

14-1570-S1

MOTION

On an annual basis, the Bureau of Street Services (BSS) develops a Pavement Management Program (PMP) as part of the City's Budget Process, which allocates various funds for street repairs. As part of the PMP process, BSS also surveys, on three year intervals, all City streets by utilizing MicroPAVER technologies to determine the condition of the roadway. Surveyed streets are given a Pavement Condition Index (PCI) from 100 to 0 (with 0 being the lowest score) with a corresponding letter grade from A to F. Streets with a D or F designation are considered poor or failed streets respectively.

The PCI survey undertaken in 2011 determined that 39% of all D and F streets are Arterial/Select streets. These are classified as major streets which move the most traffic and carry the heaviest loads. BSS has stated that it takes only 4.6 years on average to drop from a PCI of 100 to 60: from A to C. BSS also advises that once streets have failed (reached D and F quality) the cost to repair or, at that point, reconstruct them, increases by 63% - up to \$650,000/mile. As result of their extraordinary repair costs, failed streets receive very limited annual PMP allocations. Meanwhile, through a MicroPAVER-driven analysis, BSS generates an annual PMP that will ensure the City at least maintains its current PCI.

However, as the City moves forward to address its 8,200 lane miles of D and F streets - and, in fact, increase the number of lane miles it repairs annually - increased attention should be given to Arterial/Select Streets that bear larger traffic volumes and heavier loads. In his recent audit, the Controller noted that by not prioritizing pavement repairs based on traffic and load, the City may be missing opportunities to maximize resources to the benefit of a larger share of the public.

I THEREFORE MOVE that the Department of Public Works, with the assistance of the Department of Transportation, City Administrative Officer and Chief Legislative Analyst, be instructed to to report with recommendations to prioritize the improvement of streets with high traffic volumes and/or high weight limitation loads, above and beyond slurry seal, when any funding in excess of that necessary to maintain the current system-wide PCI of 62, is realized.

PRESENTED BY: Joe Buscaino
JOE BUSCAINO
Councilmember, 15th District

SECONDED BY: [Signature]

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