

Pavement Prioritization Plan

2014 Report on the
Oakland's Pavement Prioritization Plan
City Council
October 21, 2014

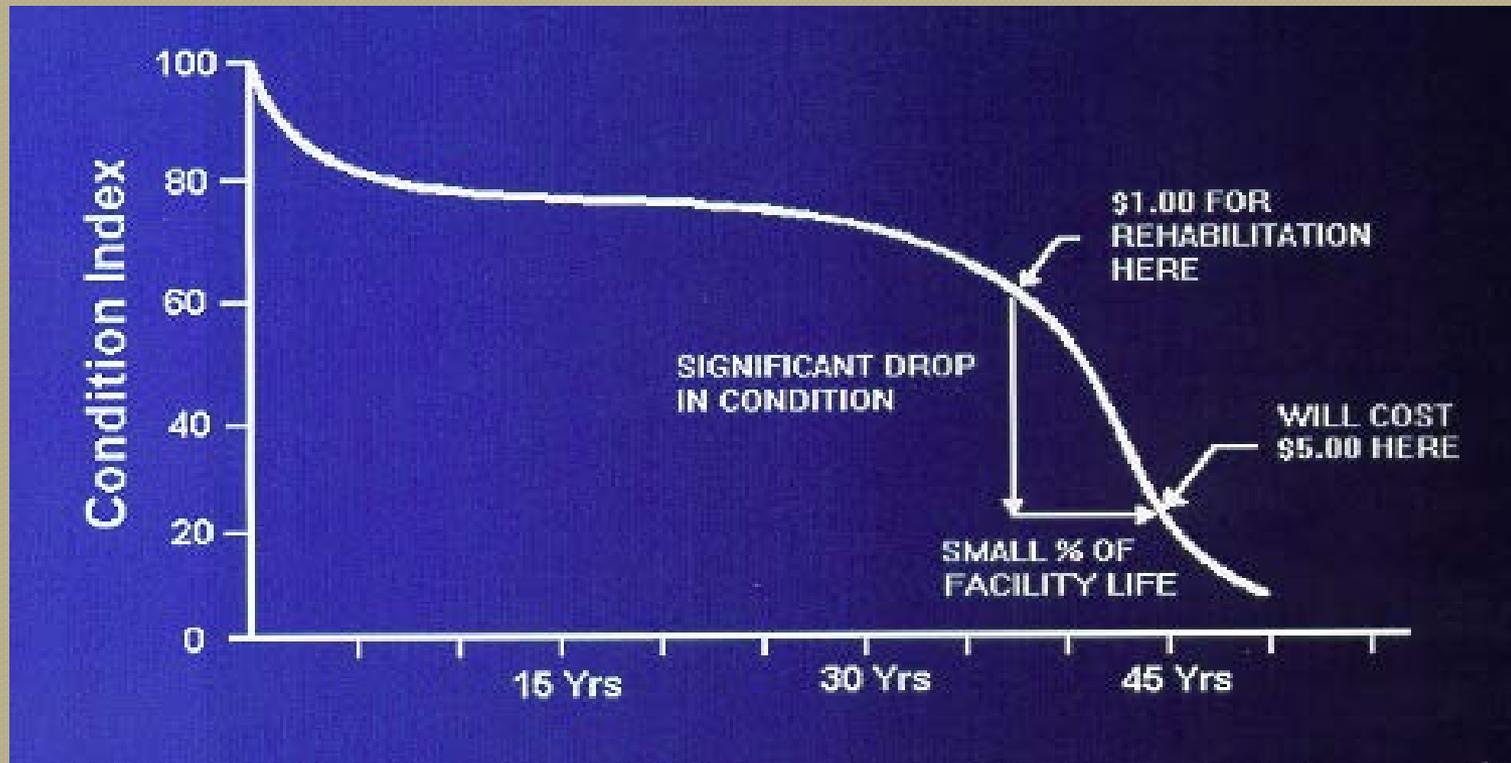
Highlights

- Pavement Prioritization Plan Success
- 80-20, Prioritized-Worst Streets
- Pavement Budget History and Forecast
- Pavement Treatment History
- Compliance Requirements
- Recommendation
- Questions / Discussion

Grading the Pavement the “PCI”

- PCI = Pavement Condition Index
- Universal Standard
- Rating considers:
 - Distress type
 - Distress severity
 - Distress quantity
- Scale of zero to 100
- Streets evaluated at least every 5 Years
- Rating based on 3-year rolling average

Pavement Life Cycle (Deterioration Curve)



2007 Prioritization Plan Success

- Council Adopted 80-20 Policy in 2007
- As a Result, Oakland's Pavement Condition Index (PCI) increased from **57** in 2011 to **60** currently
- This number is a 3-year average to provide a good picture of how pavement condition is performing over time

80-20 is a Best Practice

- Optimizes available dollars
- Provides for cost-effective preventive treatments
- Allows to improve more streets
- Prevents further deterioration
- Reduces and prevents future liability

Table 1 – Historic Street Pavement Rehabilitation Funding (\$Millions)

*One time allocation

REVENUE SOURCE	FY 9/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14
Proposition 42 - State Sales Tax	1.85	1.70	2.50	2.6	0.00
Proposition 1 B – State Transportation Bond*	0.00	6.20	0.00	0.00	0.00
Federal Surface Transportation Program (STP) Fund	0.00	3.60	0.00	3.60	0.00
American Reinvestments and Reconstruction ACT (ARRA) Funds*	6.03	0.00	0.00	0.00	0.00
Measure B - Alameda County Transportation Improvement Authority (ACTIA)	0.00	0.00	0.00	0.60	3.30
Vehicle Registration Fees	0.00	0.00	1.50	1.50	1.50
TOTAL	7.88	11.50	4.00	7.70	4.80

Table 2 – Projected Street Pavement Rehabilitation Funding (\$Millions)

*One time allocation

REVENUE SOURCE	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 17/18
Measure B - ACTIA	2.59	2.59	2.59	2.59	2.59
Federal STP Fund	3.59	0.00	0.00	3.59	0.00
Vehicle Registration Fees	1.50	1.50	1.50	1.50	1.50
*General Funds	0.90	0.00	0.00	0.00	0.00
TOTAL	8.58	4.09	4.09	7.68	4.09

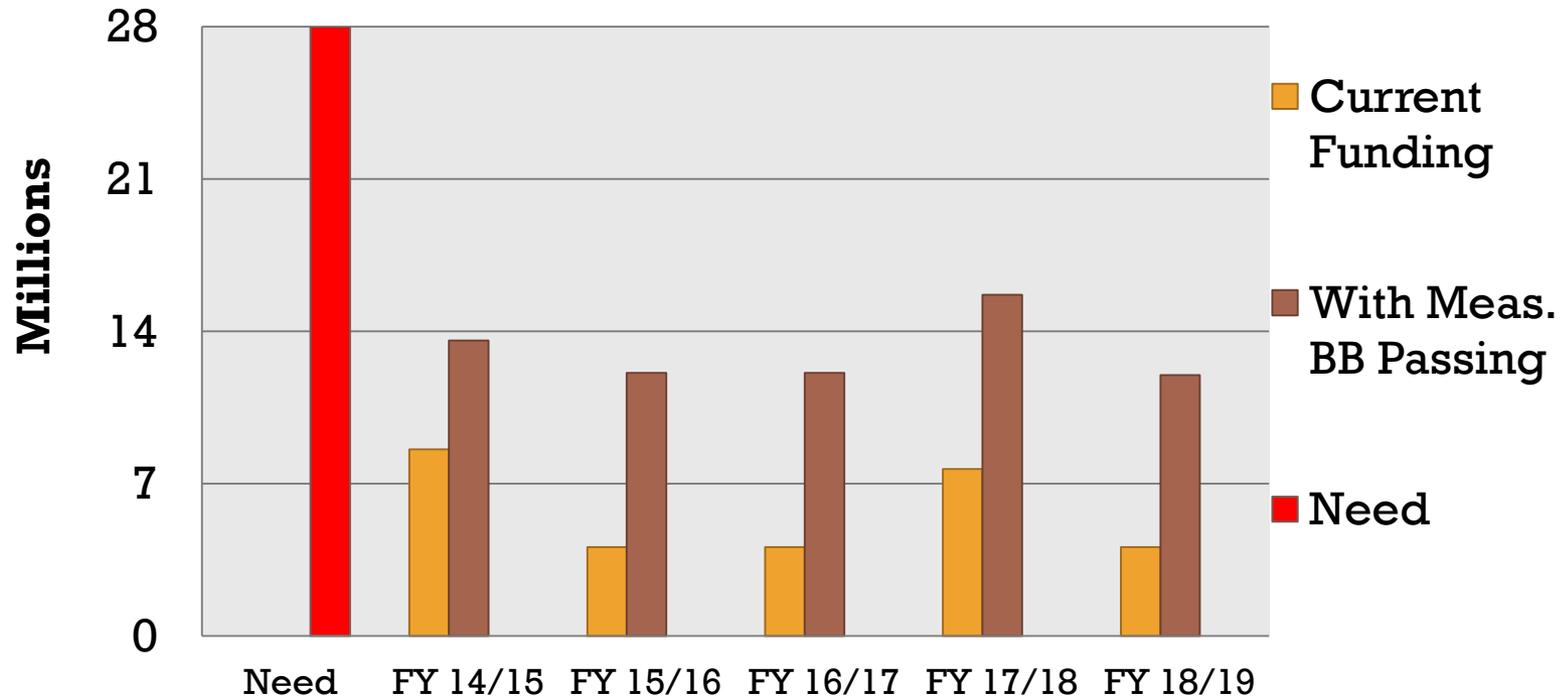
Table 3 – Projected Street Pavement Rehabilitation Funding Plus Measure BB When Authorized (\$Millions)

*One time allocation

REVENUE SOURCE	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 17/18
Measure B - ACTIA	7.59	10.59	10.59	10.59	10.59
Federal STP Fund	3.59	0.00	0.00	3.59	0.00
Vehicle Registration Fee	1.50	1.50	1.50	1.50	1.50
*General Funds	0.90	0.00	0.00	0.00	0.00
TOTAL	13.58	12.09	12.09	15.68	12.09

Chart 1 – Resurfacing Funding Comparison by Year

Resurfacing Budget by Year



Backlog is \$443 million.

Chart 2 – Pavement Treatment History



Compliance Requirements

- ADA
- Bicycle Routes
- Green Color Pavement
- *'Complete Streets'*

Proposed Pavement Prioritization Plan

Current Funding Levels

- Resurface 39 miles of roadways
- Install 23 miles of bike routes (over 58%)
- Improve 206 blocks of additional “worst streets”

With Measure BB (When Authorized)

- Resurface 88 miles of roadways
- Install 57 miles of bike routes (over 64%)
- Improve 465 blocks of additional “worst streets”
- Funding Option: **Revenue Bonds** to address backlog

Recommendation

- Continue 80-20 Best Practice

- 80% from prioritized list
- 20% for 'worst streets'

- Continue Practice of Incorporating 'Complete Streets'

Questions / Discussion
