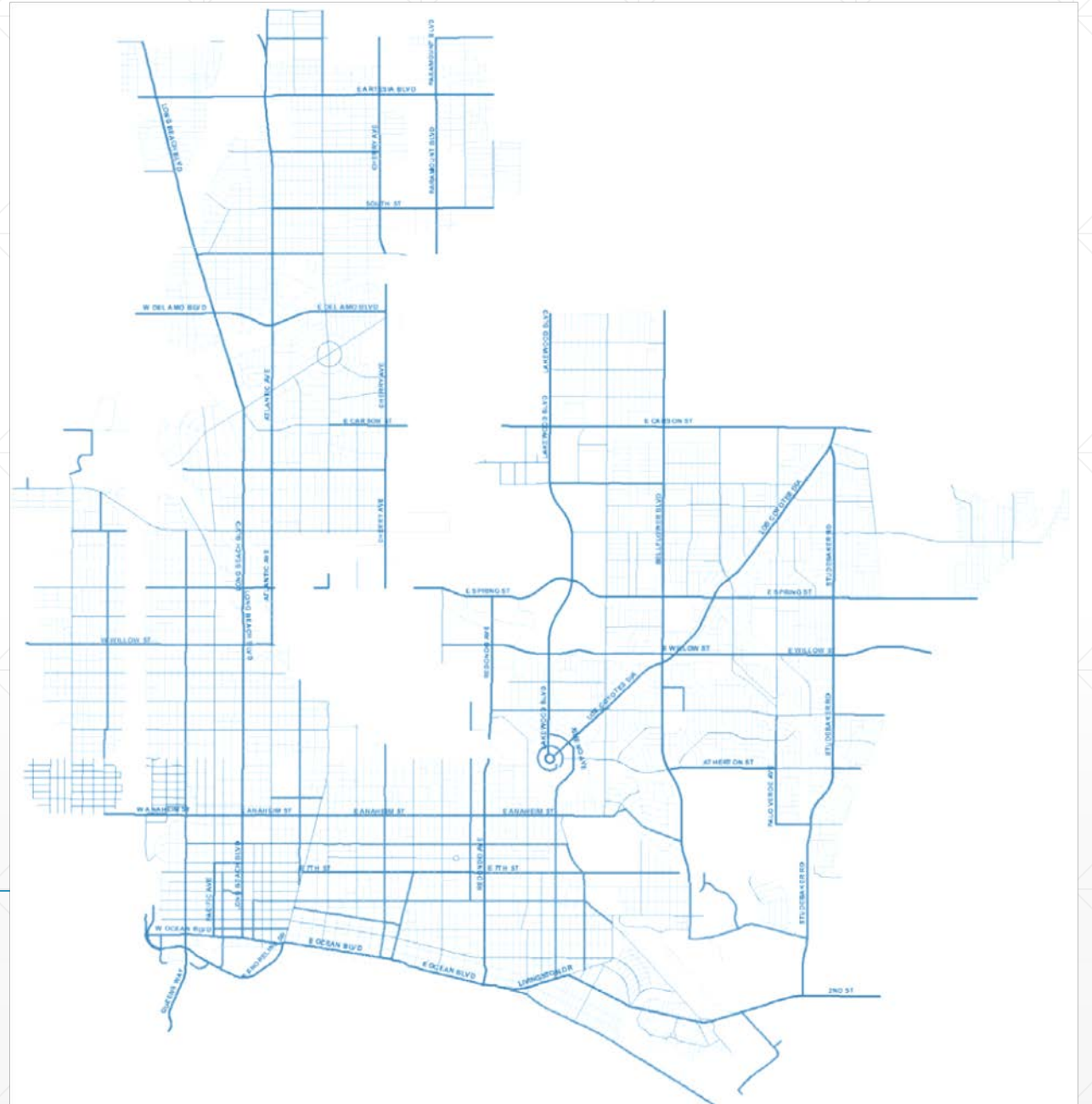


CITY OF LONGBEACH

State of Our Streets

June 20, 2017



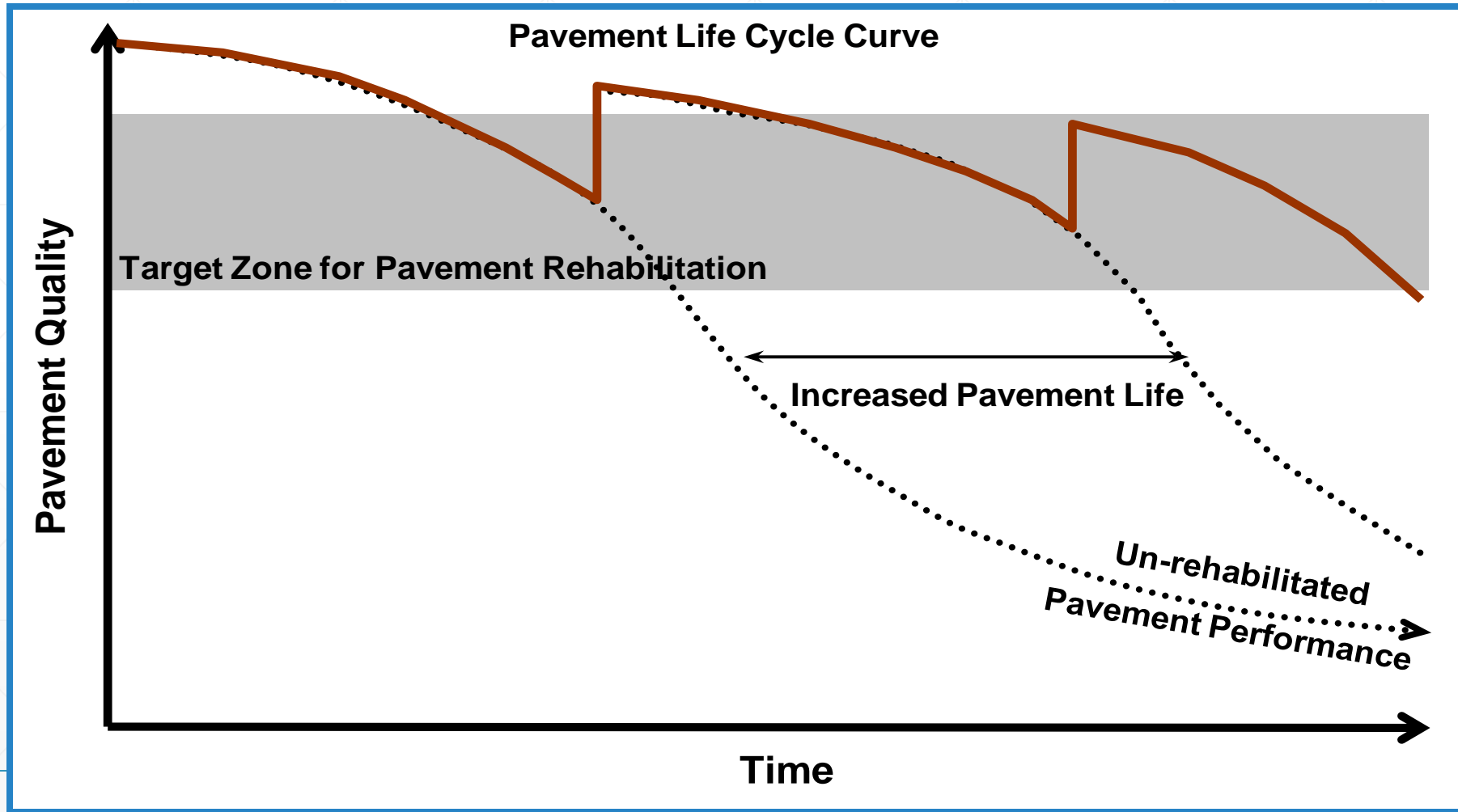
Pavement Management Plan

- Federal, State, and Regional Planning Agencies require cities to develop and adopt a Pavement Management Plan.
- Pavement Management Plan (PMP): plans for the maintenance and repair of the City street network to optimize pavement conditions.
- Best practice has agencies updating the PMP every 2-3 years.

Pavement Condition Index (PCI) Criteria



Maintenance vs. Repair



PCI: Poor (0-40)

- Base failures with extensive cracking and patching.
- Uneven surface at intersections.



PCI: Fair (40-65)

- Some base failures, progressive cracking, and localized distress.
- Optimum timing for overlay – great return on investment.



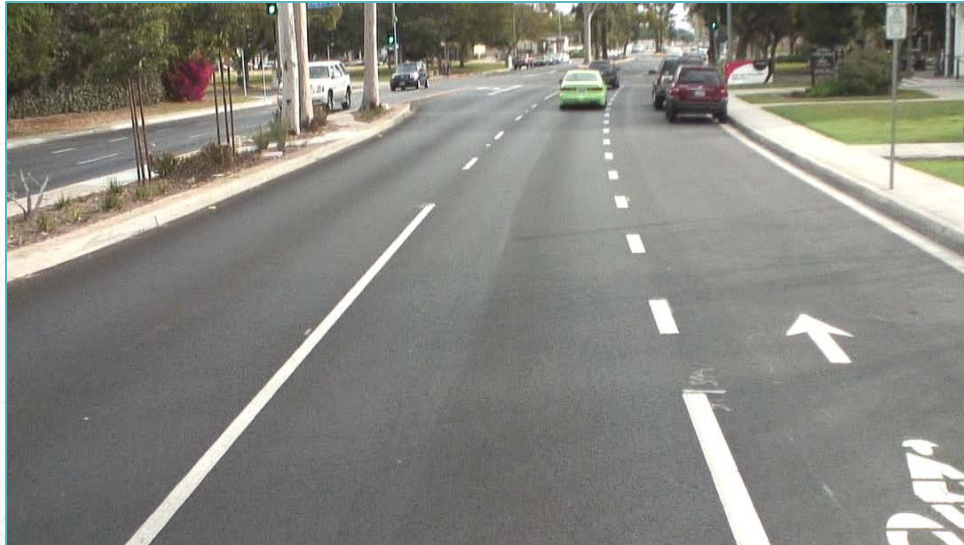
PCI: Good (65-80)

- Minimal base failures with only some local distress.
- Slurry repairs will extend the life of this pavement condition.



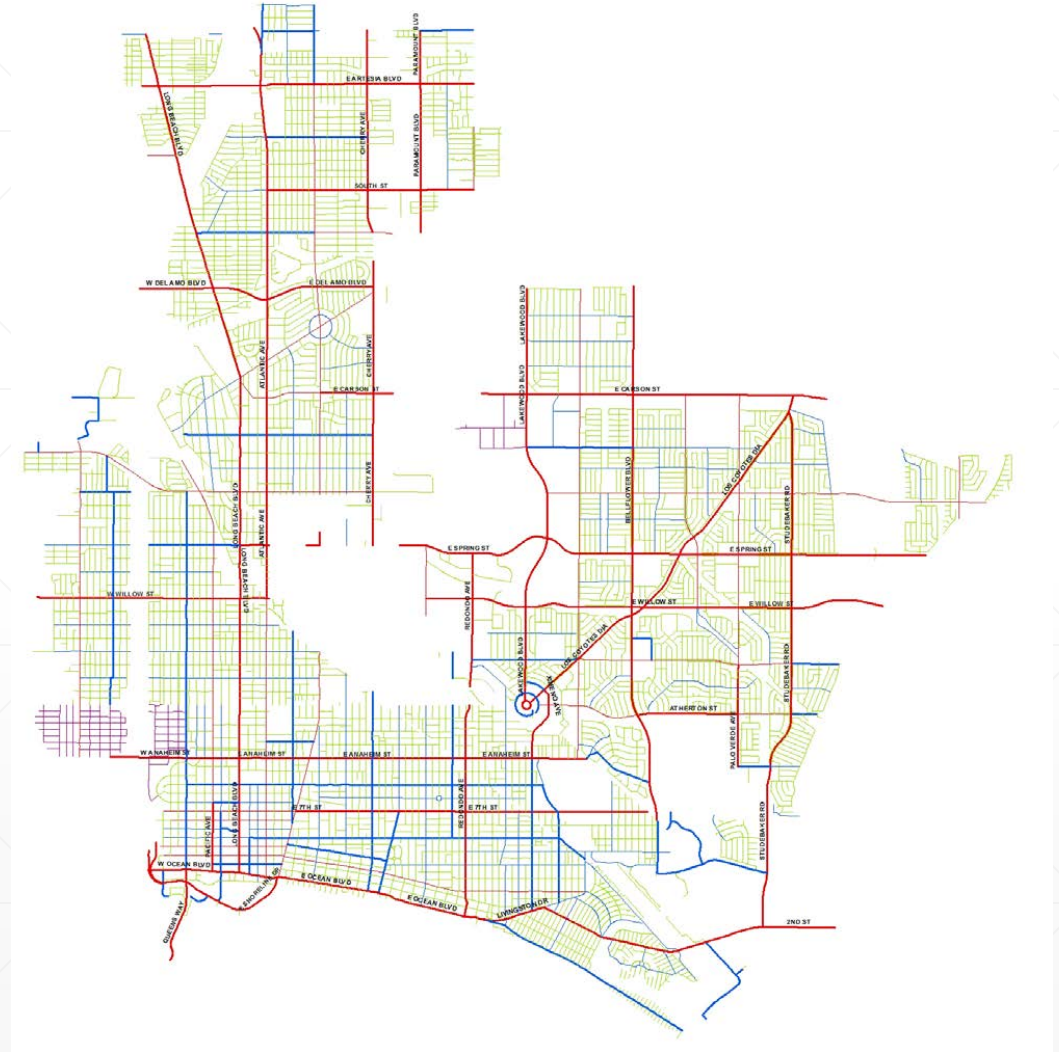
PCI: Excellent (80-100)

- Street condition like new.
- Offers smooth ride and good drainage.
- Streets should last 5-10 years before first slurry is needed.



Street Inventory

- The City's paved roadway network is valued at approximately **\$1.05 Billion**
- Inventory includes:
 - Major Roadways – **177 miles**
 - Local Roadways – **609 miles**
 - TOTAL – **786 miles**



PMP Street Conditions

	2015	2017	Change
Street Average	60	62	+2
Arterial Streets	63	68	+5
Residential Streets	56	59	+3
Very Poor	20%	22%	-2%

Surrounding Areas Street Conditions

Orange County = **PCI 79**

City of San Diego = **PCI 72**

Los Angeles County = **PCI 67**

State of California = PCI 65

City of Long Beach = **PCI 62**

City of Los Angeles = **PCI 62**

Progress

- Streets are improving.
- Over the last three years the City invested \$71.4m
 - FY15= \$21.9m
 - FY16= \$15.8m
 - FY17= \$33.7m
- The passage of **Measure A** allows the City to invest in maintenance and slurry of all eligible streets, reducing further decline.
 - 35 road miles were slurry sealed in FY17 with another 5 miles planned in FY18.



Progress

- The 2015 PMP identified \$420 million in total need to increase City streets to a PCI of 80, with a recommended annual investment of \$42 million over 10 years.
- In 2017 the PMP identifies a need of \$510 million to increase the overall PCI to 80.
- The main cost factor is the increase in the number of very poor streets (PCI below 40):
 - 2015 = 20% with an estimated reconstruction cost of \$205M
 - 2017 = 22% with an estimated reconstruction cost of \$309M

Opportunities for Investment

- Measure M = Los Angeles County 0.5% Sales Tax Increase
- SB1 = State Gasoline Tax Increase
- Measure A = City of Long Beach 1% Sales Tax Increase

Alley Management Plan (AMP)

- The City has never had an Alley Management Plan
- Through **Measure A** funding (\$150,000), Public Works has prepared the City's first Alley Management Plan
- This document will guide staff's recommended alley investment strategy for \$4.85 million in **Measure A** funds.

Alley Inventory and Condition

Type	Quantity	Average PCI	Very Poor/Poor	Need (\$)
Concrete	175 miles (80%)	65	1%	\$77 million
Asphalt	33 miles (15%)	36	45%	\$16 million
Dirt/Gravel	11 miles (5%)	0	100%	\$5 million
TOTAL:		57	21%	\$98 million

Next Steps

- Continue to assess the City's infrastructure and technology needs.
- Prepare financial recommendations, using PMP to determine the best investment for streets and alleys.
- FY18 Capital funding will be presented with the upcoming budget.

Questions?