

RESPONSE TO COUNCIL QUESTIONS RE: 6/15/2021 CITY COUNCIL AGENDA

Agenda Item #: 1.A

Title: Approve the List(s) of Claims and Bills Approved for Payment by the City Manager

Council Question: Please provide a brief narrative regarding the TIF Reimbursement of \$576,444.96 to Intuitive Surgical.

Staff Response: Per Planning Application 2016-7212 for 1050 Kifer Road, Conditions of Approval (COA) PF-7 *Install Traffic Signal At Wolfe And Maude Avenue Intersection*: Developer shall install a traffic signal at the intersection of Wolfe Road and Maude Avenue which shall be designed and constructed per current City design guidelines and the California Manual on Uniform Traffic Control Devices standards, prior to any building occupancy. The design and construction costs related to the installation of the signal will be applied as a credit towards the developer's required TIF payment. Detailed improvement plans and cost estimates shall be provided to the City for approval.

On July 31, 2017, Intuitive Surgical paid the city the TIF amount of \$576,444.96. In 2020 Intuitive Surgical completed the design and construction of a new traffic signal at the Wolfe Road and Maude Avenue Intersection. The cost to implement this improvement was \$1,759,253.74 which exceeded the TIF payment which Intuitive Surgical was required to pay. Therefore, as per the COA, the city is providing a TIF reimbursement to Intuitive Surgical for the TIF payment of \$576,444.96 as a credit.

Council Question: For what are we paying multiple monthly payments to San Jose? (XXXXX2194, XXXXX22340)

Staff Response: These payments are related to the NOVA Workforce Board's role as fiscal lead for the Bay Peninsula Regional Planning Unit. The State of California has organized the local workforce development areas into fourteen regional planning units (RPU). NOVA is assigned to the Bay Peninsula RPU with the workforce boards for San Francisco (OEWD) and for San Jose (work2future). Each RPU selects one local board to be the fiscal lead for the region to receive contracts from the state and distribute grant funds to the local boards. NOVA is the fiscal lead for this region and is responsible to contract with and reimburse grant expenditures for the other two boards.

Agenda Item #: 1.B

Title: Adopt a Resolution to Approve Road Maintenance and Rehabilitation Proposed Projects List for the Road Repair and Accountability Act of 2017 - Local Streets and Roads (SB1) Funding Program

Council Question: Please briefly describe what is involved with the "mill and fill" treatment. Is this kind of treatment the highest level of roadway rehabilitation used in Sunnyvale?

Staff Response: The highest level of roadway rehabilitation is typically called "reconstruction". Reconstruction consists of removing all of the asphalt layer and rehabilitating the base aggregate layer, and then putting back new asphalt. "Mill and fill" is where the top couple of inches (typically between 2 and 3 inches, depending on condition of roadway) is removed and replaced for a smooth and homogenous surface.

Council Question: I was surprised about the number of roads with a PCI index under 50 (28?). The staff report attachment lists “most of the streets that have a PCI less than 80.” Are there still roads with a PCI less than 50 that we are not addressing this year? Less than 40? Less than 30?

Staff Response: The Number (28) references “sections” of streets and not an entire street in the traditional sense. Our Street Asset system called StreetSaver tracks each section of every street which are broken down block by block but are sometimes broken up into smaller sections depending upon need. Each “section” is tracked for its maintenance history and the computer also tracks its decline in useful life using an industry standard “Deterioration Curve” which also predicts when different maintenance treatments could be used to extend the useful life.

The city does have some sections of streets that are under 50 PCI. These sections are reviewed for what type of maintenance may be required to bring them up to a more acceptable level regarding their PCI and useful life and are included when appropriate into our Chip Seal and Slurry seal programs, or the Pavement Rehabilitation projects (which are typically mill & fill).

Our Pavement Maintenance strategy is to maximize our maintenance efforts to impact the most square footage we can with the dollars we have. The industry standard is for Agencies to implement a broad based approach to PCI, and street maintenance. To resist the temptation to “fix the worst first” and instead balance the needs of a greater number of streets that we can maintain at a less expensive cost, while at the same time addressing a few of the more challenging sections of streets rather than all at one time.

If for example we were to focus only on streets under 50, their maintenance & rehabilitations needs would only allow the City to address a very small amount of square footage before the Budget would run out.

Agenda Item #: 3

Title: City Council Adoption of the FY 2021/22 Budget, Fee Schedule and Appropriations Limit, and Sunnyvale Financing Authority Adoption of the FY 2021/22 Budget

Council Question: In visiting Ponderosa Park, there seems to be larger problem with the aging equipment/rubberized material. This playground replacement was pushed out by 5 years, but seems to have safety issues. Is the resurfacing planned for this fiscal year?

Staff Response: The resilient surfacing at Ponderosa Park is scheduled to be replaced as part of Capital Project #820270 Playground Equipment Replacement. Also, as part of the project, some of the old equipment will be removed (i.e. cannon, spring toys) and a new play feature will be installed. The project is currently in design and is scheduled for construction in the next fiscal year.

Council Question: For the proposed Corn Palace Project, if this was pushed out by two or three years, could the project be done without directly affecting safety and operations (regarding leaking roofs and Emergency Generator as staff proposes)? Does Staff have an alternate timeline to fund Corn Palace that would not affect other short term projects?

Staff Response: The Corn Palace project is relatively large at nearly \$5M for design and construction. Design of a new park will also require considerable neighborhood outreach, so the design process is more complex than a typical infrastructure replacement project. For these reasons, advancing the timeline would affect the schedules of other capital projects unless staffing were adjusted. Staff did not review alternative timelines as the direction was to evaluate moving Corn Palace up to open by December 2024.