



City of Arts & Innovation

Transportation Committee

TO: TRANSPORTATION COMMITTEE MEMBERS DATE: NOVEMBER 14, 2019

FROM: PUBLIC WORKS DEPARTMENT WARDS: ALL

**SUBJECT: PROPOSED CITYWIDE PAVING PROJECTS AND PRELIMINARY ENGINEER'S
ESTIMATE FOR FISCAL YEAR 2019/20 - DIRECT SUBMITTAL**

ISSUES:

Receive and file an overview of the proposed Citywide paving projects and preliminary Engineer's Estimate for Fiscal Year 2019/20, and recommend to the City Council approval of a \$700,000 budget transfer to complete the Larchwood Place repaving.

RECOMMENDATIONS:

That the Transportation Committee:

1. Receive and file an overview of the Public Works Department's recommended paving projects and preliminary Engineer's Estimate for Fiscal Year 2019/20; and
2. Recommend to the City Council approval of a \$700,000 budget transfer from the Canyon Crest Drive Widening Project (Account No. 9587627-440223) to complete the Larchwood Place repaving (Account No. 9908427-440223).

BACKGROUND:

On June 12, 2018, the City Council approved a two-year budget allocating \$2.875 million in annual Measure Z funding through Fiscal Year (FY) 2022/23 for streets and roads rehabilitation projects.

On September 11, 2018, the City Council received the Pavement Management Program Update and Analysis report dated May 2018, which indicated the City's Pavement Management Program (PMP) was significantly underfunded.

On February 28, 2019, the Budget Engagement Commission (BEC) received a report on Measure Z - Streets Funding and Pavement Management Program Update identifying the PMP funding deficiencies. Following discussion, the BEC recommended that the City Council allocate additional Measure Z funding towards road maintenance.

On April 23, 2019, the City Council received a report on the PMP and street funding. Following discussion, a motion was made to recommend an annual Measure Z supplemental appropriation of \$1.5 million for the Pavement Management program through FY 2022/23, to address street

preservation efforts and improve roads rated as “poor” and “very poor”. The supplemental appropriation will be in place through the remaining Five-Year Spending Plan for Measure Z, to conclude in FY 2022/23.

On May 14, 2019, the City Council received an additional report on the PMP and street funding as actual Measure Z revenues exceeded projections. Following discussion, the City Council approved:

1. An additional supplemental appropriation of \$3.5 million in Measure Z funding for the PMP in Fiscal Year 2019/20; and
2. Directed the Public Works and Finance Departments to return to City Council each spring through Fiscal Year 2022/23 to provide a progress report on pavement conditions and an assessment of finances to support a request for appropriation of \$3.5 million for the following fiscal year to sustain the Pavement Management Program.

The Public Works Department utilizes the Pavement Management Program to evaluate all streets and alleyways within the City to systematically recommend repaving and/or preservation improvements to address critical needs and help preserve roadways that are in good condition. After the commencement of each fiscal year, staff meets with the respective Councilmembers and the Mayor to review the paving and maintenance recommendations, consider construction impacts, and provide updates on active paving projects. Since the City’s paving needs exceed available resources, the meetings help affirm the priority roadway projects in the respective wards.

DISCUSSION:

The *California Alliance for Jobs* estimates that local roads and streets need almost \$80 billion to bring them to optimal safety condition levels. The Road Repair and Accountability Act of 2017 (SB1) which was approved by voters will provide California with \$52 billion in transportation infrastructure improvements over the next ten years. Even with this additional funding source, most California agencies, including the City of Riverside, remain with a large funding gap to address the backlog, and ongoing roadway maintenance and preservation efforts.

The Public Works Department estimates that an annual paving budget of \$34.5 million for the next five years is optimal to increase Pavement Condition Index (PCI) score from 61 to 65, with a PCI score of 100 correlating to a new street. In order to maintain the existing PCI of 61, an annual budget of \$24 million would be required. The following table compares annual paving budgets to projected PCI benefits/impacts and the respective percentage of streets rated as “Poor” and “Very Poor”.

Table 1: Five-Year Funding Analysis

Annual Budget (Million)	PCI	Roads Rated as “Poor” and “Very Poor” (%)
\$13.5	57	26.7
\$15.0	57	24.4
\$18.5	58	22.9
\$24.0	61	18.8
\$30.0	63	15.2
\$34.5	65	12.7

The City’s annual street maintenance budget for FY 2019/20 is \$18.5 million, comprised of:

- Gas Tax (Traditional) – \$2.8 million
- Gas Tax (SB1) - \$5.4 million
- Measure A (Sales Tax) - \$2.4 million
- Measure Z (Sales Tax) - \$2.9 million
- Measure Z (Sales Tax) - \$1.5 million (approved in April 2019, funding through FY 2022/23)
- Measure Z (Sales Tax) - \$3.5 million (approved in May 2019, funding through FY 2019/20. City Council may continue allocating similar funding levels through FY 2022/23)

The \$18.5 million annual street maintenance budget represents a 37% increase over the traditional \$13.5 million budget, allowing the Public Works Department to pave significantly more streets throughout the City. A breakdown of the planned paving projects are as follows including SB-1 which the State requires that agencies track separately:

Table 2: FY 2019/20 Paving Projects and Funding Allocation

Type / Project	Roadway Miles	Cost
SB-1 Funded	6.788	\$4.607 million
Arterial	7.364	\$7.481 million
Minors	13.495	\$7.295 million
Slurry	16.905	\$0.676 million
CDBG	1.772	\$1.913 million
Subtotal	46.324	\$21.972million
Iowa Ave Widening – Everton Pl to MLK Blvd	0.387	\$4.000 million
Magnolia Ave Widening – Buchanan St to Banbury Dr	2.349	\$13.000 million
Total	49.060	\$38.972million

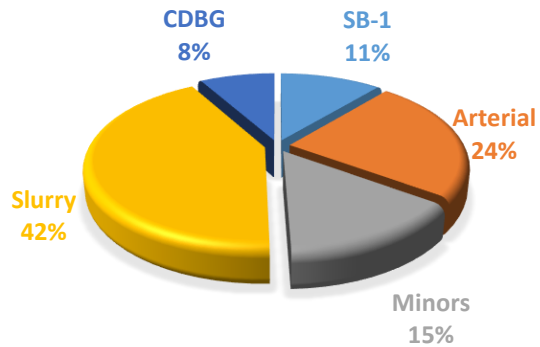
The Iowa Avenue Widening Project is funded by the Transportation Uniform Mitigation Fee Program (TUMF), and the Magnolia Avenue Widening Project is partially grant funded. These two projects were programmed in the Capital Improvement Program (CIP), are fully funded, and are not anticipated to require a supplemental appropriation. The \$18.5 million, along with the CDBG funding, comprises the \$21.972 million budget for FY 2019/20 and the “roadway miles” figures may change slightly depending on the final engineering, scope of work, and contract bid prices.

After meeting with the Larchwood Place neighborhood, the Public Works Department is recommending a \$700,000 budget transfer from the Canyon Crest Drive Widening, Account No. 9587627-440223, to repave Larchwood Place from Brockton Avenue to its westerly terminus. Larchwood Place may be the only remaining street that was paved with concrete and substantial funding is necessary to remove the failing concrete section and replace it with traditional asphalt. The Canyon Crest Drive Widening Project is currently on hold as a planned development did not proceed and the City needs to have the developer dedicate necessary right-of-way in order to widen the road. The Public Works Department plans to appropriate the \$700,000 back to the Canyon Crest Widening Project after the right-of-way has been dedicated in order to complete the project.

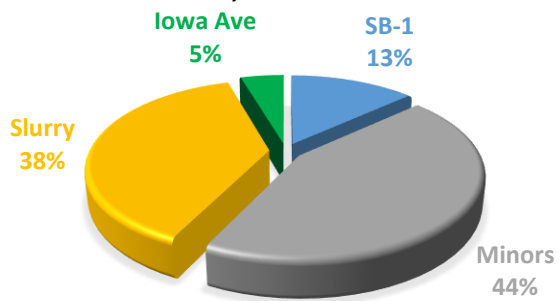
Ward Analysis:

The FY 2019/20 paving program distributes projects throughout the City and the following shows the total miles of improvements and paving distribution in the respective wards:

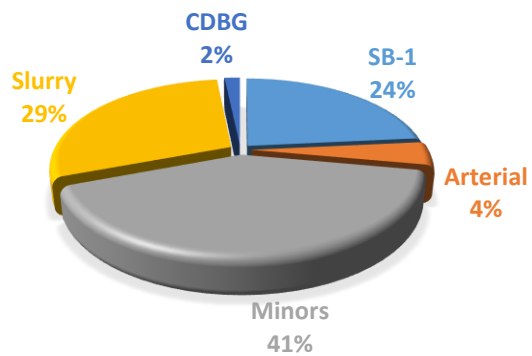
WARD 1, 5.423 MILES



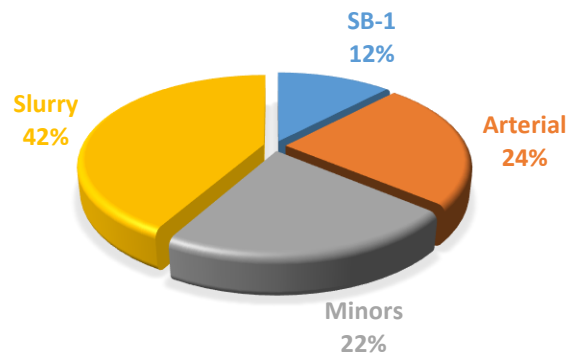
WARD 2, 8.430 MILES



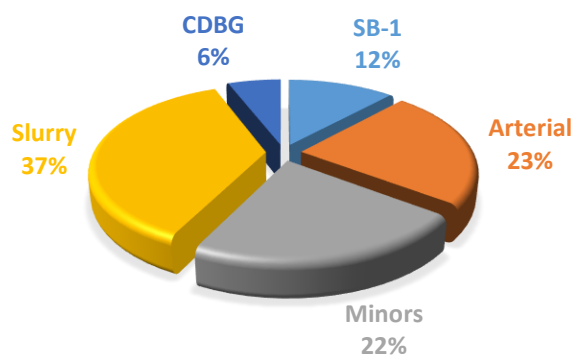
WARD 3, 7.161 MILES



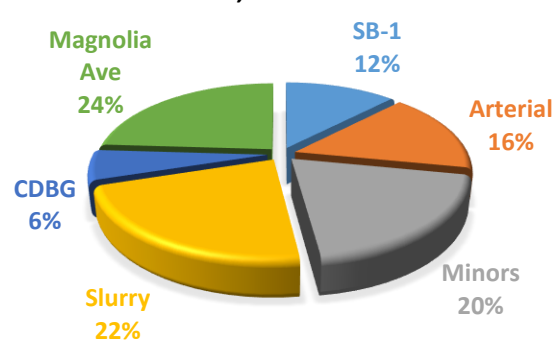
WARD 4, 6.475 MILES



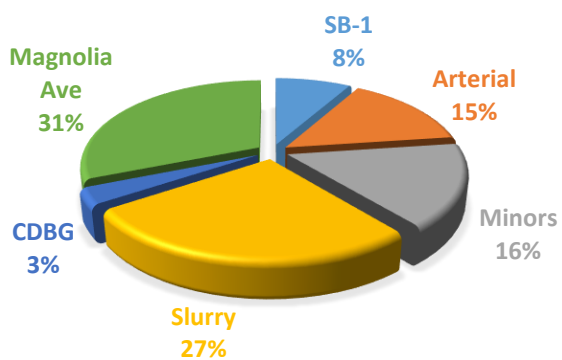
WARD 5, 6.593 MILES



WARD 6, 9.771 MILES



WARD 7, 7.555 MILES



In addition to reviewing the Pavement Management Program, staff maintains a list of paving requests made via the 3-1-1 Call Center, neighborhood/community meetings, and collaboration meetings with elected officials. When compiling the paving list, staff reviews the respective paving requests and PCI scores to recommend a series of projects to address paving needs and allocate funding to help preserve roadways. Table 3 reflects key paving projects that are supported by the community and elected officials for FY 2019/20.

Table 3 – Key Ward Projects for FY 2019/20

Ward	Main Street	Segment
1	Larchwood Place	Brockton Avenue to westerly terminus
1	Magnolia Avenue	Jurupa Avenue to Fourteenth Street
2	Martin Luther King Boulevard	Chicago Avenue to Canyon Crest Drive
2	Iowa Avenue	University Avenue to Martin Luther King Boulevard
3	California Avenue	Jefferson Street to Arlington Avenue
3	Hawarden Street	Mary Street to Whistler Way
4	Washington Street	Bradley Street to Victoria Avenue
5	Monroe Street	Lincoln Avenue to Magnolia Avenue
5	California Avenue	Adams Street to Jefferson Street
6	Indiana Avenue	La Sierra Avenue to Pierce Street
6 & 7	Magnolia Avenue	Buchanan Street to Banbury Drive
7	La Sierra Avenue	Hole Avenue to Gramercy Place
7	Arlington Avenue	La Sierra Avenue to Chadbourne Avenue

The Budget Engagement Commission (BEC) and City Council have made the Pavement Management Program a priority as good roads have a direct impact on the quality of life, improve safety, and can contribute to economic and social development. The Public Works Department is taking a multi-faceted approach in FY 2019/20 to improve roadways rated as “Poor” or “Very Poor” while helping preserve nearly 17 miles of roads by slurry sealing them to extend their useful life. Staff will be making a concerted effort to construct these improvements in the next 12 months, to help improve our streets, support BEC and City Council goals, and maximize Measure Z investment.

FISCAL IMPACT:

The transfer of funding from the Canyon Crest Drive widening project to the Larchwood Place project results in net zero effect.

Prepared by: Kris Martinez, Public Works Director
 Certified as to
 availability of funds: Edward Enriquez, Chief Financial Officer/Treasurer
 Approved by: Rafael Guzman, Assistant City Manager
 Approved as to form: Gary G. Geuss, City Attorney

Attachments:

1. Recommended Streets for FY 2019/20
2. Presentation