

City of Morro Bay

Street Summit  
Update to City Council

October 11, 2016



# Recommendation

Review the Streets Summit presentation and the current status of the paving program, including recommendation by the Public Works Advisory Board, and provide direction to staff, as necessary.



# Goal of City's Pavement Management Program

- Improve to & Maintain Average Pavement Condition Index (PCI) from 66 to 70
- Aligned with State of California Goal
- Balances Pavement Preservation with worst first (~70/30 Split)
  - Diverging from pavement preservation this year to use innovative and nonstandard techniques to bridge funding gap and buy time

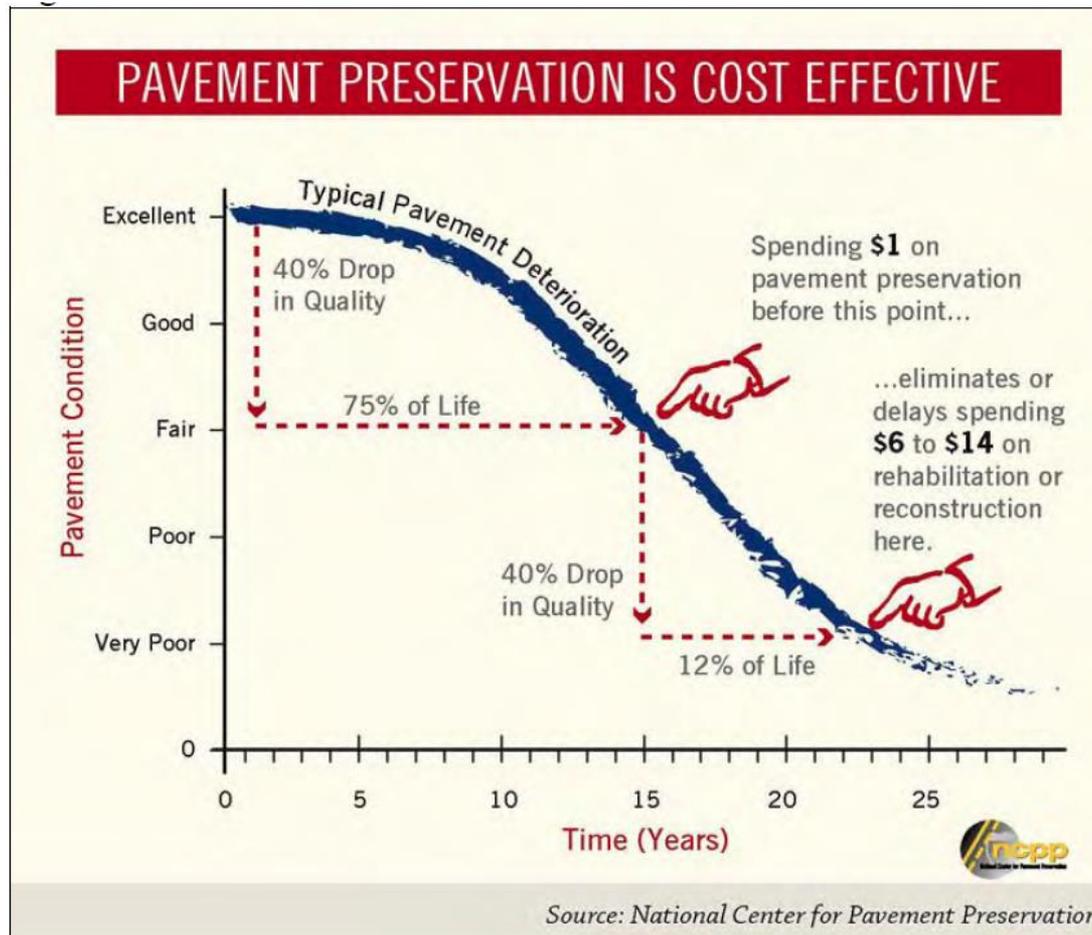


# Street Maintenance Priorities

- Pavement Management (Street Repair )
- Pothole repair – In House
- ADA Sidewalk Repair
- Tree Trimming
- Storm Drain Repair/Maintenance
- Roadway Striping
- Sign & Signal Maintenance



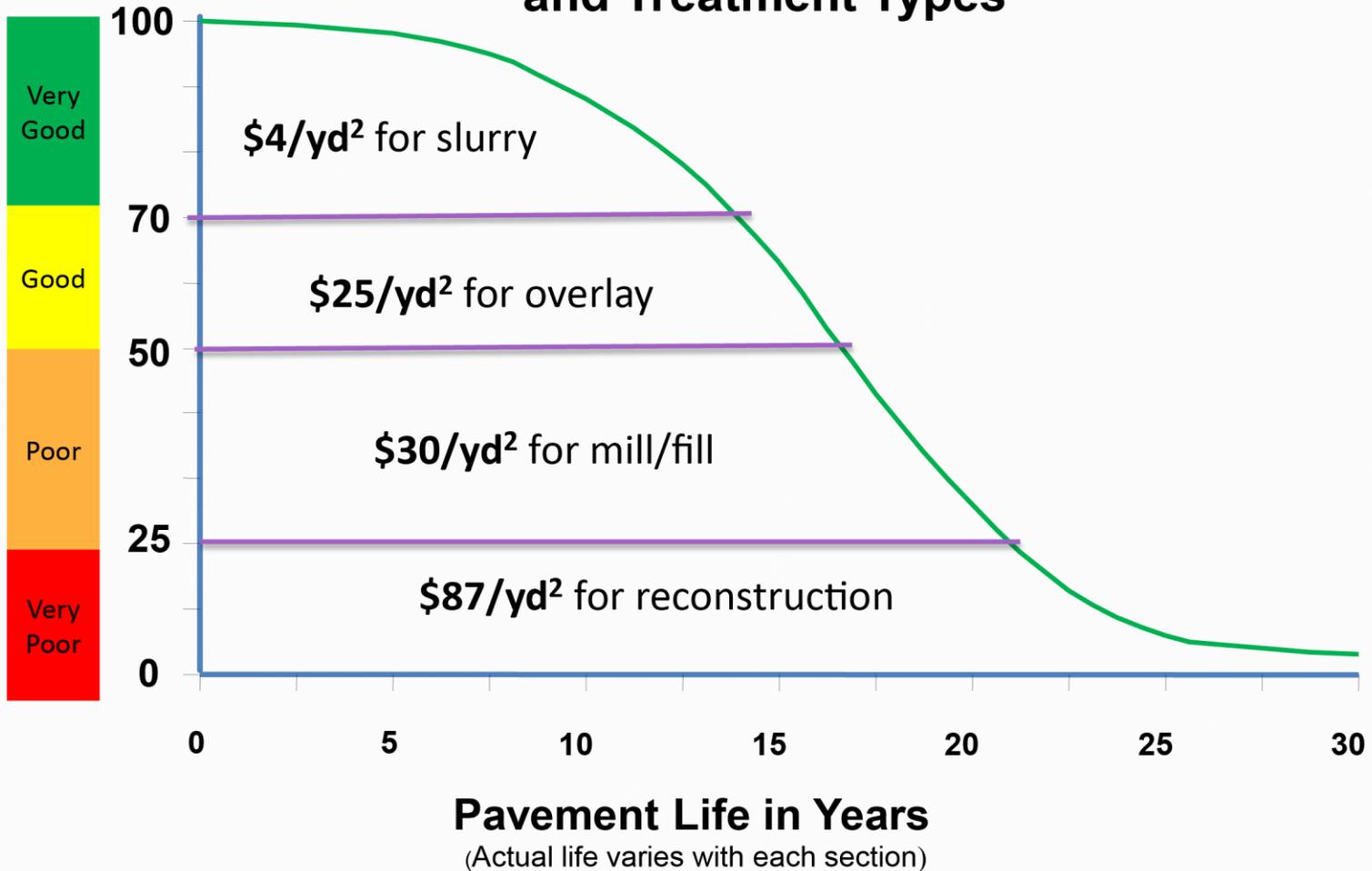
# Maximizing Investment





# Pavement Cost

## Pavement Deterioration Curve and Treatment Types





# 2011-15 Street Work

- \$ 4.1M over 5 years
- Repaired / maintained 17 miles or 32%
- *PCI increased from 63 (2009) to 66 (2016)*
- *5% of street w/ no pavement life*
- Reconstructed Segments of:
  - Kings, North Main, Morro Bay Blvd, Panorama, Andros, South Bay Blvd



# Plan Improvements

- ✓ Establish Geographical Project Areas
- ✓ Implement New Rehabilitation Techniques
  - ✓ Rubberized Chip or AC improves wear and durability
  - ✓ Triple Layer v. Reconstruct
  - ✓ Lime/Cement Stabilization
    - Future: Cold in Place Recycling
- Completed Transition to StreetSaver



# MicroPaver to StreetSaver

- All street data loaded
- Renovated streets have been reevaluated
- 100% streets re-inspected
- Treatment Scenarios for Best Value
  - Evaluating Decision Factors (Classification, traffic, etc)
  - Assessing effectiveness of alternative repairs



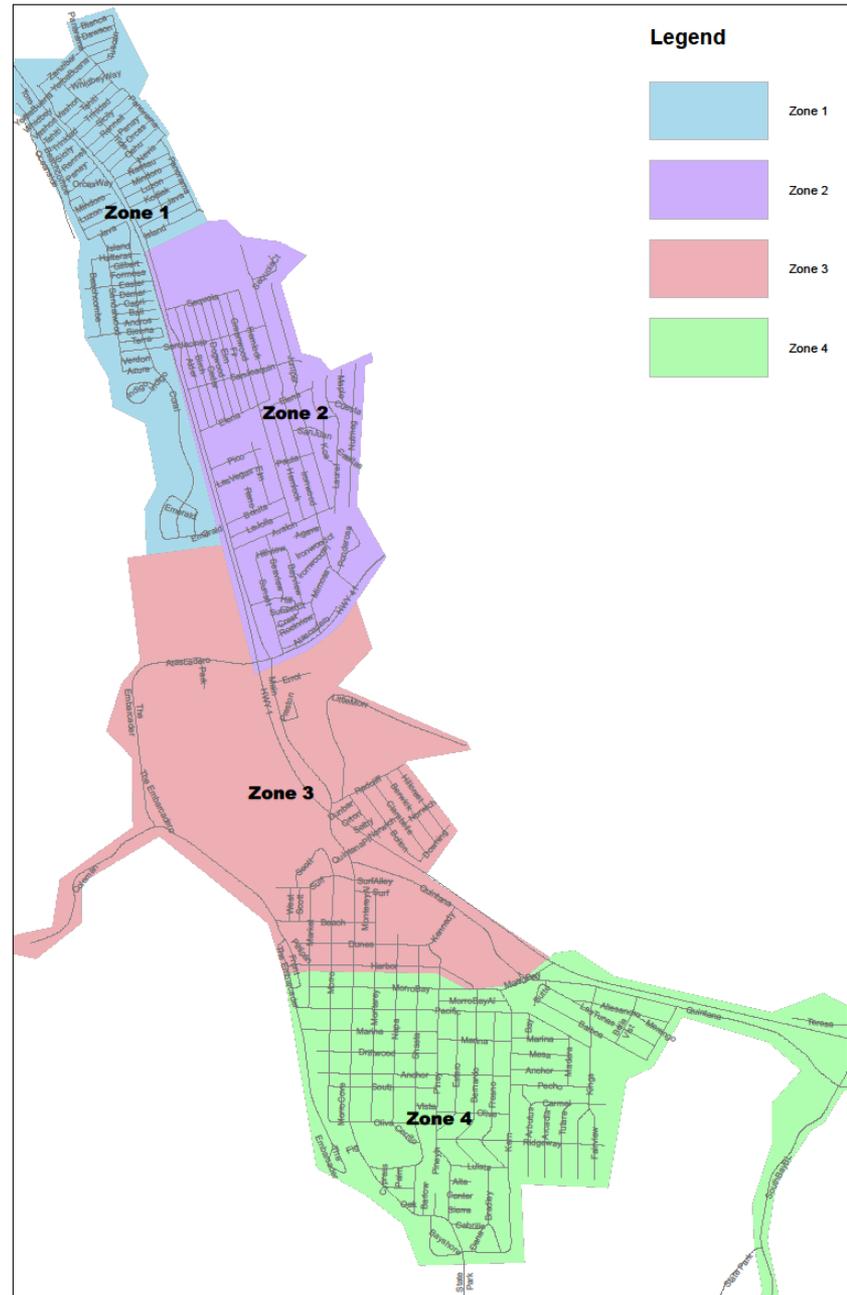
# Morro Bay Street Condition

Street Category	Miles	2009 PCI	2013 PCI	2016 PCI
Minor Arterial	7.55	78	82	75
Collector	12.2	60	61	67
Local/ Residential	33.31	59	57	63
Rural Local	1.06	64	62	48
<b>Total</b>	<b>54.41</b>	<b>63</b>	<b>63</b>	<b>66</b>





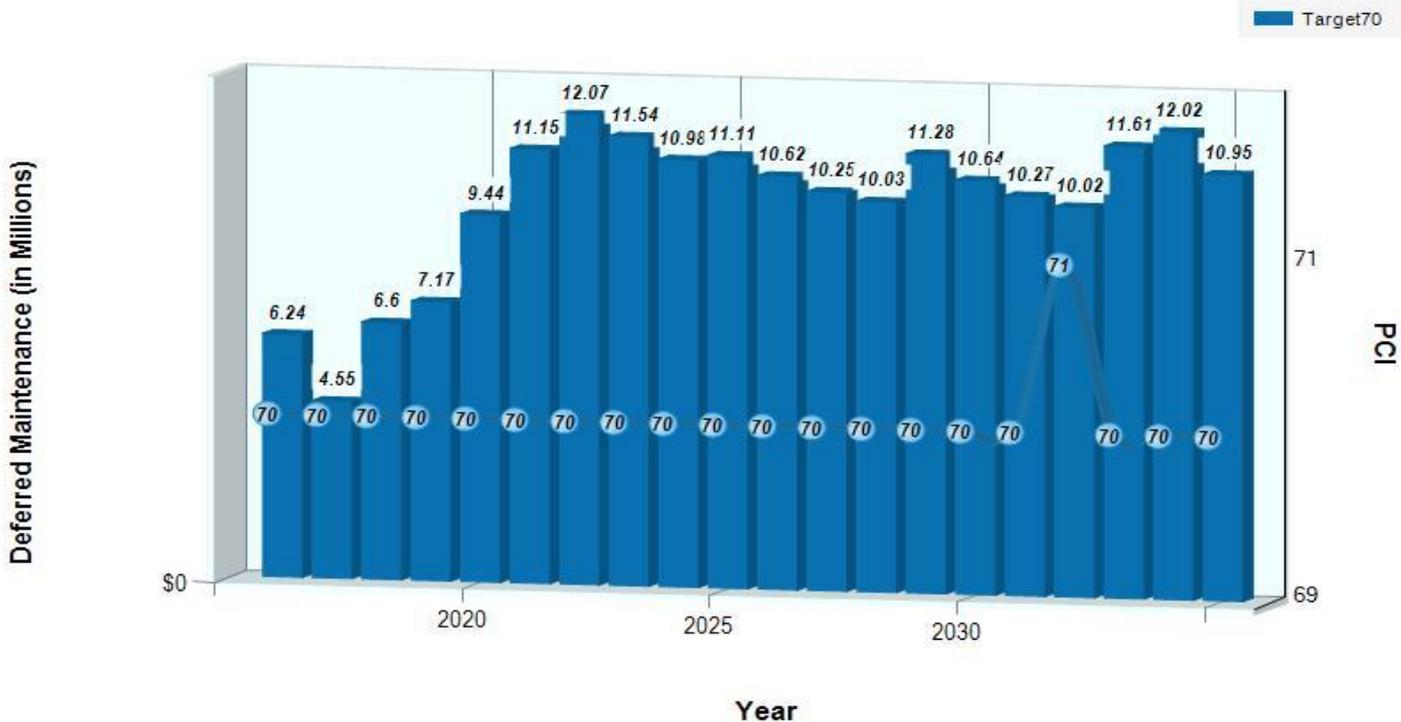
# Geographic Areas





# Cost for PCI Target 70

Target-Driven Scenario Comparison - Deferred Maintenance and PCI



\$33,586,965 or \$1.68M /year (or ~\$260/year/household in addition to existing \$500K from Measure Q)



# Unconstrained \$\$ Needs for Very Good Streets

Current PCI	Year	PM Cost	Rehab Cost	Total Cost	PCI Treated
66	2016	\$ 360,554	\$8,044,674	\$8,405,228	79
64	2017	\$ 2,162	\$ 957,779	\$ 959,941	77
61	2018	\$ 46,313	\$5,025,197	\$5,071,510	81
59	2019	\$ 109,241	\$2,159,626	\$2,268,867	81
57	2020	\$ 70,891	\$1,717,987	\$1,788,878	81
23	20yr	\$4,090,309	\$34,533,190	\$38,623,499	77

No  
Work

***Average of \$1.9M /yr required***



# 2016/17 Street Work

- \$986,000 Adopted Budget
- **Stretch Limits of Innovative Treatments**
  - **Preserve Poor Streets to buy time**
- Funds allocated based on Geo Area & PCI
- 5 year plan will change based on budget
- Establish Pavement Preservation IDIQ
- Maximize \$37K CalRecycle Grant
  - 1 mile sealcoat/ microsurfacing/ chip seal



# Proposed 2016/17 Street Work

## Triple Cape Seal

- Avalon
- Bali
- Elena
- Hill
- Harbor
- Pacific
- Panorama
- Piney
- Prescott
- San Juan
- Sienna
- Tuscan
- Zanzibar

## Mill & Double Chip

- Beachcomber
- Birch
- Coral(Dead End)
- Elm
- Greenwood
- Little Morro Crk
- Luzon
- Mindoro
- Ponderosa



# Proposed 2016/17 Street Work

## Slurry Seal/ Chip Seal

- Acacia
- Driftwood
- Dunes
- Elm
- Monterey
- Napa
- Shasta
- Vista
- Walnut

## Penetrating Seal

- Andros
- Bayshore
- Clarabelle *Deferred*
- Kings
- SouthBay

## Base Seal/Dust Palliative

- Dirt Embarcadero



# ADA Improvements

- Sidewalk IDIQ Contract Successful
- \$257K of gaps filled in existing network
- \$60K for Sidewalk repairs (trip hazards)
- \$67K for 2017 CDBG
- \$247K CDBG reallocation (Atascadero funds)

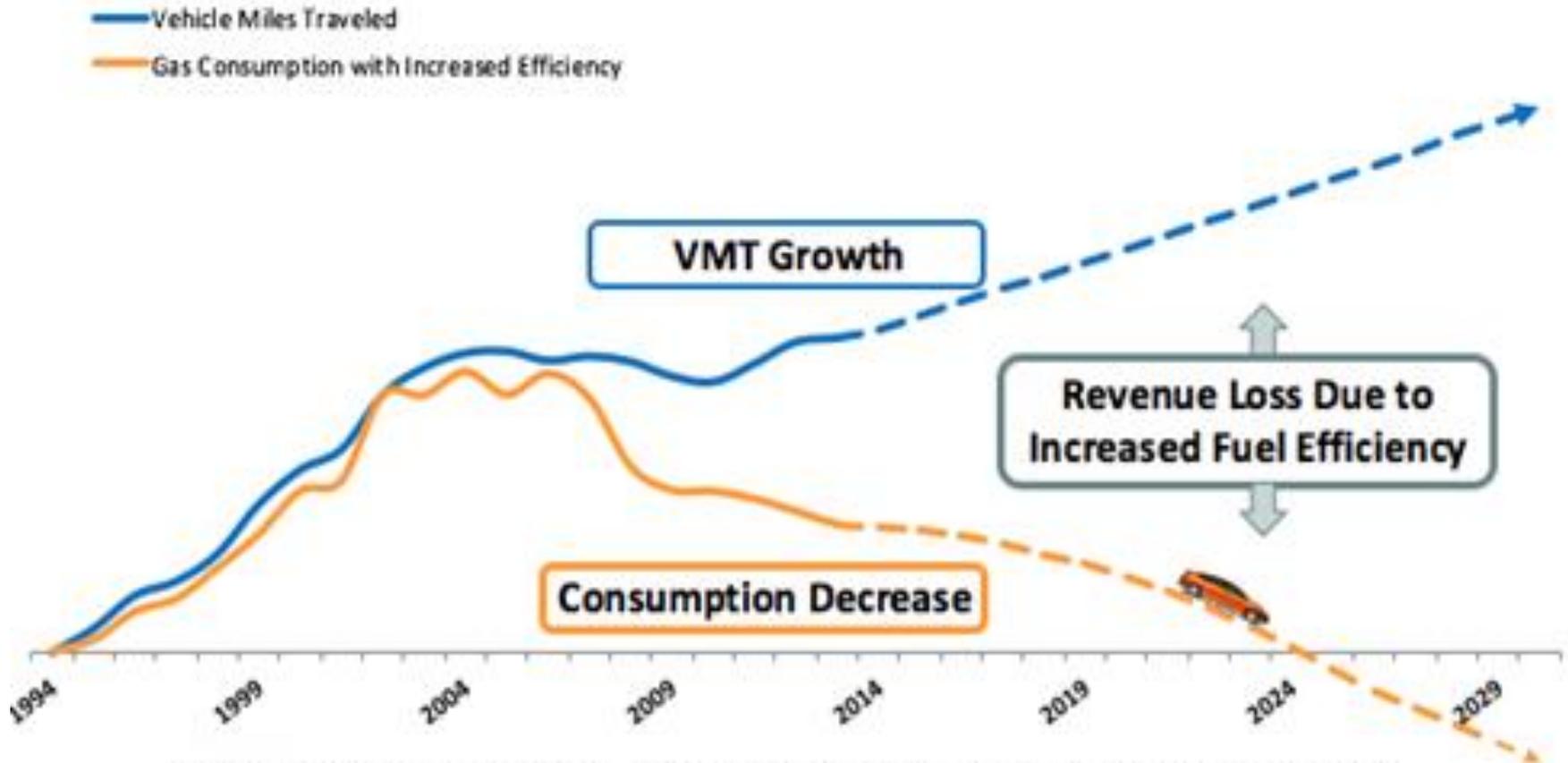


# Funding Street Work

- SLOCOG Self-Help Sales Tax Initiative
  - Deferred Maintenance Shortfalls
    - \$79.3 Billion Funding CA Local Roads
    - \$59 Billion State Highway System
  - **Would add ~\$600,000 yrly for CMB Streets**
  - **\$1M for SR1/ MainSt @ SR41 Improvements**
  - **Morro Bay – Cayucos Bike Trail**
- Longer We Wait, the More it Costs
- One Option: Borrow with Measure Q revenue



# Funding Concerns



In this conceptual chart, Vehicle Miles Traveled and Fuel Consumption have been indexed to the same starting point in 1994 to enable comparison of the relative change of the two metrics over time



# Alternate Funding Options

- Measure J
- Excess (>10%) Emergency Reserve
- Dedicate Additional General Fund to Streets, in-lieu of ???
- Year-end Budget Excess to Street Fund
- Citywide Parcel Tax
- Neighborhood Street Improvement Districts
- Coop Purchase with other Agencies



# PWAB Recommendations

- Allocating Excess Emergency Reserve Funds
- Dedicating excess Measure Q funding after the Fire Station 53 debt
- Allocating excess year end budget surpluses
- Obtaining voter approval for a dedicated citywide street tax if Measure J fails
- Establishing Parking Fees on Embarcadero, Downtown & at Morro Rock for dedicated Street Improvement Fund
- Establish a citywide Parcel Tax
- Establishing Neighborhood Street Improvement Districts
- Allocating a portion of Transient Occupancy Taxes to a dedicated Street Improvement Fund



# Other Streets Activities

- Street Sweeping
- Storm Drain Maintenance – Moving to Utilities Division
- Striping
- Signs
- Pedestrian Facilities
- Bicycle Facilities
- Street Tree Maintenance
- Traffic Calming



Not the Perfect Solution  
but  
it Buys Time

»QUESTIONS?