



# Memorandum

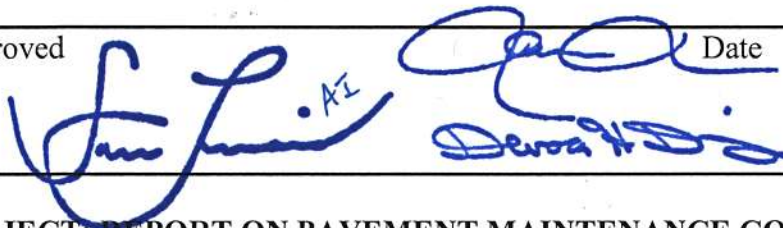
**TO:** CITY COUNCIL

**FROM:** Mayor Sam Liccardo  
Councilmember Raul Perez  
Councilmember Dev Davis

**SUBJECT:** SEE BELOW

**DATE:** March 8, 2019

Approved

 Date  
3/8/2019

**SUBJECT: REPORT ON PAVEMENT MAINTENANCE CONDITIONS, FUNDING,  
AND PROGRAM DELIVERY STRATEGY**

## RECOMMENDATION

Accept the report on the Pavement Maintenance Strategy with the following direction to the City Manager:

1. Develop a three-year “look-ahead” on local and neighborhood streets so community members have visibility into the schedule of pavement maintenance in their neighborhoods that is part of the annual report to City Council on the list of streets that will be maintained in the upcoming construction season;
2. Provide clear, updated messaging to Council offices on pavement schedules – so they can share with inquiring constituents which streets get paved and when, and notify communities when they can expect construction impacts in their neighborhoods.

## DISCUSSION

Whether we’re long-range commuters, devoted transit riders, or avid cyclists, every trip of ours begins, and depends upon, neighborhood streets. The condition of those streets and our main roads matters for our safety, for our fuel mileage, and for our pocketbooks. Thankfully, with the alignment of many stars, we are at the starting line of an ambitious, and well-earned enhanced pavement maintenance program for our residents. So, pardon the dust—we’ll have a lot of repaving projects on our streets starting this spring.

We’d like to thank the many members of the City team who have worked hard thus far, and will soon work harder to do the work, including Jim Ortbal, John Ristow, and their respective teams. I’d also like to thank our tremendous partners, including VTA and the Silicon Valley Leadership Group, for their tireless work in helping to pass Measure B, our broad coalition of partners who helped pass Measure T, Senator Jim Beall for his leadership in passing SB 1, and many others successful effort to turn back Prop 6.

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Most importantly, a debt of gratitude is owed to the voters in Santa Clara County, and San José specifically, for prioritizing critical infrastructure investments in our community. Together, we have set the stage for this ambitious pavement strategy that will address our City's longstanding need over the next decade.

With the recent California Supreme Court dismissal of the Measure B lawsuit, we will see the largest increase in pavement maintenance in history this year. When combined with the funding projected over the next 10 years through Measure T and SB 1, we will have \$87.2 million annually to pave our roads. This increase is responsible for increasing the miles of streets planned for pavement from 29 miles in 2013 to a whopping 284 in 2019, and will help reduce our pavement maintenance backlog by 2028 by \$500 million from previous projections – paving the way to safer streets for our communities.

As mentioned at the March 4<sup>th</sup> Transportation and Environment Committee meeting by Councilmembers Peralez and Davis, many residents will understandably come to the Mayor and Council offices over the coming months with a familiar question – “when will my street get paved?” As pavement maintenance ramps up over the next decade, the Department of Transportation (DOT) must work together with Council offices and communities who are hungry to see this work done. We understand that while there is a great deal of data analysis that goes into determining the street paving priorities – there is also some art. To the extent possible, DOT should provide transparency into the street selection criteria to assist Council offices with the questions that are coming our way. A three year “look-ahead” will also answer many questions for communities who are eager to see their streets paved.

Increased pavement maintenance projects will raise concerns on construction impacts. To ensure the success of this work, we will need all hands on deck. Mayor and Council offices will need to continue to communicate to our communities on the progress of the pavement program with the help of professional staff, to quickly get information in the hands of our residents. This effort can and should supplement the required notifications that contractors will provide to the community.