



CITY OF POMONA

COUNCIL REPORT

April 6, 2020

To: Honorable Mayor and Members of the City Council

From: James Makshanoff, City Manager

Submitted By: Rene Guerrero, Public Works Director

SUBJECT: RECEIVE AND FILE A PAVEMENT MANAGEMENT PROGRAM (PMP) PRESENTATION UPDATE

RECOMMENDATION: It is recommended that the City Council receive and file a Pavement Management Program (PMP) presentation update.

EXECUTIVE SUMMARY: The last update to the City's PMP was in 2017. In order to be eligible to receive Proposition C, various grants, and other funding sources, the City is required to maintain a PMP. Consideration of this item provides necessary information on the City's pavement condition, as well as recommendations on how to enhance the City's street maintenance efforts.

FISCAL IMPACT: None.

PREVIOUS RELATED ACTION: On March 2008, the City Council awarded a contract to Harris & Associates for the Citywide PMP update. On October 15, 2012, the City Council awarded a -time contract to Bucknam for the Citywide PMP update. On July 6, 2015, the City Council declined to award a contract for a Citywide PMP update. On June 6, 2016, the City Council awarded a contract to Bucknam for the Citywide PMP update. On September 18, 2017, the City Council received and filed a PMP presentation update. On July 1, 2019, the City Council awarded a contract to Bucknam for the Citywide PMP update.

DISCUSSION: Please see accompanying presentation (Attachment 1) for a discussion and visual representations of the Pavement Condition Index (PCI) rating system. The City's 2019 overall PCI rating for arterial/collector and residential streets is 68.1, compared to the assessment completed in late 2016 that showed a rating of 64.5. These PCI's are essentially in the "Fair" range of 60-74. In general, the cost of street repairs per mile increases as the pavement condition decreases. It is therefore more cost-effective to maintain and perform pavement preservation work on the street networks with higher PCI ratings. Many municipalities, including the City of Pomona, try to maintain a PCI as close to 70 as possible. Not only does this provide a smoother and more reliable traveling surface, but it also is, in general, less expensive to repair per mile of maintenance performed. Currently, the City is unable to fund a program to increase our rating to 70.

The City's present goal is to maintain the existing rate of 68.1. In order to do that, the City needs an annual investment of \$13M per year. This figure is only for the street pavement surface. Drainage, curb and gutter, sidewalk, landscaping, green-streets, complete streets, and similar other real costs are not included.

The City's current funding sources, primarily Proposition C and SB-1 (along with Measure R, Surface Transportation Program/STPL, and Prop A), total approximately \$5.6M per year. This funding is targeted to CIP street improvements. Funding sources in prior years, including Proposition 1B, Proposition 42, and Street Maintenance Bonds were either one-time sources or have since expired. Additionally, the recently completed and planned expenditures of excess RDA funds for street and Corridors Specific Plan (CSP) improvements are also one-time sources. One of the City's primary objectives is to secure ongoing, stable, long-term street maintenance funding.

In addition to the ongoing annual investment, Staff is recommending the following enhancements to our existing PMP. Each of these will either be implemented administratively, or, if requiring Council policy direction, will be presented to the City Council as appropriate for future action.

Program Enhancements:

1. Additional funding is the number one factor that will provide program enhancements and allow the City the opportunities to help move toward maintaining and increasing the PCI rating of City streets. In this regard, the City is poised to realize some of the following increased street funding enhancements over the next several years:
 - One-time Excess RDA Bond funding totaling approximately \$11.5M was made available for street projects, with approximately \$5M going towards CSP street improvements and approximately \$6.5M going toward other street-related improvements.
 - An Active Transportation Program (ATP) Cycle 4 Grant of \$10M has been awarded, for improvements along approximately 10 miles of City streets, with the project design to begin later this year and construction in approximately 4 ½ years.
 - The City has successfully obtained a 2015 Metro Call for Projects grant of \$3M, for several streets, with construction around 2020/2021 based on the timing of the grant.
2. Allocate, as possible, greater amounts of the annual funding to pavement preservation/maintenance (Slurry Seal, Cape Seal and similar treatments instead of Grinding and Overlay). This is covered in detail in the accompanying presentation materials.
3. Utilize citywide pavement management conditions to prioritize the allocation of annual available funds to street projects, irrespective of district location.
4. Enhance contract management to ensure trench-cut repairs are timely and meet City standards.
5. Coordinate Staff maintenance efforts with capital project improvements. In addition to the funds available for the Annual CIP street projects performed by contractors for the City, ongoing City street maintenance work is provided by City staff. This work includes pothole repair, removal and replacement of asphalt (that has eroded severely or failed), capping of low areas, limited alley maintenance, and designated areas of paving, utilizing a Layton Paver

machine. City crews patch approximately 1,000 potholes per month, and can generally respond to requests within 1-4 days of the request. It should be noted that some streets are in such condition that pothole repairs do not last as the surrounding pavement is not stable enough to provide long-lasting support. The City's pothole repair program depends on three sources of input: inspection and response to selected "pothole hotspots", arterial and high volume collector streets, and responses to calls. Pothole repair needs increase after heavy rains, and the City responds by temporarily shifting staff assignments. Efforts on this program enhancement are ongoing.

Staff will continue to look for ways to improve street rehabilitation for the City. A corresponding Council item for SB-1 street funding is also on the agenda this evening. Staff recommends Council consider the benefits that accrue to the City of Pomona for managing the City's street network using the Pavement Management System tool discussed in this report and the accompanying presentation for (SB-1 and other funded streets).

Prepared by

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ATTACHMENT(S):

Attachment No. 1 – PMP Presentation