

Pavement Management **Program**

February 11, 2014

What Is A Pavement Management Program?

- A tool to assist Cities make cost-effective decisions about streets
- Answers 4 main questions:
 - What does City of Oakley have in the street network?
 - What condition is it in?
 - What repairs are needed and when?
 - How much money is required to maintain or improve streets cost-effectively?
- City of Oakley uses Metropolitan Transportation Commission's (MTC's) StreetSaver® software

MTC's Requirements

- Maintain a PMP to be eligible for funding
- MTC has biennial PMP certification
- MTC provides grants to assist cities to maintain PMP – usually every 2-3 years
- Used to determine City's funding allocation

General Information

- City of Oakley has 131 miles of streets
- **Estimated \$220 million in value**

Functional Class	Total Miles
Arterial	28.8
Collector	23.6
Residential/Local	78.6
Total	131.0

Limited state/federal funds available

Only city funds available
Exception Major Collectors

PCI Descriptions

PCI Range	Condition	Description
70 – 100	(1) Good	Little or No distress, with the exception of utility patches in good condition, or minor to moderate hairline cracks; Typically lightly weathered.
50 - 69	(2) At Risk	Light to moderate weathering, light load-related base failure, moderate linear cracking
25 - 49	(3) Poor	Moderate to severe weathering, light to moderate levels of base failure, moderate to heavy linear cracking.
0 - 25	(3) Failed	Extensive weathering, moderate to heavy base failure, failed patches, extensive network of moderate to heavy linear cracking.

How is Condition Measured?

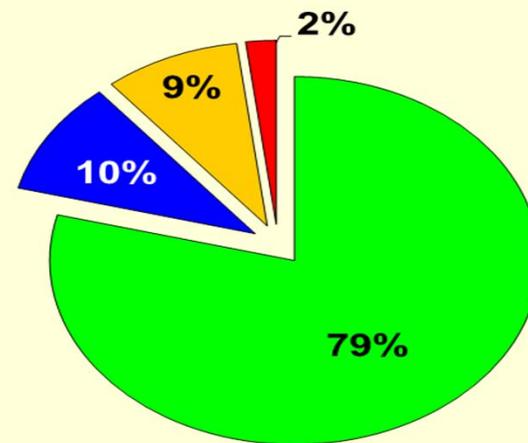


**Oakley PCI
is at 77 in 2012**

2012 City of Oakley PCI

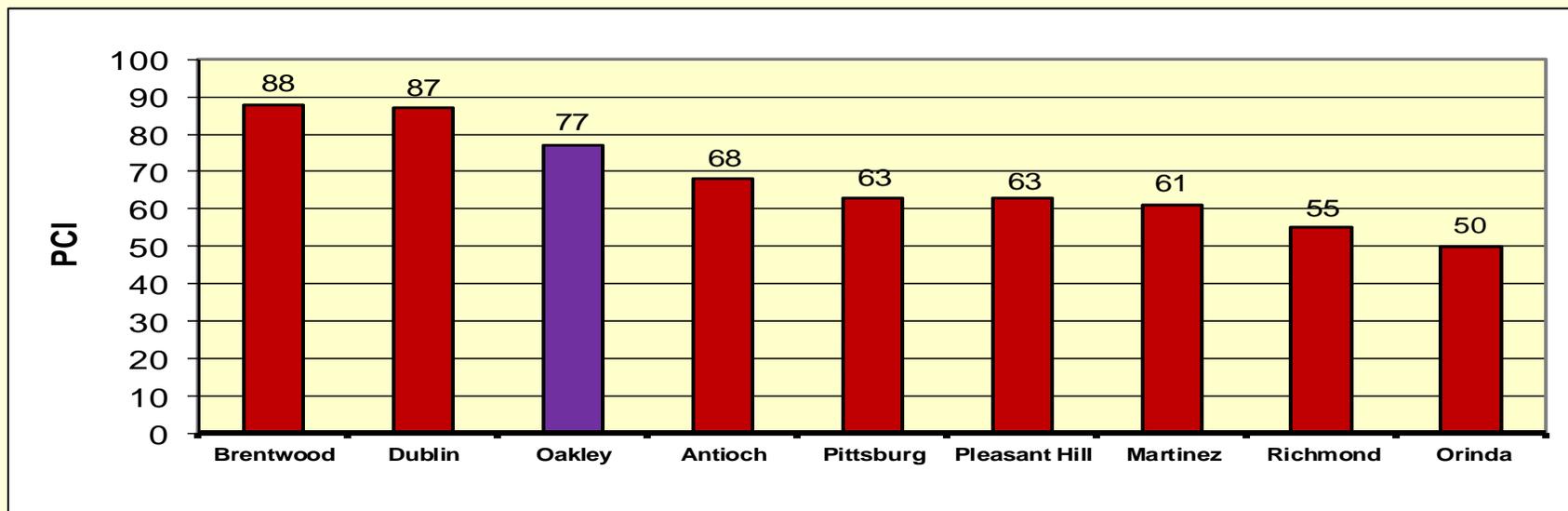
Average PCI = 77

- Good (70-100)
- At Risk (50-69)
- Poor (25-49)
- Failed (0-24)



* % of pavement area

How Do Other Cities Compare?



PCI = 100



PCI = 77



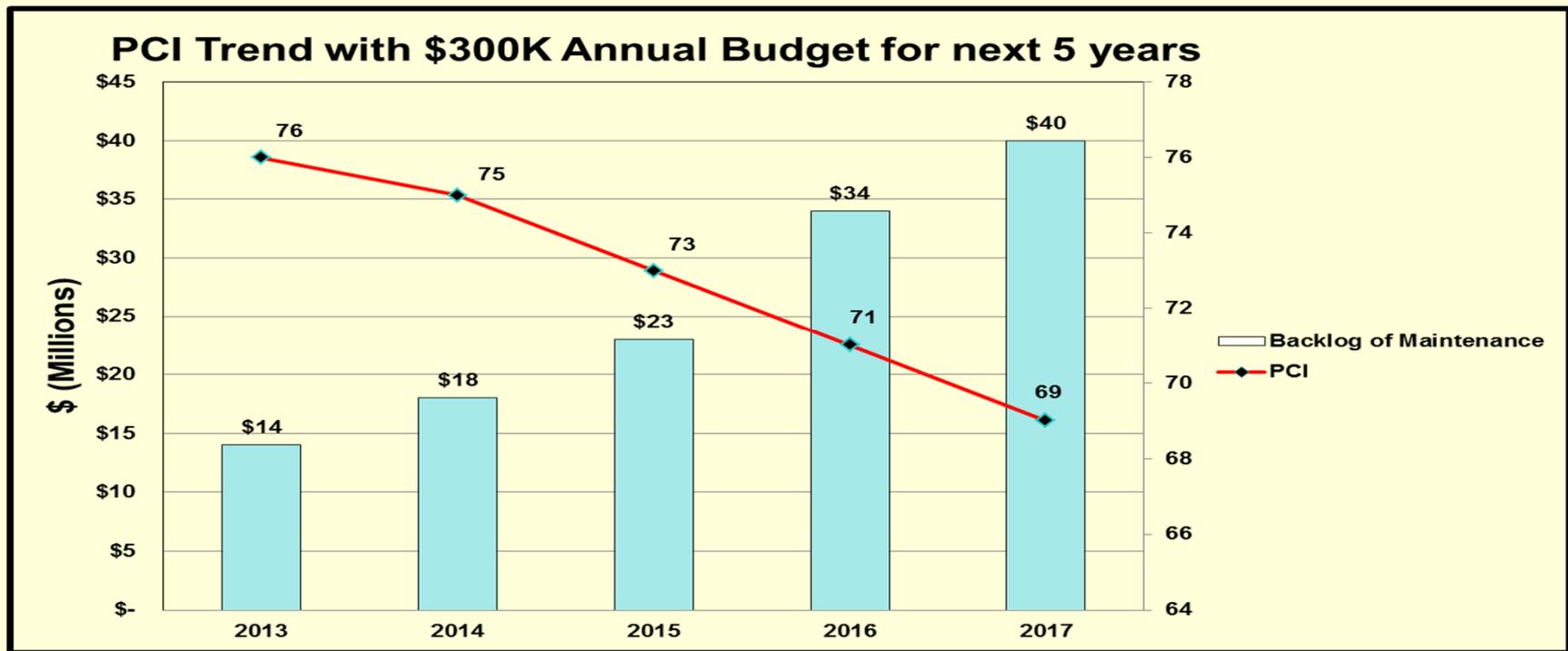
PCI = 37



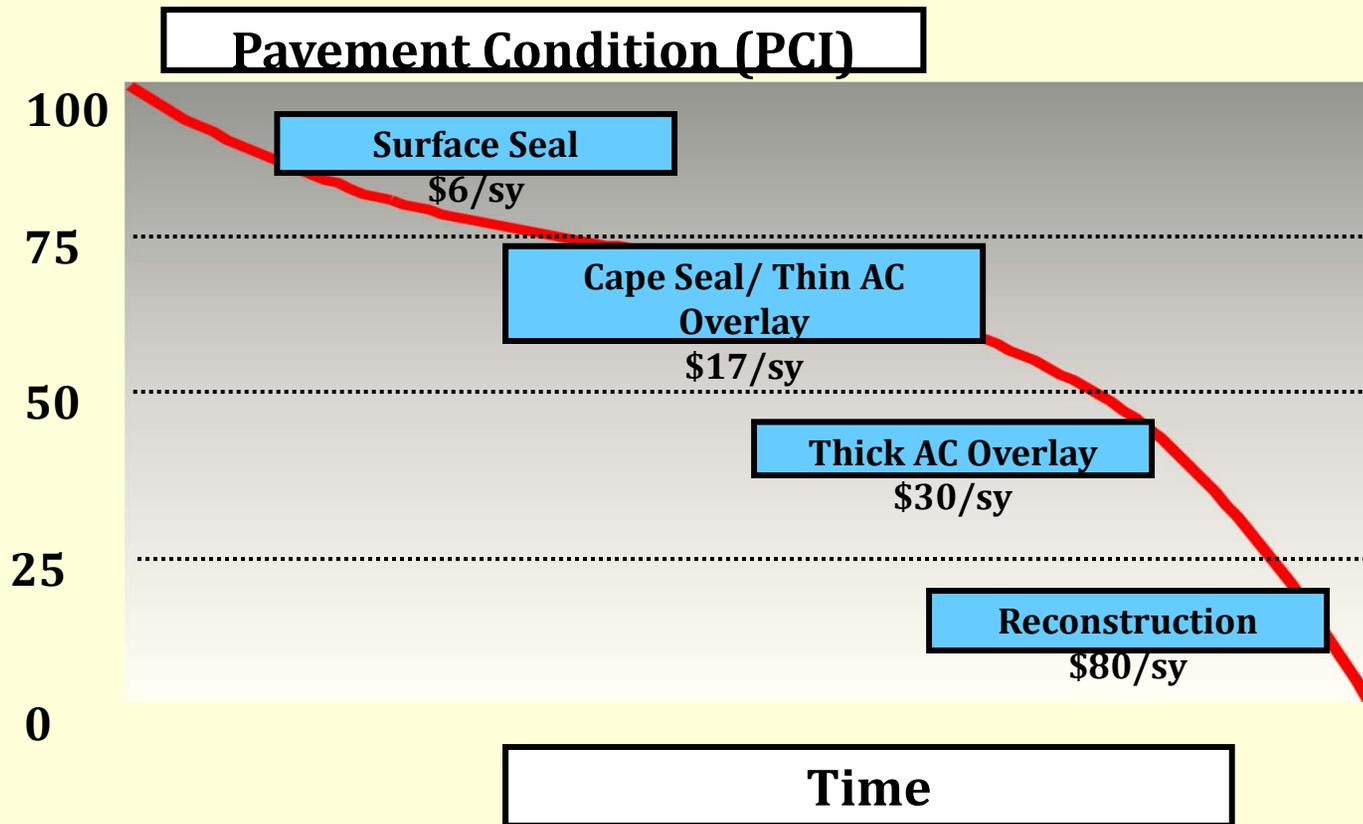
PCI = 10



PCI Trend



Pay Now or Pay More Later



Potential Funding Sources

- Local Transportation Sales Tax Measures
- Devote More Local Sales Tax/Revenues to Road Maintenance
- Establish Citywide Assessment Districts
- Truck Route Permit Fee
- Residential Garbage Collection Fee
- Development Road Impact Fee
- Pursue Federal and State grant funding programs for Arterial Streets
- “Taxes” (parcel, utility, sales, etc.)

Conclusions & Recommendations

- City has a street network in good condition that needs to be maintained to protect its investment in the roadway infrastructure.
- Follow PMP recommendations to stay certified with MTC
- Maintain current preventive maintenance strategy

Conclusions & Recommendations

- Continue to pursue rehabilitation alternatives (i.e. AC overlays and Rubberized Cape Seals)
- Aim to increase the pavement budget to maintain the current PCI
- Explore different funding alternatives and their financial impacts



Questions?