

City of Los Alamitos

Agenda Report Consent Calendar

August 3, 2009
Item No: 7E

To: Mayor Troy Edgar and Members of the City Council

Via: Jeffrey L. Stewart, City Manager

From: Steven Mendoza, Director of Community Development

Subject: Report to City Council providing an update on the City's Residential Street Improvement Program

Summary: As a result of Council Member input, staff has reviewed the selection of streets in the 2009/10 fiscal year Residential Street Improvement Program. The report reviews the Program's history and provides a recommendation on the selection of the Highlands neighborhood for this year's street resurfacing program.

Recommendation: Receive and file.

Background

This year's pavement project had originally been scheduled by staff in the Country Square, College Park North, Woodcrest, Old Dutch Haven, Suburbia, and New Dutch Haven neighborhoods. Prior to the July 20, 2009 Council meeting, information was provided to staff, wherein staff re-assessed the current priority of which streets should be paved in 2009/10. Field research helped staff determine that, indeed, the Highlands neighborhood should be a higher priority than what staff had originally proposed.

As a requirement to receive Measure M funding, cities must have a Pavement Management Program. The Pavement Management Program is required to be updated every two years. Measure M local Turn Back funds are received by each city for roadway maintenance based on a distribution formula that considers an agency's road miles, population and sales tax generation. Cities must make efforts to use their Measure M local Turn Back funds for roadway maintenance. The City of Los Alamitos has developed its Pavement Management Program and updated it in compliance with the requirements of Measure M. This fiscal year the City will be updating the Program as required to maintain Measure M conformity.

One component of the Pavement Management Program is a program for residential street resurfacing. In 2003, the City adopted a Residential Street Improvement Program. Projects were established by pavement conditions from the Pavement Management Program and grouped by residential area. The program was established with an 8-year cycle based on funding availability. This report provides an update for Council's information on the Program and progress to date.

Discussion

Pavement Management Program

The City of Los Alamitos Residential Street Improvement Program resulted from data and information provided in the City's Pavement Management Program. The Pavement Management Program is a tool that evaluates each roadway in the City. The Program provides a means for identifying how to best spend the available limited resources for street maintenance in a manner that maximizes the City's return on investment.

The City of Los Alamitos Pavement Management Program was developed to provide current data on the City's street network and to develop cost-effective maintenance strategies to maintain a desirable level of pavement performance on a network scale while optimizing the expenditure of limited fiscal resources. The Program evaluates each street and provides a condition ranking based on the field observations. The condition ranking is called a Pavement Condition Index (PCI) which is provided for each street and a composite PCI for the entire street system. The PCI scale is shown in the table below.

<i>Condition Category</i>	<i>PCI Range</i>
Excellent	86-100
Very Good	71-85
Good	56-70
Fair	41-55
Poor	26-40
Very Poor	11-25
Failed	0-10

The City of Los Alamitos has made progress on improving its City streets by investing in its infrastructure. In 2003 the citywide composite PCI was 50.5. The last update in 2007 the citywide composite PCI was 82.0. The City has come a long way in improving its streets through good use of its Measure M Turn Back, Gas Tax funds and other local funds.

Residential Street Improvement Program

A major component of the Pavement Management Program is the City Residential Resurfacing Program. In 2003 the City adopted a strategy for resurfacing its residential streets on a neighborhood area basis. The Program as approved by the City is shown in **Attachment 1**.

Attachment 2 provides a look at the City residential street maintenance history since 2001/02 fiscal year. Information was gathered from Capital Improvement Program records and field crew information. It appears that good progress has been made and that only the Highlands neighborhood (Area 9) and Old Town East (Area 6) have not had some sort of pavement resurfacing to date. Based on the Residential Street Improvement Program the Highlands neighborhood is proposed to be resurfaced as part of this fiscal year's Residential Street Improvement Program. Staff field reviewed

the Highlands and Old Town East neighborhoods to see which neighborhood was in more need of resurfacing. As a whole, the Highlands neighborhood is in worse condition and is in need of resurfacing. Based on the 2007 Pavement Management Program the composite PCI for the Highlands is 46.4; putting it in the fair category and far below the citywide PCI of 82. Old Town East has a composite PCI of 85.4; putting it in the very good condition category.

Fiscal Impact

The 2007 Pavement Management Program Update provided several cost scenarios for City consideration. The report's Executive Summary (**Attachment 4**), page 7, provided several funding scenarios, each with the potential effect on the street system. The cost scenarios were based on the total street system, including arterial and collector streets as well as residential streets. This report only deals with the Residential Street Program. A more comprehensive report covering the entire network will be provided when the Pavement Management Program Update is complete sometime this fall.

The 2008/09 and 2009/10 fiscal year budgets allocated \$940,000 and \$900,000 respectively, toward the Residential Street Improvement Program. This was to accelerate efforts to improve the streets and not fall behind on maintenance efforts. After the 2009/10 fiscal year, the Capital Improvement Program budget provides \$500,000 per year for the Residential Street Improvement Program. Thus, the seven-year investment in the City's local residential streets is a projected \$4,340,000. Funding for the program has come from local Gas Tax, Measure M, and State Proposition 1b funds.

Submitted By:

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City Manager

Attachments:

- 1) *January 3, 2005 City Council Report and Minutes*
- 2) *2003 Residential Street Improvement Program Map*
- 3) *Residential Street Improvement Resurfacing History Map*
- 4) *PMP Update, Executive Summary*