase management support staffing?

See response to Question #13. In addition, given the potential impact of COVID-19 on City revenues, it is not recommended to make a significant addition to management support staffing at this time.

17. What does "lift large tree branches" mean? Does it mean remove them?

Lifting tree branches means removing them to improve visibility. At this time, new trees are not proposed in sections that are overgrown and need removal.

18. I understand that the group Baykeeper took legal action to address repair of our sanitary sewer pipes. Would any of the recommended deferrals further the problems cited in the legal action?

While resolution of the Baykeeper action is still in the early stages, staff does not anticipate that any of the deferrals will further the problems cited in the Baykeeper action.

- Exhibits: 1. Current PCI Condition
2. Pavement Projects

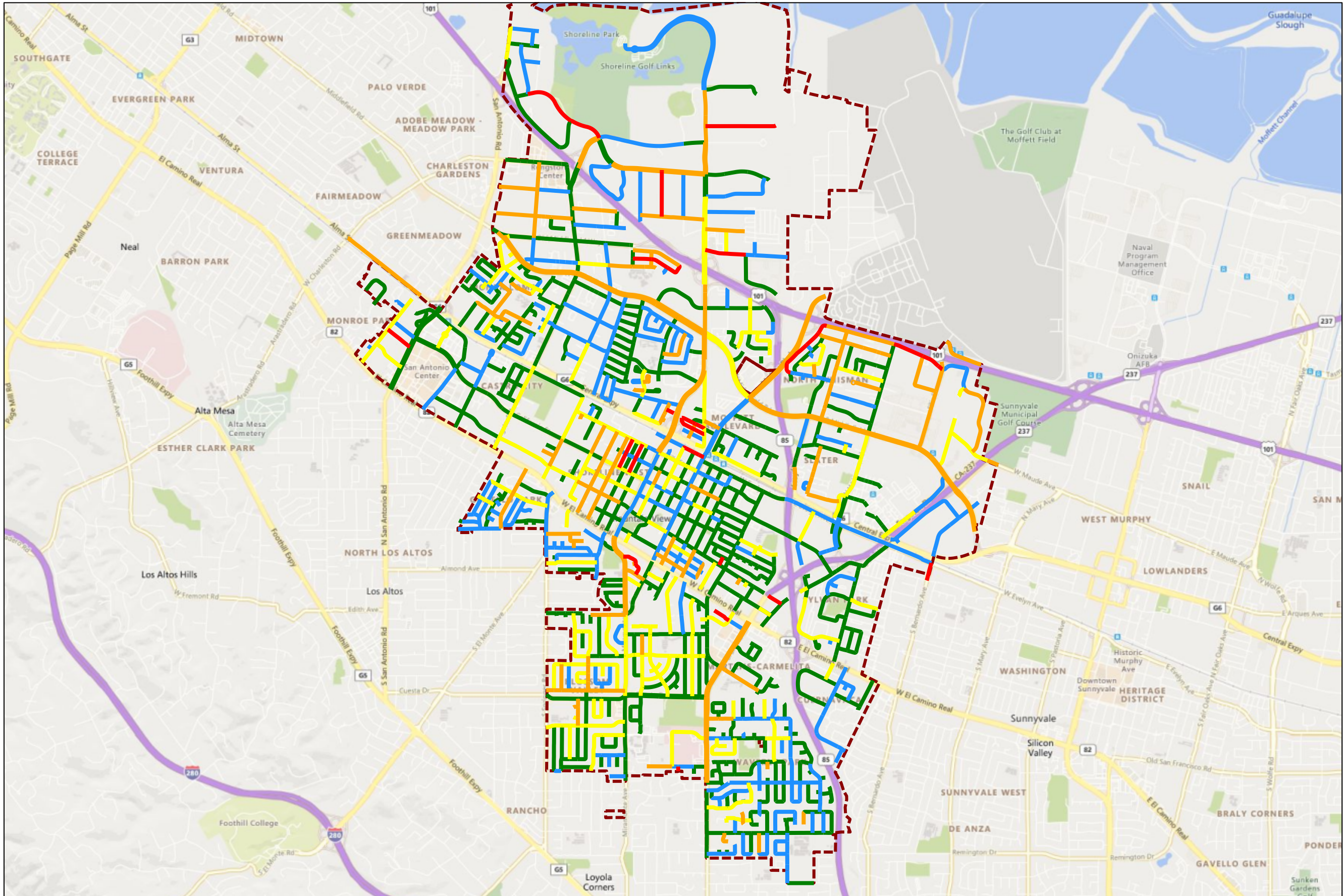


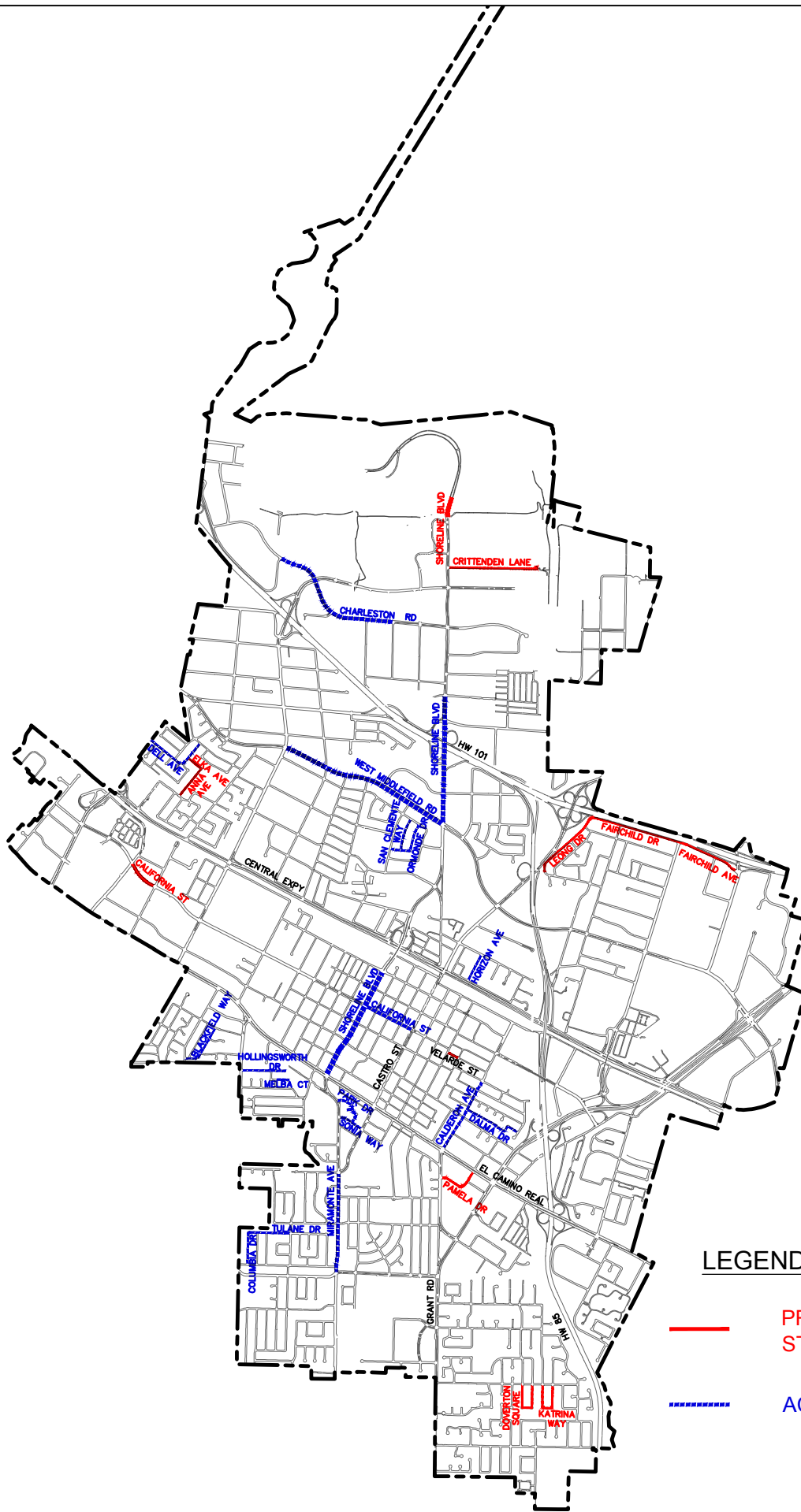
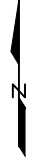
Current PCI Condition

Printed: 4/17/2019

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





LEGEND:

-  PROPOSED FISCAL YEAR 2020-21 STREET IMPROVEMENTS
-  ACTIVE STREET IMPROVEMENTS