

HOW LONG WILL IT TAKE TO FIX EVERY POOR STREET WITHIN THE CITY?

The PMP Identifies that \$510 million is needed over 10 years (\$51 million per year) to address all street needs and raise the average PCI across the City to 80.

If the annual funding and paving schedule follows the recommendations within the PMP, every street (including the poor streets) will be repaired and repaved within the next 10 years while raising the average PCI to 80.

Current funding

- The City has been investing an average of \$20 million per year for street paving projects.
- Measure A increased annual investment to nearly \$40 million per year (FY2017 and 2018).
- This year, the State of California raised the Gas Tax (SB1) and Los Angeles County passed a countywide sales tax measure for transportation (Measure M).

At \$40 million per year, it will take approximately 13-15 years to address every street within the City.

WHAT HAPPENS UNTIL MY STREET GETS FIXED?

- The City will perform maintenance on streets in poor condition that are awaiting resurfacing.
- The Department of Public Works will be adding a city crew to increase the number of potholes that can be repaired.

Potholes may be reported via:

GO Long Beach app, or
Public Works Department pothole hotline
(562) 570-2726.



City of Long Beach Public Works

411 W. Ocean Blvd.
Long Beach, CA 90802

Phone: (562) 570-6383

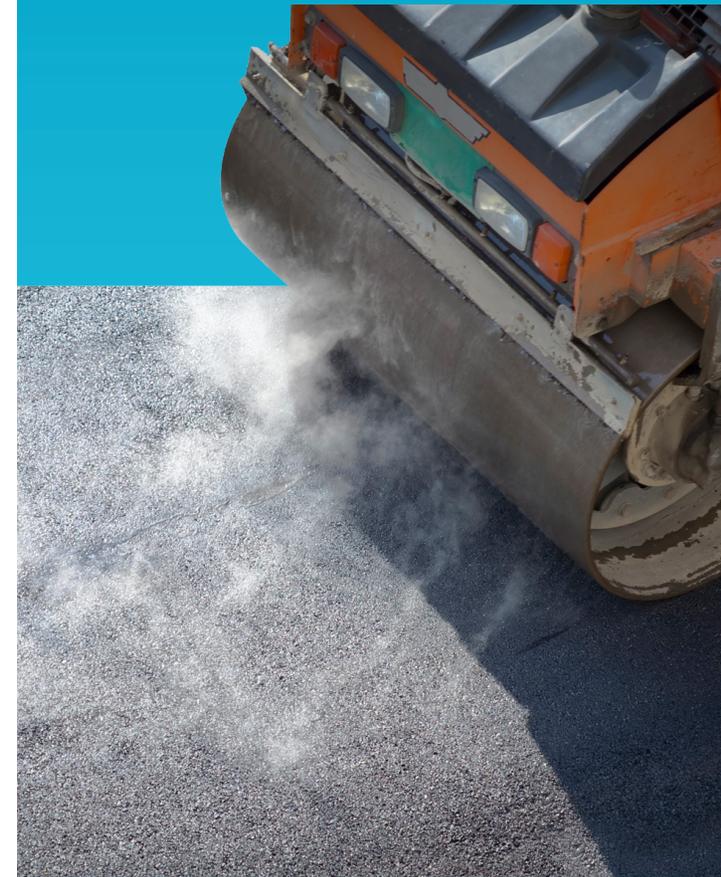
www.longbeach.gov/pw/



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PAVEMENT MANAGEMENT PROGRAM (PMP)

A guide to understanding how the City prioritizes streets for repaving



CITY OF
LONG BEACH

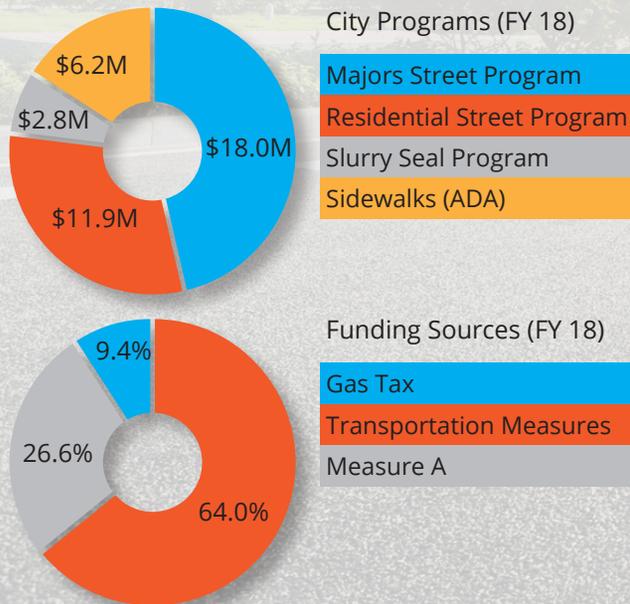
HOW DOES THE CITY FUND THE STREET PAVING PROJECTS?

The City has a Capital Improvement Program (CIP) that ranges between \$50-100 million annually and includes street paving projects. Almost all the funding comes from restricted sources distributed by Federal and State agencies that are only eligible for use on street rehabilitation and transportation projects:

- Gas Tax
- MAP-21
- Measure M
- Prop A
- Prop C

The transportation funds the City receives are insufficient to support our street pavement needs and the (approximately) 800 miles of pavement network has suffered. In response, the Long Beach voters approved Measure A to provide a much needed funding source to restore the condition of street pavement network.

A breakdown of the funding for FY18 is as follows:



WHAT IS THE PAVEMENT MANAGEMENT PROGRAM (PMP)?

The Pavement Management Program (PMP) is the 3 step planning process for repairs and improvements to our streets in a cost effective manner.

1. Inventory and assign a pavement condition index (PCI) to the structural integrity of every street segment ranging from 100 (new) to 0 (failed).
2. Input the data into pavement management software that schedules street paving projects based on efficiency and effectiveness.
3. Publish the PMP report (every 3 years) that City staff uses to develop the CIP and to effectively manage roadway assets and improve pavement conditions (available at www.longbeach.gov).

HOW DOES LONG BEACH'S STREETS COMPARE STATEWIDE?

The average PCI for the State of California is 65. In 2015, the average PCI for the City of Long Beach was 60 and increased to 62 after 2 years of investment.

A table of the breakdown is below:

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

ARE THE WORST STREETS FIXED FIRST?

Not every time. An effective PMP focuses on a balanced approach that prioritizes maintenance of the good streets while also fixing some of the worst.

The cost to repair a street that is in poor condition (failed) can be 10 times the cost of one in good condition. A general breakdown:



If all the worst streets (22% of street network) were fixed first, it would:

- Take roughly 8-12 years to pave.
- Cost approximately \$20 per square foot, a total cost approaching \$1 billion.
- Allow the excellent, good, and fair streets to degrade and fall to poor condition.
- Cause the average PCI of the city to not increase and the number of failed streets would rise above 22%.

With a balanced approach, the remaining 78% of the network:

- Receives maintenance and remains good or fair during the same 8-12 year period.
- Costs between \$2 and \$10 per square foot to maintain.
- Is maintained while addressing the repairs on streets in poor condition.

The balanced approach will raise the average PCI throughout the City.