



# CITY OF SAN MATEO

City Hall  
330 W. 20th Avenue  
San Mateo CA 94403  
[www.cityofsanmateo.org](http://www.cityofsanmateo.org)

## Agenda Report

---

Agenda Number: 2

Section Name: {{section.name}}

File ID: {{item.tracking\_number}}

---

**TO:** City Council

**FROM:** Drew Corbett, City Manager

**PREPARED BY:** Public Works Department

**MEETING DATE:** January 19, 2021

**SUBJECT:**

Pavement Management and Smooth Streets Program – Informational Update

**RECOMMENDATION:**

Receive an informational update on the Pavement Management and Smooth Streets Programs.

**BACKGROUND:**

The City owns and maintains pavement assets consisting of approximately 210 miles of streets, bike paths, and alleyways. The Pavement Management Program (PMP) is managed by Public Works and implements maintenance and capital improvements for these important assets that cannot be performed by the City's field maintenance crews. The goals of the PMP are to maintain the City's streets with a Pavement Condition Index (PCI) above 70, minimize deferred maintenance, reduce the failed streets inventory, and optimize the use of available funds. While the PMP focuses on the management of the City's entire pavement assets, a separate Smooth Streets Program (SSP) was created in 2013. The SSP is a focused initiative with special funding to repair failed streets, an effort that was identified by the Council as a priority.

**Pavement Management Program**

In the past five years, the PMP has resulted in the implementation of improvements to approximately 30 miles of streets using various treatment methods, including 17 miles treated with crack seal, 10 miles slurry sealed, and three miles resurfaced. The PMP uses the Metropolitan Transportation Commission (MTC) StreetSaver program, which provides recommendations for project scopes based on optimizing available budget to advance the goals of the PMP. The project scopes are coordinated with other planned City and utility projects to minimize impacts to the public.

The City was awarded the MTC "P-TAP" grant in 2020, which funded the biennial citywide inspection of pavement assets to measure the current PCI for all City roads and evaluate potential funding scenarios for future years and the anticipated outcomes. The citywide inspection was completed in September 2020. This updated information is being used to evaluate the upcoming maintenance, rehabilitation, and reconstruction projects.

**Smooth Streets Program**

Street segments with a PCI of less than 25 are considered "failed" by common industry practice, and generally require expensive, full street reconstruction to restore. The City's SSP is based on a 2013 assessment of the City's network and includes 17 miles of streets in this failed category plus an additional five miles of "at-risk" streets with a PCI between 25 and 39, which were in poor condition and at risk of becoming failed. Of the 17 miles of failed streets, 10 miles have been restored and two miles are currently in construction. The program has also completed restoration of one mile of the "at-risk" streets. The remaining five miles of failed streets and four miles of at-risk streets in the Smooth Streets Program are currently scheduled for completion by 2025 at an estimated cost of approximately \$29 million. Cost inflation, difficult soil conditions, and the amount of concrete improvements within the project limits are some of the factors affecting the increased cost trends.

Since 2016, the SSP has been funded primarily by voter-approved Measure S funds. In February 2020, the City allocated \$21.6 million of bonds to the SSP that were secured with Measure S revenues. Other funding sources such as SB1, Measure A, and Measure W are used to fund both the SSP and PMP. Historically, a portion of gas taxes, general funds, and grants have also been allocated to the PMP. Keeping the PCI greater than 70, one of the goals of the PMP, is important to allow for more discretionary use of certain funding sources, such as Measure W, that would otherwise need to be spent on improving pavement conditions.

The staff presentation will elaborate on the topics above, including pavement restoration methods and strategies used to maintain our system of roadways, current pavement conditions, progress to date, and upcoming activities for both programs.

**BUDGET IMPACT:**

There is no budget impact associated with this informational item.

**ENVIRONMENTAL DETERMINATION:**

This action of receiving an informational update is not a project subject to CEQA, because it is an organizational or administrative activity that will not result in direct or indirect physical changes in the environment. (CEQA Guidelines Section 15378(b)(5).)

**NOTICE PROVIDED**

All meeting noticing requirements were met.

**ATTACHMENTS**

None

**STAFF CONTACT**

Cathi Zammit, Engineering Manager  
czammit@cityofsanmateo.org  
(650) 522-7306