



Legislation Details (With Text)

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Title:	Report regarding the Public Works Department's Five-Year Paving Plan update. (Matthew Ruble, Principal Engineer)		
Sponsors:	City Council		
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Attachments:	1. Project Selection, 5-Year Plan 2018 to 2022.pdf		

Date	Ver.	Action By	Action	Result
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Report regarding the Public Works Department's Five-Year Paving Plan update. (*Matthew Ruble, Principal Engineer*)

RECOMMENDATION

It is recommended that the Citizen's Oversight Committee receive an update from staff on the Public Works Department's Five-Year Paving Plan.

BACKGROUND/DISCUSSION

The South San Francisco community identified street maintenance as high priority in feedback related to Measure W. The City is planning for \$19 million in street maintenance repairs with funding from Measure W and other transportation-related funding sources.

The City is responsible for the maintenance and repair of approximately 138 centerline miles, comprised of 33 arterial miles, 38 collector miles, and 67 residential miles. The City has utilized a program of slurry seals, overlays and surface reconstruction as maintenance and rehabilitation strategies.

Every two years, the City surveys the streets and enters the data into the Pavement Management Program (PMP). This database assists staff in determining the pavement condition index (PCI) for each street segment and the street network overall. The pavement database was updated in 2017 with recent City pavement maintenance and rehabilitation projects. The PMP also recommends optimal maintenance and rehabilitation strategies for a given year with a certain budget.

The PMP provides:

- A multi-year road rehabilitation and maintenance program;
- A preventative maintenance program for a desired PCI; and
- Identification of cost-effective repairs for a certain budget.

Current Pavement Condition

The PCI is a measurement of the pavement condition, and ranges from 0 to 100. A 0 is considered “Failed” condition and 100 is considered “Excellent” condition. Typically, a newly constructed road would have a PCI of 100 and an older failed road would have a PCI of 25 or less. In a recent PMP network survey, the average PCI of the entire roadway network to the City of South San Francisco is 76, which is considered “Good”. PCI scores between 50 to 70 are considered “Fair”. The City has recently performed several street rehabilitation projects that increased the average PCI from 72 to 76. The goal of the Five-Year Paving Plan is to maintain the average PCI of the entire roadway network at 76. The Metropolitan Transportation Commission (MTC) has established a PCI of 75 as the benchmark for Bay Area agencies.

Estimated Implementation Costs

The City’s plan developed in 2019 assumed \$1.5 million for FY 2019-20 and \$4.4 million each subsequent year for FY20-21, FY 2021-22, FY 2022-23, and FY 2023-24, for a total of \$19.2 million. This funding strategy will maintain the average network PCI at 76. This funding will come from multiple sources including the General Fund, Measure A, Measure W, San Mateo County Measure W (SMC W), and SB1 (Road Repair and Accountability Act of 2017).

	Costs	Costs	Costs	Costs	Costs	
Funding	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	Total
General Fund	\$576k	\$250k	\$250k	\$250k	\$250k	\$1.6M
Measure A		\$1.6M	\$1.6M	\$1.6M	\$1.6M	\$6.4M
Measure W	\$667K	\$667k	\$667k	\$667k	\$667k	\$3.3M
SMC W	\$300k	\$600k	\$600k	\$600k	\$600k	\$2.7M
SB1		\$1.3M	\$1.3M	\$1.3M	\$1.3M	\$5.2M
All Sources	\$1.5M	\$4.4M	\$4.4M	\$4.4M	\$4.4M	\$19.2M

The City has a substantial investment in its street network with a replacement value of \$338.1 million. The replacement value is calculated as the current cost to reconstruct each street in the network. Sixty-nine percent of the City’s street network is in the “Good” condition category, and 9 percent of the streets are in the “Poor” or “Very Poor” condition categories.

The proposed \$19 million will maintain our streets in “Good” condition. The overall network will remain at a PCI of 76 while moving some of the “Poor” and “Very Poor” streets into “Good” condition.

In conjunction with the street rehabilitation projects, ADA accessible curb ramps will also be installed as needed at intersections and bicycle safe grates will be installed on catch basins along designated bicycle routes. The cost of these improvements is included in the \$19 million repair work.

FY 2018-2019 Measure W Pavement Maintenance Update

Exhibit 1, entitled “Project Selection, 5-Year Plan 2018 to 2022,” shows the proposed streets that will receive slurry seal and asphalt overlays within the next 5-years. Exhibit 2 through Exhibit 6 show the proposed streets that will be repaired through the years 2018, 2019, 2020, 2021, and 2022, respectively. Typically, street projects are designed to be performed in the winter or spring and constructed by the summer or fall months.

FUNDING

Funding for this program is approved by City Council. For FY 2019-20, the City Council approved the Street Rehabilitation Program budget of \$1.5 million, which is comprised of \$667,000 in Measure W funds.

CONCLUSION

This is an information update and does not require action by the Committee.

Attachment: Project Selection, Five Year Plan 2018 to 2022