Pavement Management Report

City Council Meeting of April 9, 2013

February 5th Meeting Summary

- Reviewed existing maintenance funding sources and explore alternative local funding possibilities: sales tax, parcel tax, bike licensing fee, etc.

- Maximize efficient use of available State and Federal funds, pursue grant programs and encourage State and Federal legislators to change funding mechanisms for pavement maintenance (e.g. changes to the Gas Tax).

February 5th Meeting Summary

- Desire to address pavement maintenance as best as possible.

- Avoid letting the backlog grow larger.

- Encourage experimentation and continued collaboration with UCD and other experts.

- Consider different surface qualities for bike vs. car surfaces.

- Ensure City standards provide the quality the community desires.

Steps Taken

- Investigated Funding Sources – local, state/federal and grants

- Consulted with UC Davis and other experts

- Modified decision tree for streets

- Re-ran Scenario 3 from initial report with new Decision Tree

- Ran two new scenarios with new decision tree

Grant Funding for Maintenance

- Staff follow over 50 different grant funding programs to leverage local funds
- CalRecycle – pays for difference between traditional AC and rubberized AC. (Does not help with deficit)
- SACOG funding – apply every 2 years (this summer is next cycle)
- Other funding sources – only a portion of project at best would fund paving

Decision Tree Modifications

Class	Condition	Old Strategy	New Strategy
Collector	PCI 25 – 70 (lower load defects)	Thin overlay or mill and overlay	Cape seal with patching
Collector	PCI 50 – 70 with load defects	Rubberized cape seal	Cape seal
Local Streets	PCI 50 – 70 with load defects	Rubberized cape seal	Cape seal
Local Streets	PCI 25 – 50	Thin overlay or mill and overlay	Cape seal with patching

Maintenance Scenarios

Previous Scenarios

- Scenario 1 - Maintain current funding of $1M for roads and $200,000 for paths.

- Scenario 2 - Increase funding to obtain an average PCI of 70 for roads.

- Scenario 3 - Increase funding to maintain current backlog.

NEW Scenarios

- Scenario 3 above with new Decision Tree

- Scenario 4 - Provide an infusion of $25M over the first two years and increase funding to maintain an average PCI of 68 for roads and paths.

- Scenario 5 - Provide an infusion of $25M over the first two years and maintain a steady funding level of $3M a year thereafter.

Revised Decision Tree - Summary

SCENARIO	BACKLOG in 2032		FUNDING (Average/year)			PCI in 2032	
	Streets	Paths	Streets	Paths	Total	Streets	Paths
3. Maintain Current Backlog	$21M	$1.3M	$7M	$0.66M	$7.7M	70	69
3a. Maintain Backlog (New Decision Tree)	$21M	$1.3M	$5.8M	$0.66M	$6.5M	68	69

Guiding Principles

- Change the average PCI goal from 70 to the low 60's

- Place a higher priority on key streets and paths that provide greater value to the City

- Have a lower PCI goal for local streets and employ more preventative treatments
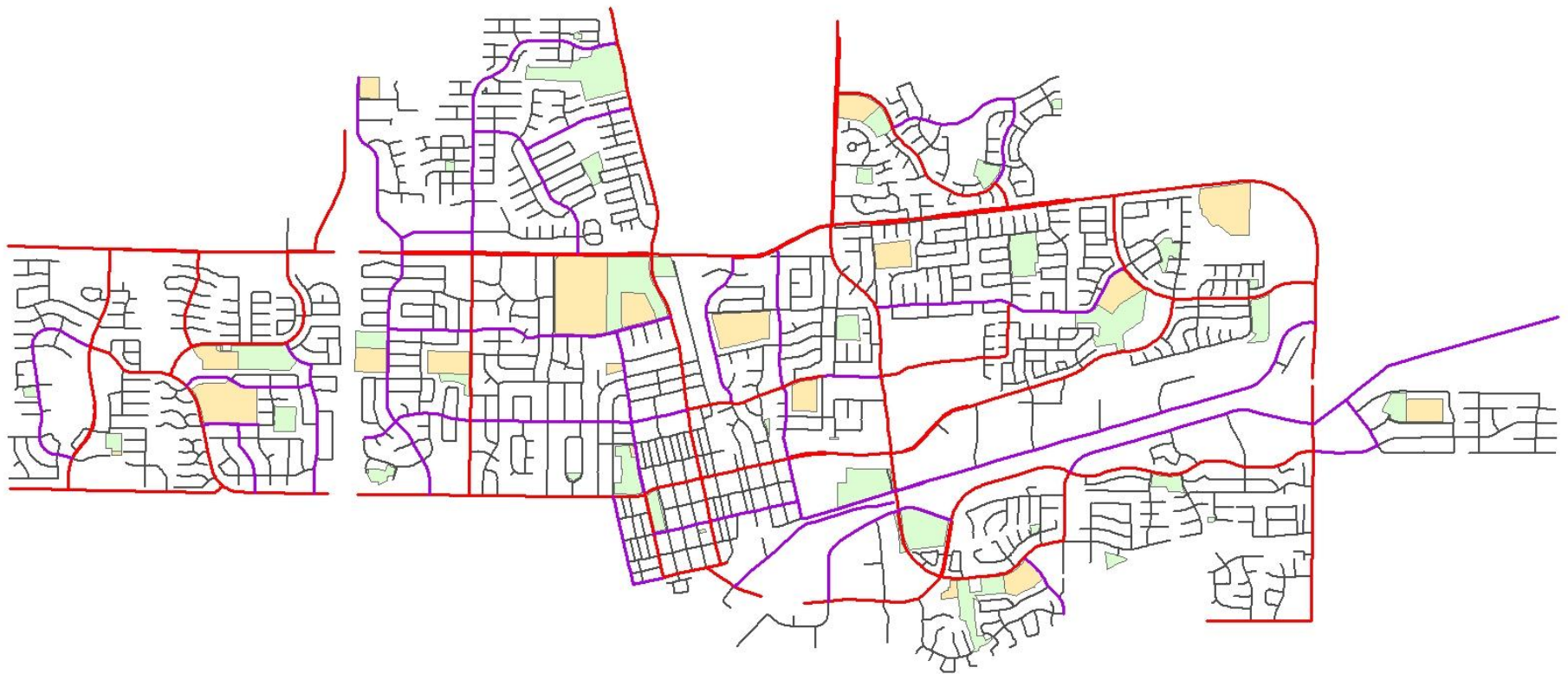
Functional Class	Centerline Miles	% Network (by area)
Arterial	34.6	21.2
Collector	22.8	13.9
Residential / Local	103.9	63.7
Other (alleys)	1.74	1.1
TOTAL	163	100

Guiding Principles

- Prioritize keeping streets and paths currently in good condition from degrading to a poor condition

- Maintain paths to a comparable, or higher standard than streets.

Guiding Principles

- Defer investments in bike path pavement that is impacted by trees until the root issues have been dealt with, or use alternative surfaces that will result in lower future maintenance costs.

- Where path maintenance will not result in a 20 year service life, consider limiting maintenance to safety improvements only.

Guiding Principles

- Ensure new roads/paths, or enhanced corridors do not include improvements that create future higher maintenance costs

Recommendations

- Provide direction on proposed Guiding Principles
- Concur that current FY budget be used for matching local funds on existing grant funded projects
- Prioritize any remainder budget for Path project
- Focus FY 13/14 budget on finalizing long-term maintenance strategy and bringing a detailed multi-year plan to Council by Fall 2013 to inform Council for FY 2014/15 budget discussions.

Questions?