

Citywide Pavement Management Program

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MORENO VALLEY
WHERE DREAMS SOAR

Citywide Pavement Management Program

Citywide Pavement Project Update

Annual Revenue

Funding Sources

Rehabilitation vs. Preservation

Citywide Paving Needs

Current Efforts

Citywide Pavement Rehabilitation and Preservation FY 2021-22

Currently Underway:

- \$50 million approved by Council in February 2022
- Phase 1 - 165 lane miles
- Phase 2 – 292 lane miles
- Rehabilitation (grind and overlay)
 - approx. 190 lane miles (40%)
- Preservation (slurry)
 - approx. 266 lane miles (60%)



Annual Revenue

Annual Revenue (avg)

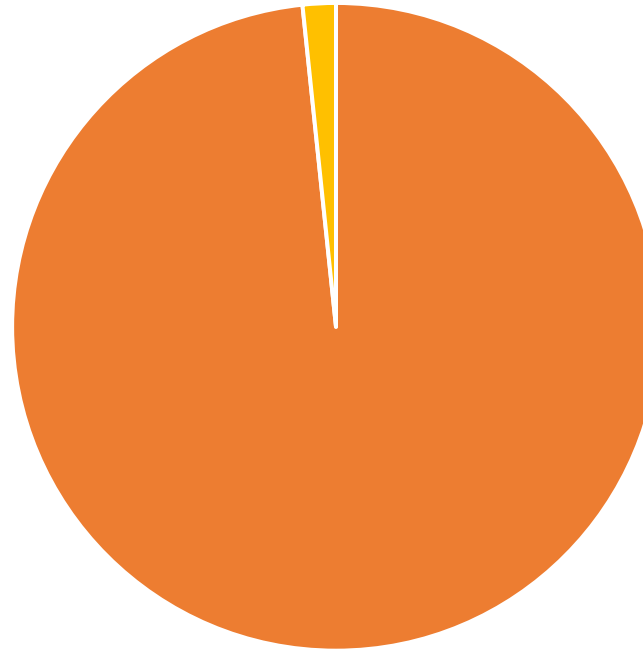
Senate Bill 1: \$3,600,000

Community
Development
Block Grant(CDBG) \$1,200,000

TOTAL \$4,800,000

Note:
CDBG funds can only be used within Target area
and for Rehabilitation.

City Street Network
1,130 lane miles



■ Total Lane Miles ■ Lane Miles/yr.

Annual Rehabilitation (Grind/Overlay) and Preservation (Slurry Seal)

- Approx. 19 lane miles
- Rehabilitation (grind and overlay):
 - 5 lane miles (26%)
- Preservation (slurry seal):
 - 14 lane miles (74%)

Funding Sources

Fund #	Fund Name	Fund Description	Annual Revenue *	Pavement Allocation *	Maintenance Allocation	
1010	General Fund	The General Fund is used to account for all revenues not specifically levied or collected for a dedicated purpose and for expenditures related to general City operations and activities.	\$ 1,600,000	\$ 1,600,000	\$ -	
2000	Gas Tax	The Gas Tax Fund is used to account for the City's share of State gas tax revenue restricted for street improvement and maintenance. The revenue is apportioned under the State of California Streets and Highway Code based on relative percentage share of the California population. In addition, each city with a population of 100,000 to 500,000 receives \$10,000 annually in the month of July to be used exclusively for the purpose of engineering costs and administrative expenses in respect to city streets. It is generally an operating fund subsidized by the General Fund.	\$ 4,818,292	\$ 785,000	\$4,137,336	Maintenance covers engineering, street maintenance, concrete maintenance, graffiti removal
2000A	Road Maintenance and Rehabilitation Account (Gas Tax)	The Road Maintenance and Rehabilitation Fund (Senate Bill 1) is used to account for the City's share of increased State fuel excise taxes, diesel fuel sales taxes, and vehicle registration taxes. The new State taxes were imposed under the Road Repair and Accountability Act of 2017. The allocations must be used on road maintenance and rehabilitation, safety projects, railroad grade separations, traffic control devices, or complete street components.	\$ 3,717,264	\$ 3,600,000	\$ -	Annual paving program
2001	Measure A	The Measure A Fund is used to account for the receipt and disbursement of the City's share of the Riverside Countywide half-cent sales tax, specifically allocated for transit-related projects pursuant to a measure passed by the Riverside County voters.	\$ 3,501,000	\$ 140,000	\$2,193,279	Maintenance covers sign/stripping and tree trimming.
2512	Community Development Block Grant (CDBG)	The CDBG Fund is used to account for the administration of CDBG funds received from the Department of Housing and Urban Development (HUD) that provide funding of Fair Housing Counseling/Tenant Mediation, Code Enforcement services, and funding of certain capital projects.	\$ 1,202,565	\$ 1,202,565	\$ -	Annual paving program
* Based on the current CIP (FY21/22 & FY22/23).						
General Fund allocation only if resources in the Adopted Budget are available.						

Rehabilitation vs. Preservation



Rehabilitation

- Costs more
- Lasts longer

Preservation

- Can do more
- Provides temporary wear surface

\$1 preservation = \$8-10 future repairs

Pavement Condition Index (PCI)

- Overall PCI 65
- 7% “very poor”
- 46% “fair”/”poor”
- 80 is the standard and the goal for SB1 funding

Table 1: Pavement Condition Categories

Condition Category	PCI Range	Description
Very Good	86-100	Pavements with little or no distress.
Good	70-85	Pavements with some distresses that are predominantly non-load related. The pavement structure is sound and minor oxidation may occur.
Fair	50-69	Pavements with a significant level of distress, which may be predominantly load-related. The pavement structure is becoming deficient.
Poor	30-49	Pavements with moderate to severe surface distresses. Extensive weathering, block cracking, and load-related distresses such as alligator cracking and rutting may occur.
Very Poor	0-29	Pavements with severe weather-related distresses as well as large quantities of load-related distresses. The pavement is nearing the end of its service life.

The City’s overall weighted PCI for the pavement network in 2018 is 65, which is in the “Fair” category. Table 2 below illustrates that the arterial streets, with an average PCI of 68, are in better condition than the residential streets, which have an average PCI of 63.

Table 2: Pavement Network Summary

Functional Class	Centerline Mileage	Lane Miles	Pavement Area (SF)	% Pavement Area	Weighted Average PCI
Arterial	135.5	372.6	34,775,382	32.4%	68
Collector	35.6	74.2	7,515,549	7.0%	65
Residential	335.0	674.9	65,011,691	60.6%	63
Total	506.1	1,121.6	107,302,622	100.0%	65

SF = square feet

Overall, approximately 46.8 percent (by area) of the City’s streets are in the “Very Good” or “Good” condition categories, 46.2 percent are in either the “Fair” or “Poor” categories, while 7 percent of the streets fall under the “Very Poor” condition.

Citywide Pavement Rehabilitation Needs

City Street Network:

1,130 lane miles (506 centerline miles)

Over \$612 million in assets

City Street Needs:

Deferred maintenance of \$225 million

\$10 million annual just to maintain



Current Efforts



On-going partnerships with development and utilities



On-going pursuit of Grant Funding opportunities



Active inspection of road conditions



Preventative Maintenance



Collect Data to assess Pavement Condition (PCI)



5 year paving plan



THANK YOU!