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CITY COUNCIL
FEBRUARY 6, 2024

PAVEMENT MANAGEMENT
PROGRAM UPDATE



Engineering & Environmental Services

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What Does the City Own/Maintain?

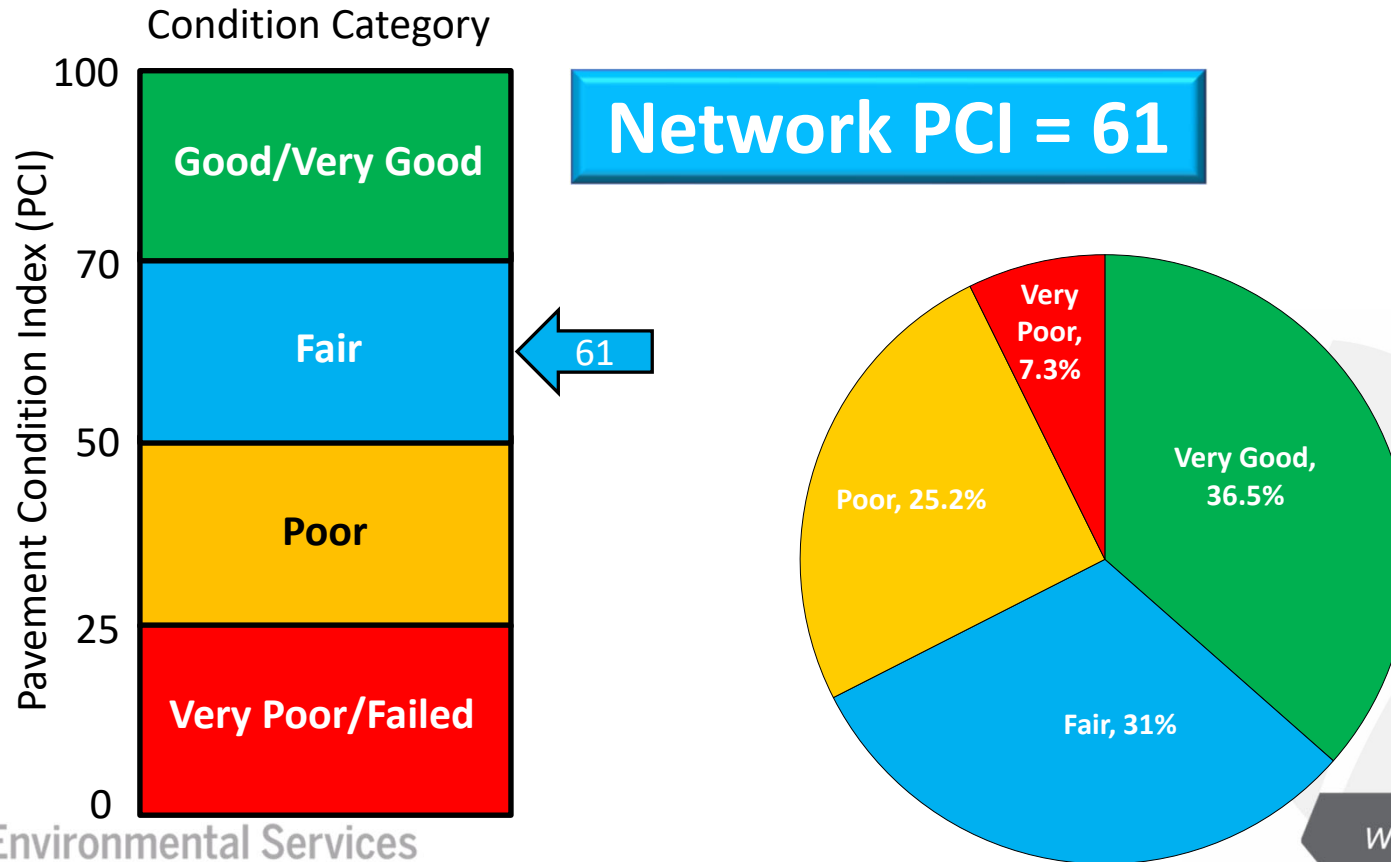
Functional Class	Centerline Miles	% of the Entire Network (by Pavement Area)
Arterials	72.6	26.3
Collectors	103.7	37.4
Residentials	113.1	36.3
Totals	289.4	100%

Asset value = \$742 million



Functional Class	Description	City of Richmond Examples	
Arterial	Major roads, connectivity to regional corridors and state highways	23rd Street	Hilltop Drive
		Barrett Avenue	Richmond Parkway
		Cutting Boulevard	San Pablo Avenue
Collector	Bus routes, lead from residential streets to local destinations and Arterial streets	Canal Boulevard	Potrero Avenue
		Key Boulevard	Regatta Boulevard
		Marina Way	Valley View Drive
Residential/ Local	Short distance travel, residential streets, dead-end streets	Most of the Numbered Streets	
		Buckboard Way	Florida Avenue
		Clinton Avenue	Lincoln Avenue
		Deseret Drive	Santa Clara Street

What are Street Conditions?





PCI = 90

Treatment: Do Nothing



PCI = 75

Treatment: Crack & Slurry Seal



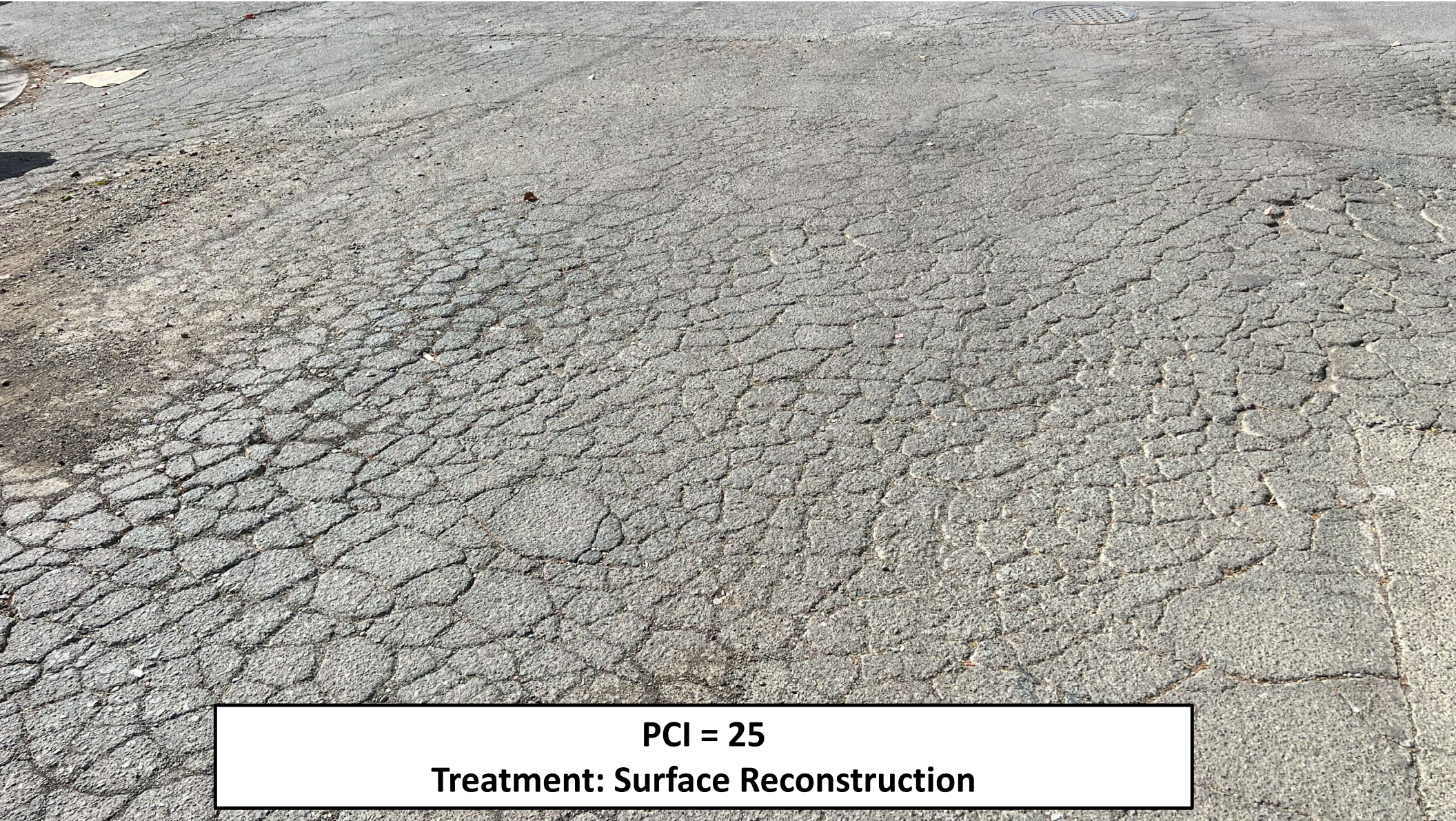
This is what an average PCI of 61 looks like

PCI = 61
Treatment: Base Repairs & Overlay



PCI = 40

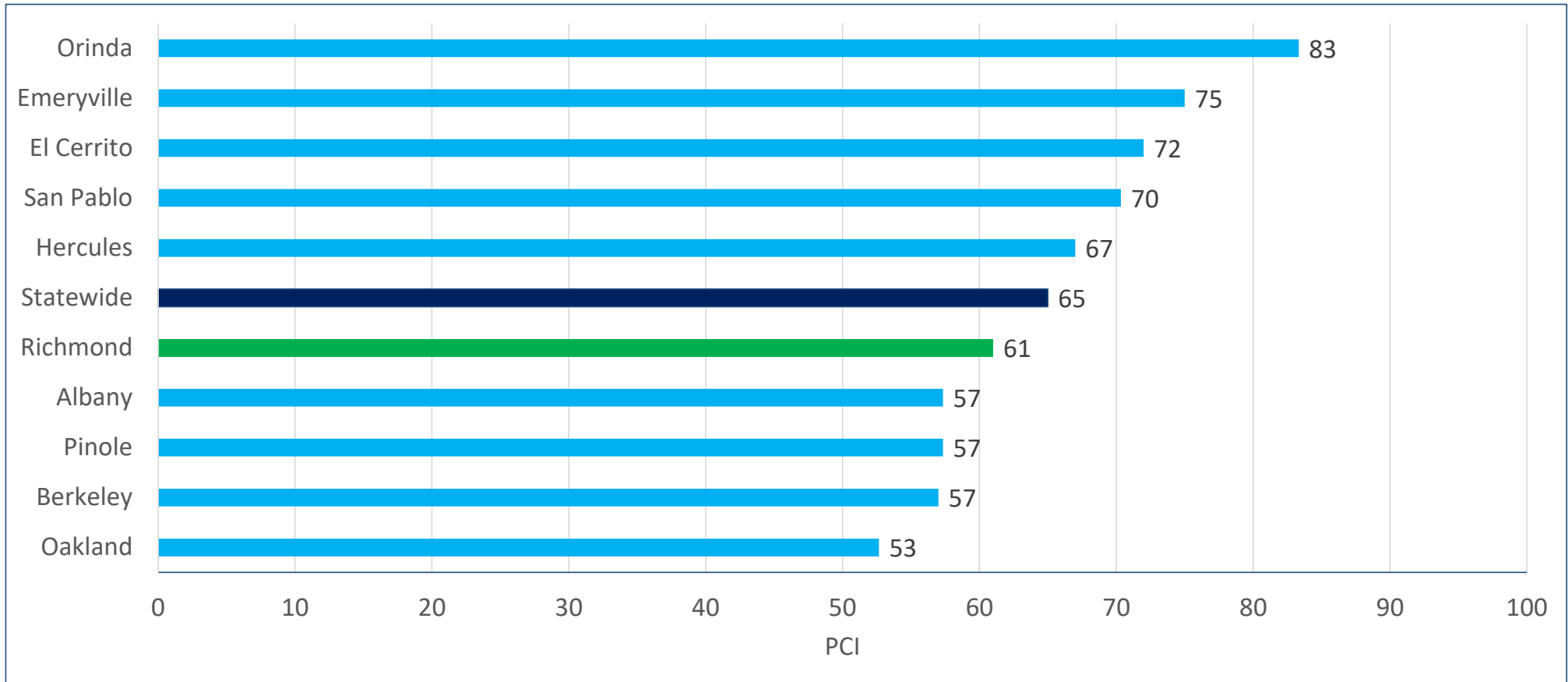
Treatment: Mill and Overlay



PCI = 25
Treatment: Surface Reconstruction

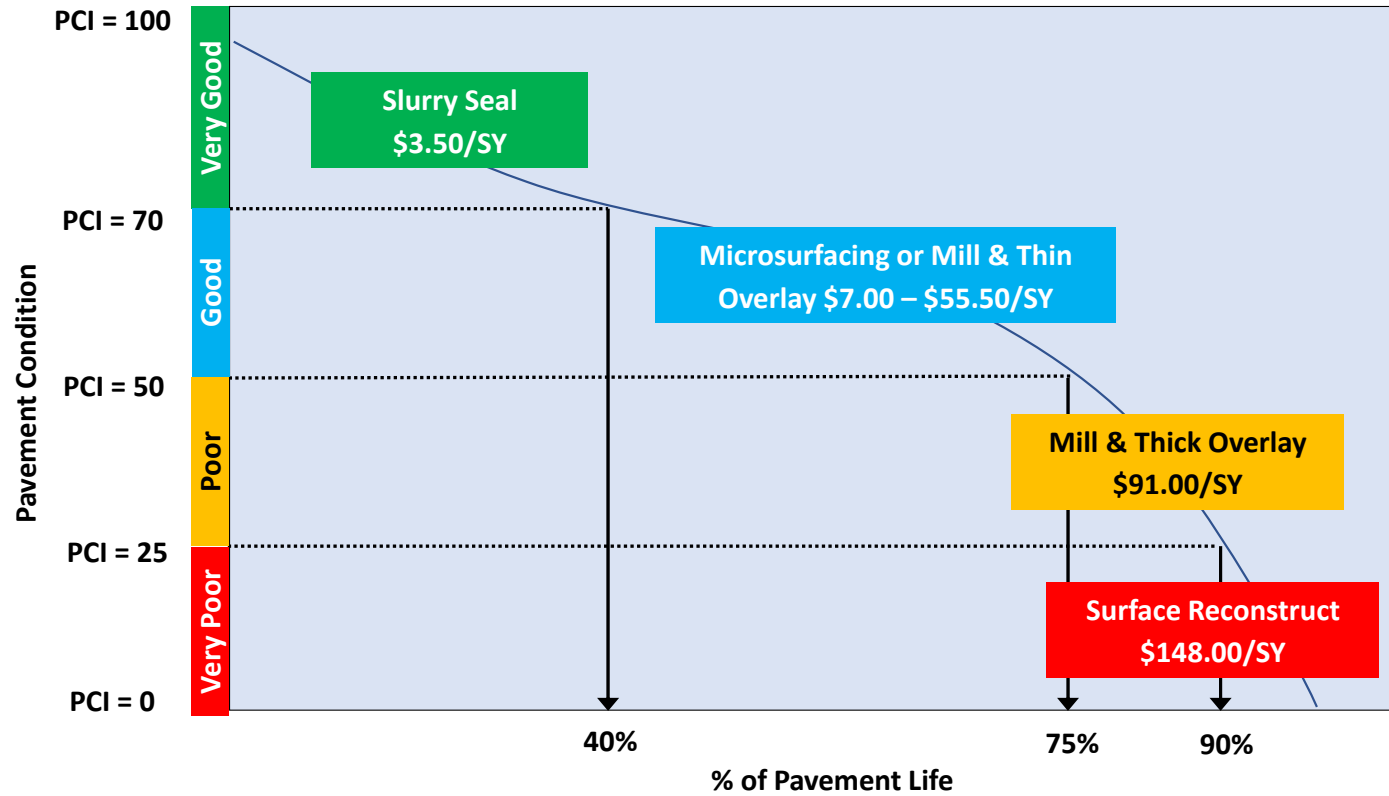


How Does Richmond Compare With Other Cities?



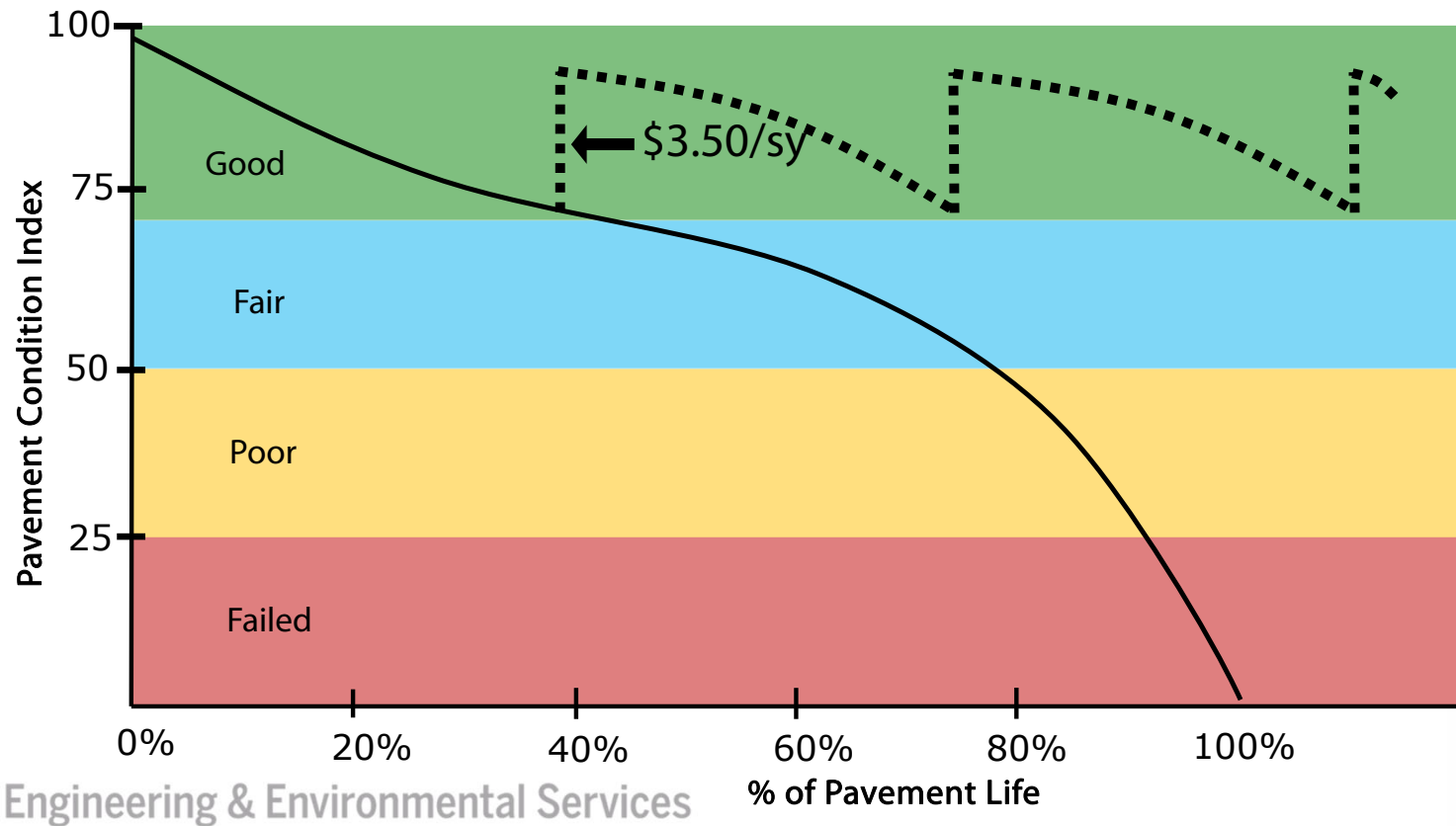


How Much Do Repairs Cost?





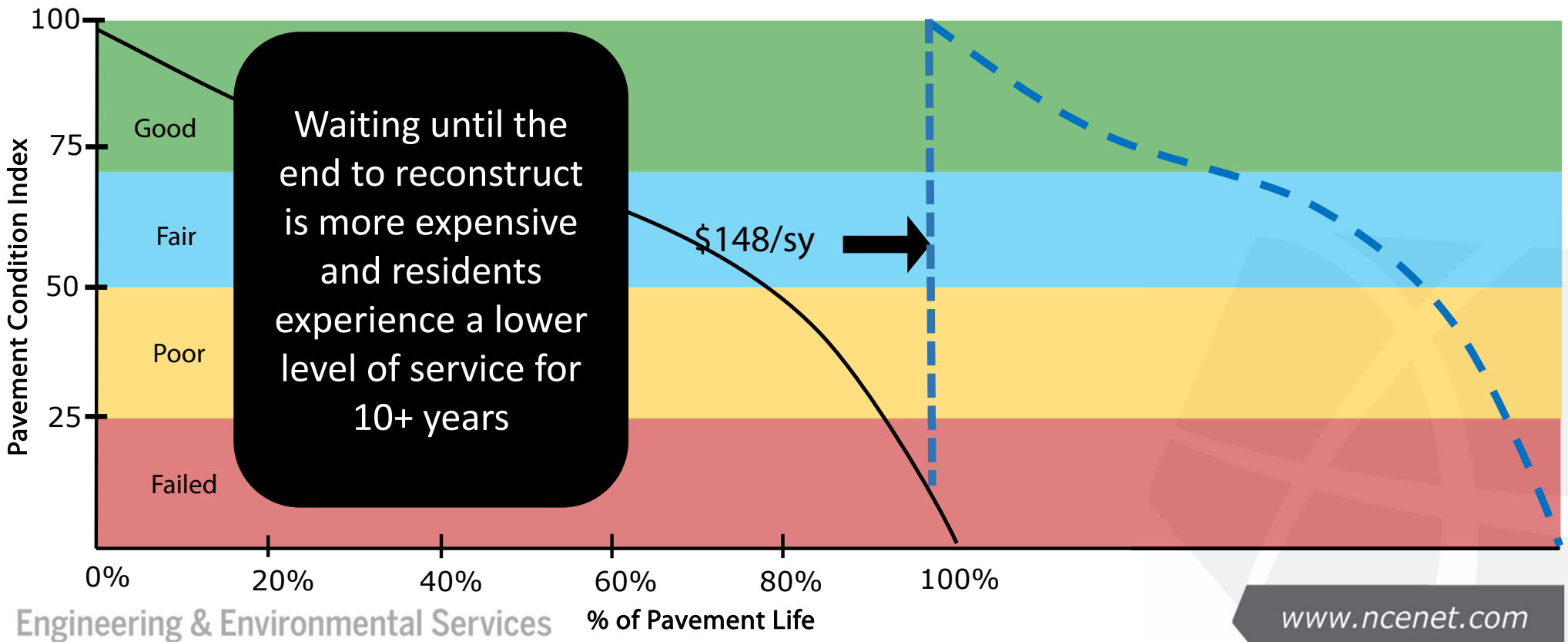
Importance of Preventive Maintenance



Residents experience a higher level of service & City saves money

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Reconstruction Is Not As Cost-Effective





Funding Scenarios

Budget Needs: \$210 M over 10 years

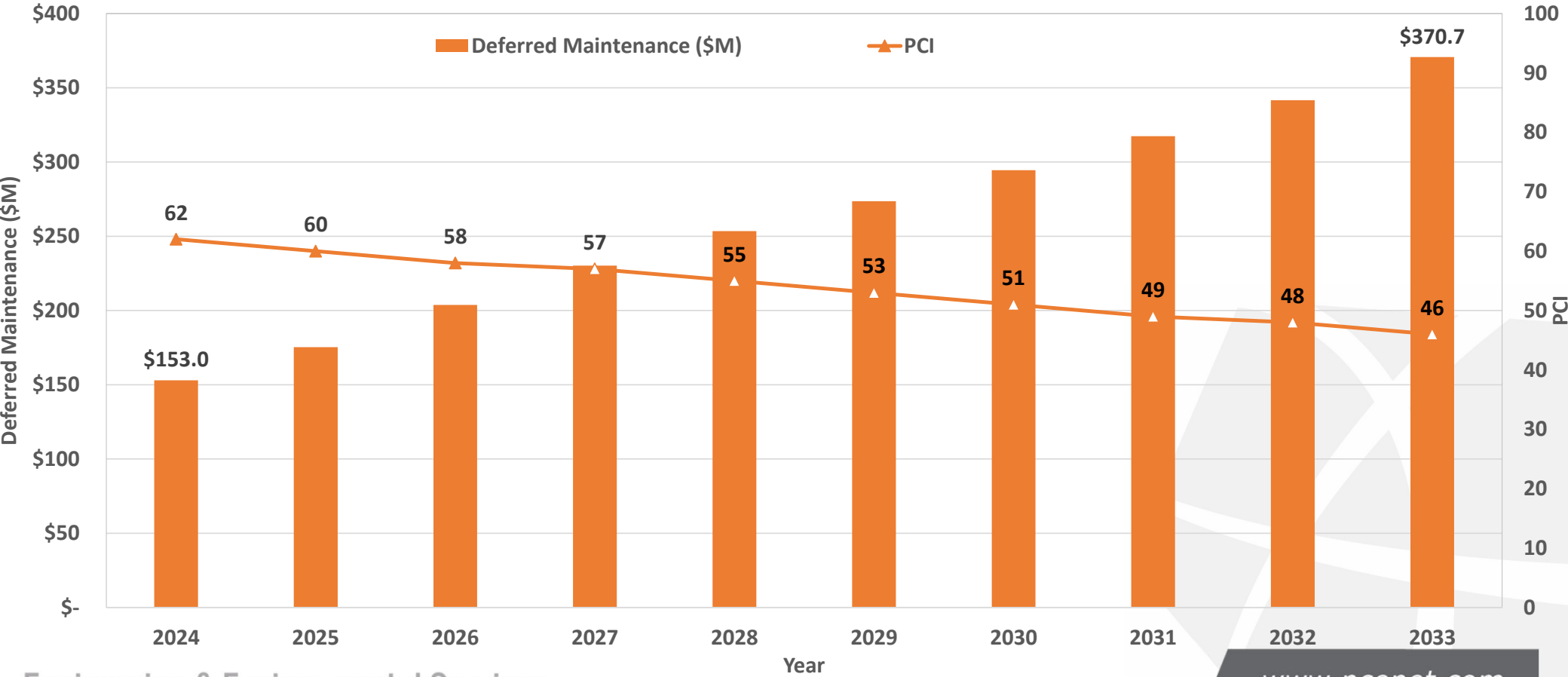
Current Funding: \$4M/Year

Increase Current Funding to \$6M/Year

Maintain PCI at 61: \$15M/Year



Current Funding Level : \$4M/Year

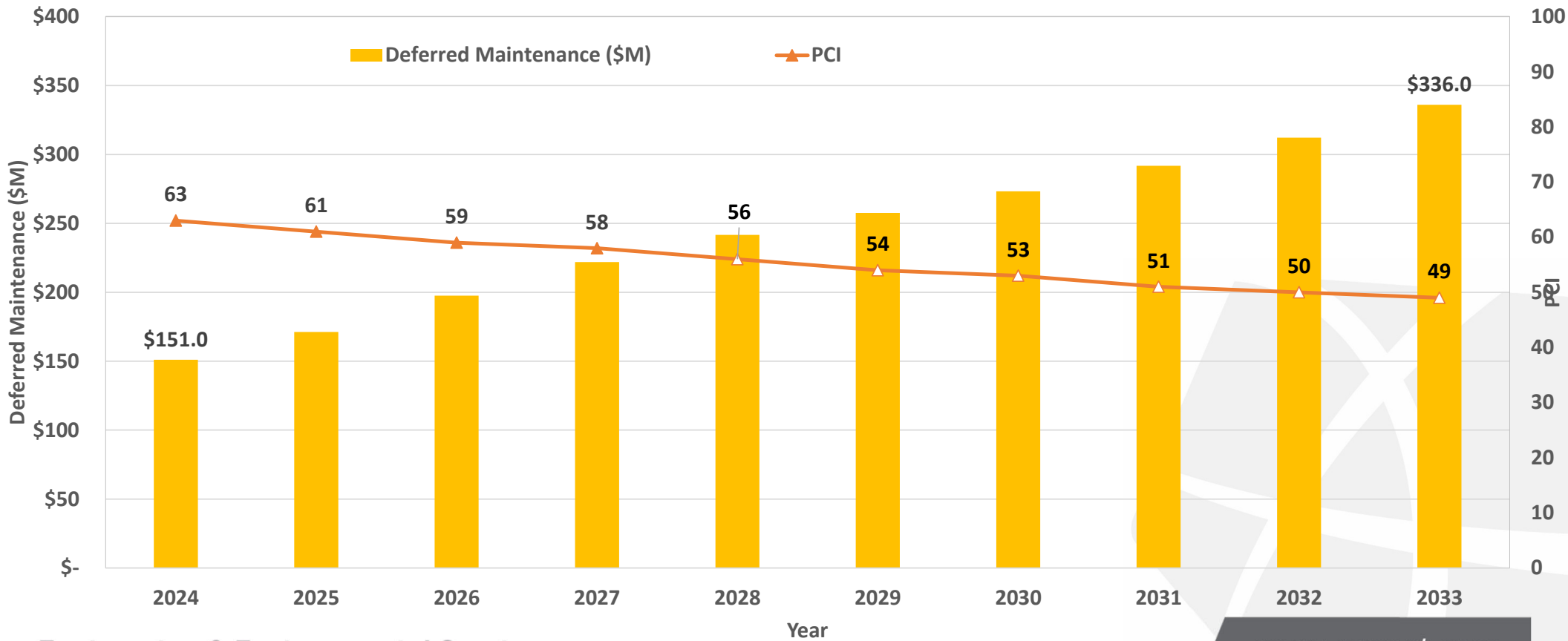


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Current Funding Level (\$4M)+ \$2M/Year

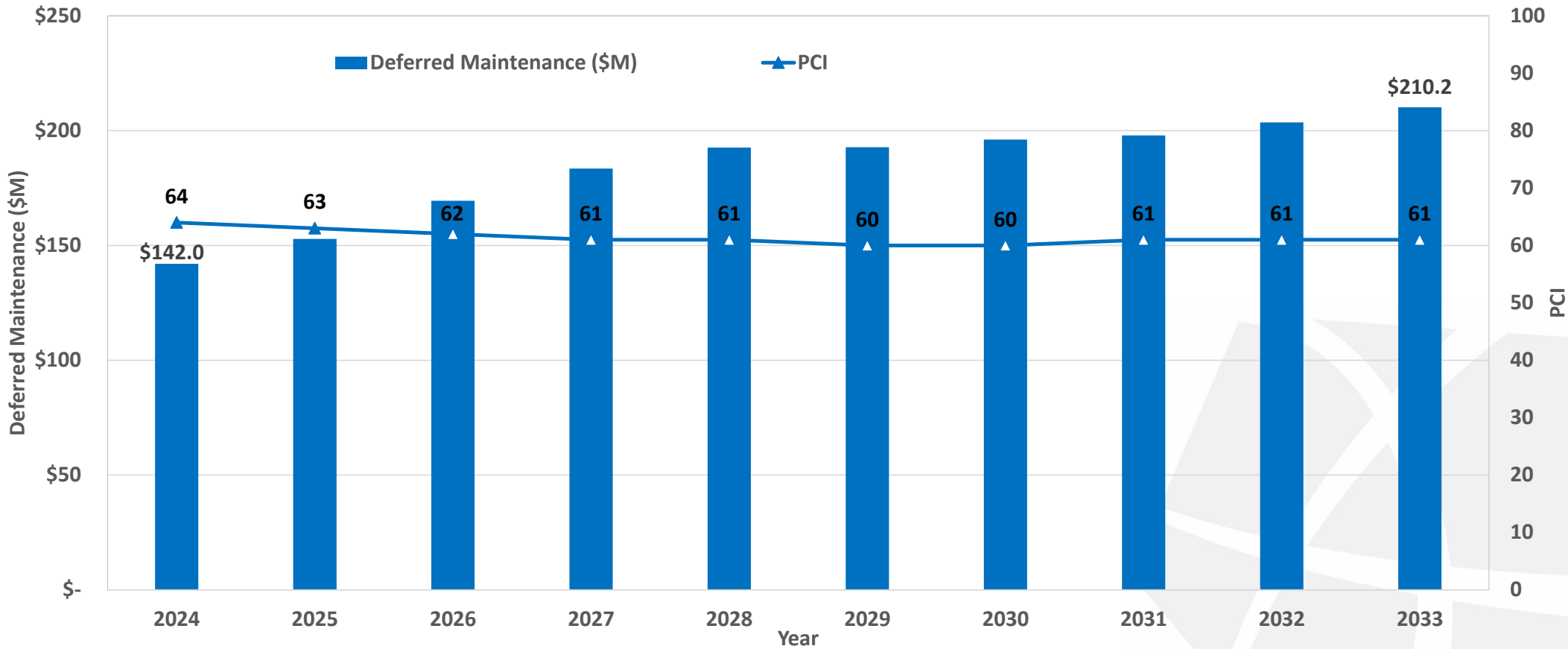


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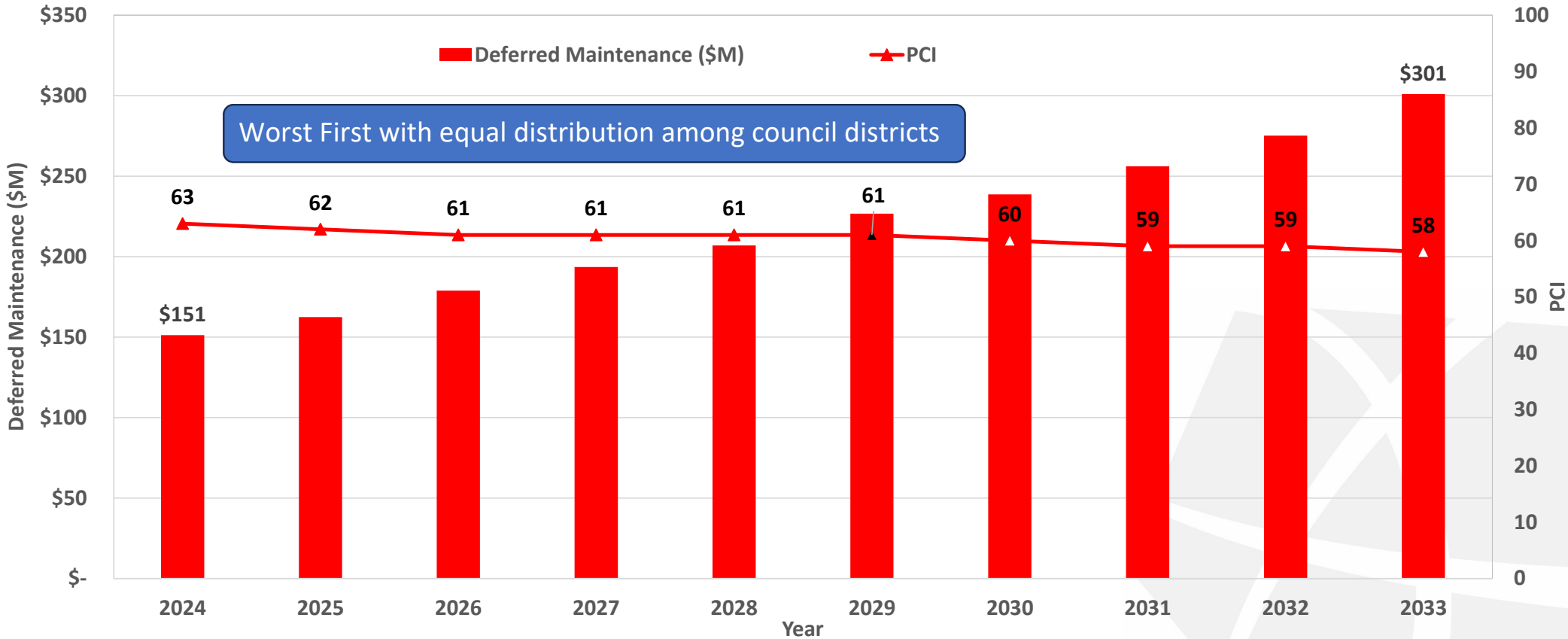
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Maintain PCI at 61: \$15M/year



NCEN Maintain PCI at 61: \$15M/year (Worst First)





Typical Funding Sources

Federal

- Regional Surface Transportation Program (RSTP)
- Community Development Block Grant (CDBG)
- Surface Transportation Program (STP)
- Bipartisan Infrastructure Investment and Jobs Act (IIJA)

State

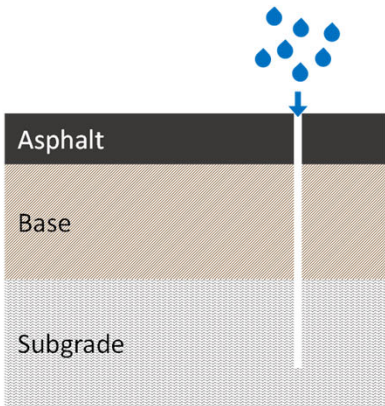
- Gas Tax
- Transportation Development Act (TDA)
- State Transportation Improvement Program (STIP)
- Vehicle Registration Fees
- CalRecycle
- Traffic Congestion Relief Fund

Local

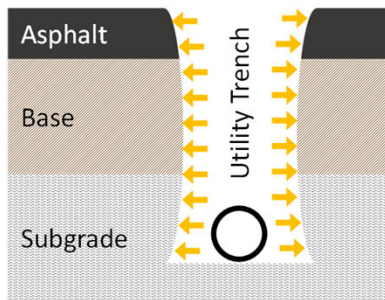
- General Fund
- Local Transportation Fund
- Parcel Tax
- Sales Tax/Local Measure
- Impact Fees
 - Development
 - Waste Vehicle
 - Utility Cut
 - Traffic

Pavement Damage = Higher Maintenance Cost

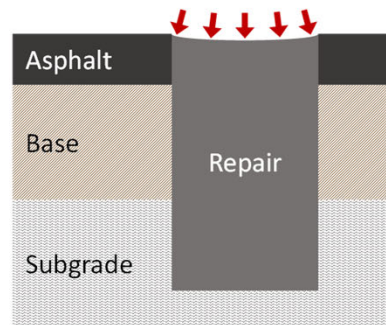
Utility Cuts



1. Increased Water Access to Pavement Structure



2. Reduced Lateral Support



3. Increased Surface Roughness

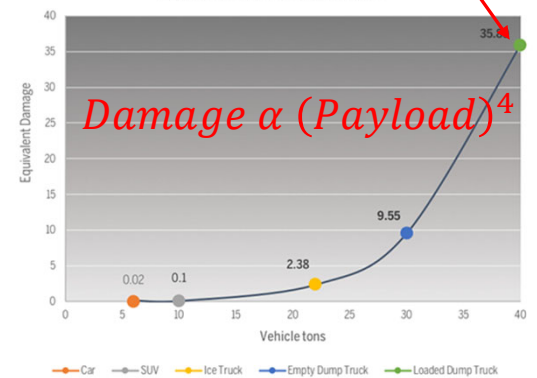
Heavy/ Waste Vehicles



Load



Road damage by vehicle type/weight





Potential Additional Pavement Rehabilitation Revenues

Source: Solid Waste Collection Fees



Allocate a Portion of the Franchise Fees Specifically for
Pavement Rehabilitation

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Margot Yapp, P.E.
President

myapp@ncenet.com

510.215.3620

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