

City of Longview



Pavement Preservation Program

City Council Workshop

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Snapshot of Longview Street Network

	Asphalt Concrete Pavement	Portland Cement Concrete	Total
Miles	64	74	138
% of Network	47%	53%	100%
Replacement Cost	\$65M	\$185M	\$250M
Average Pavement Condition Index Rating (PCI)			
PCI ₂₀₁₁	61 "Fair"	76 "Very Good"	68 "Good"
PCI _{2016*}	51 "Marginal"	65 "Good"	58 "Fair"

* At current funding level

Street Maintenance Strategy - Current

- ❖ Assess streets at least annually
- ❖ Prioritize by condition, functional class, citizen requests
- ❖ Maximize based on budget, weather, & staff availability
- ❖ Use staff and/or contractors
- ❖ Occasionally use Arterial Street Fund & Capital Projects Fund
 - Oak St. and 50th Avenue concrete replacement
 - 15th Avenue grind and overlay

Street Maintenance Strategy - Current

❖ Asphalt

- Chip Seal is our main ACP treatment. [also do minor grinds & patching]
- A thin wearing surface of oil and rock is applied in the summer.
- It last 5 – 10 years.
- Preventative maintenance only [i.e. not a structural treatment].
- Due to neglect, only **40%** of the network is still suitable for chip seal. The rest now requires an overlay or reconstruction. [Overlays involve a 2-4" deep grind, then repaving.]

❖ Concrete

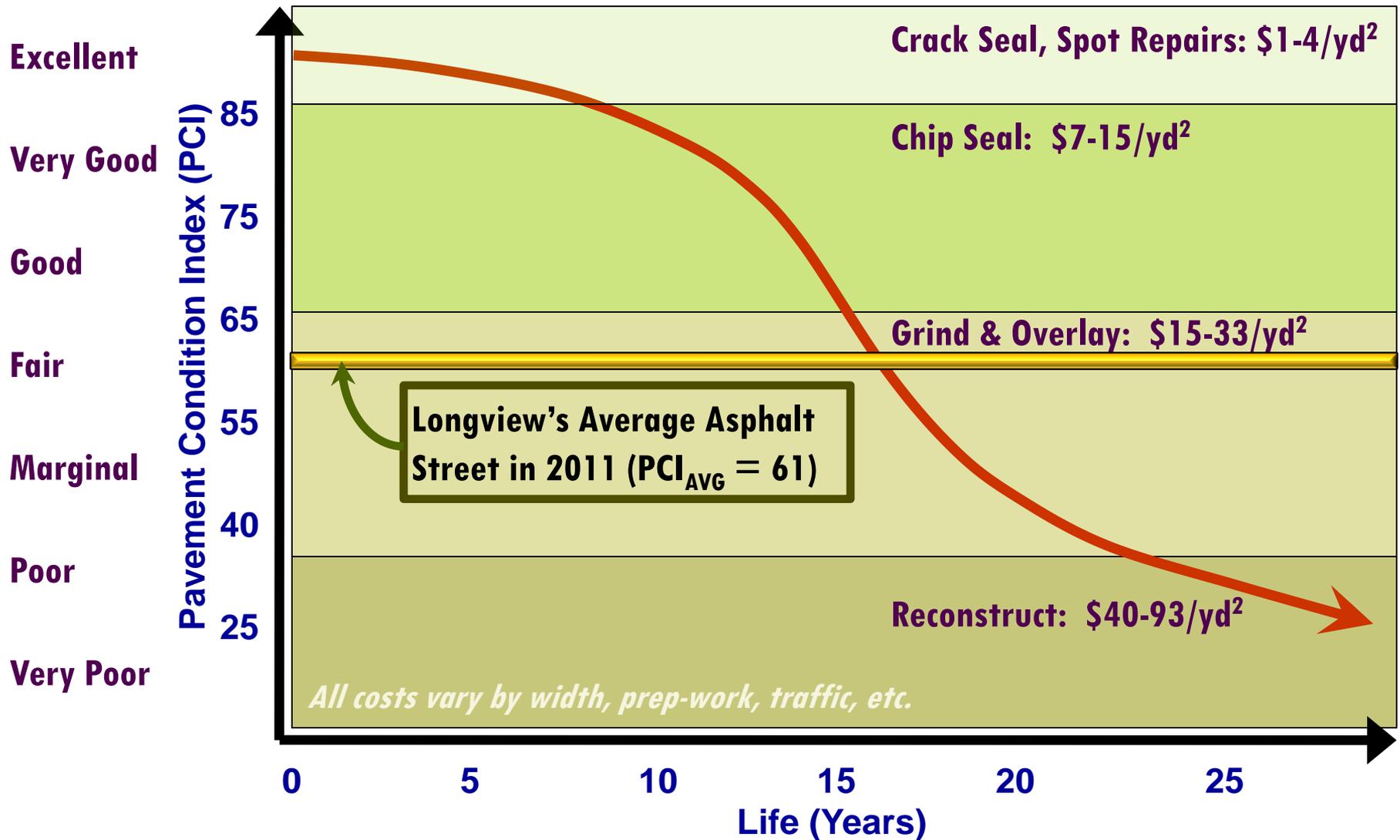
- Damaged panels are removed and replaced almost year-round.
- It costs \$2.⁵⁰ – 26.⁵⁰/yd² and 91% of the concrete network is suitable for spot repairs. (5% has damage too extensive to attempt in-house.)

❖ Alleys (not part of pavement management at this time)

- Gravel alleys bladed ~4x/yr. Concrete receives limited repair.

Street Maintenance Strategy

Asphalt Deterioration Curve



Street Maintenance Strategy

IMS (Consultant) Recommendations

- ❖ “Target PCI Between 65-75 and backlog <10% for ACP and at current levels for PCC.
 - This equates to a \$2.8M annual budget.
 - A budget of \$550K is inadequate. It results in a PCI of 58 with a snowballing backlog.”

- ❖ “Additional long-term funding needs to be secured.
 - Borrowing will not provide the full solution – growth, inflation.”

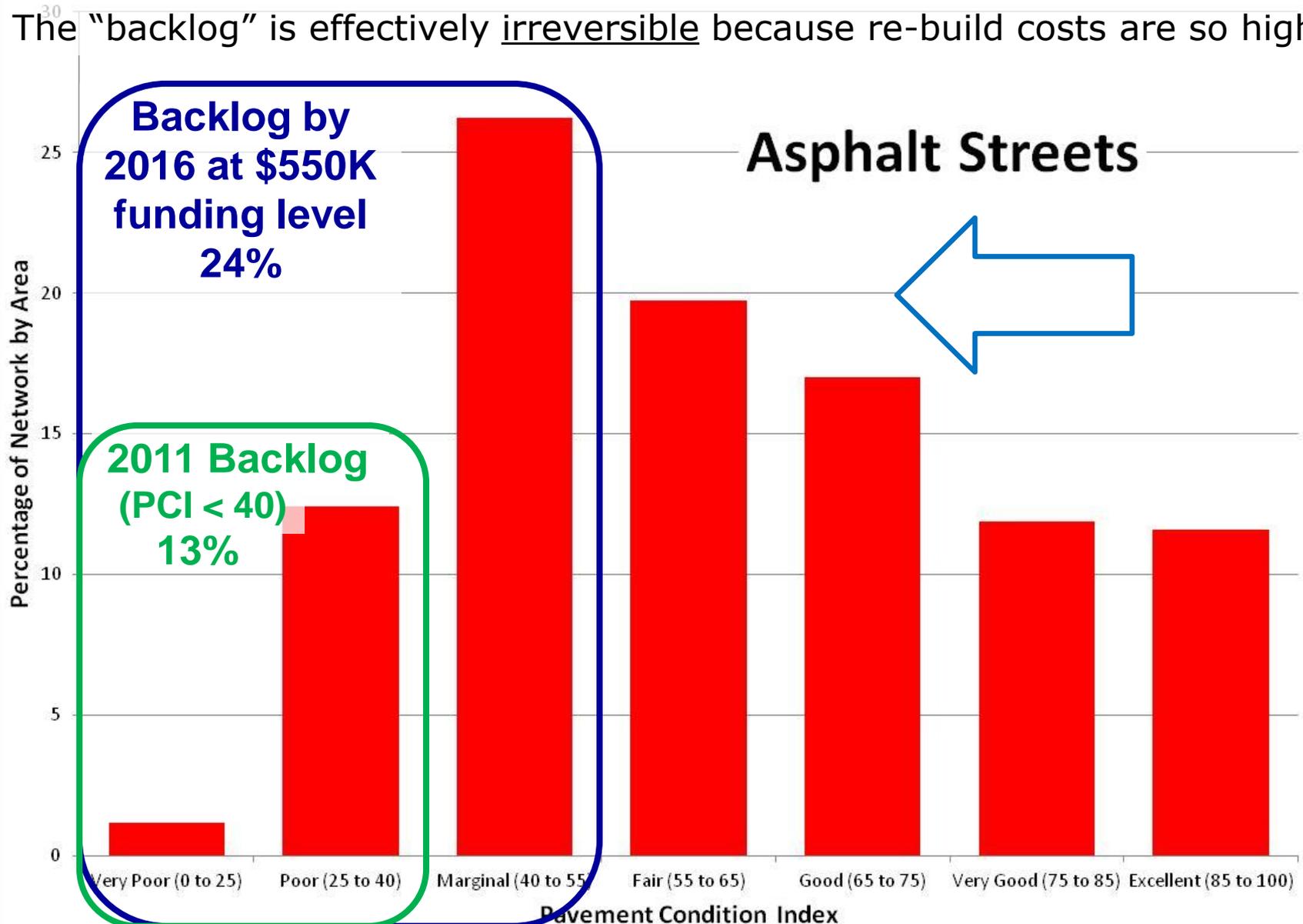
Key Point: “Steady State [pavement management] on an annual basis saves the City money over deferred maintenance.”

Pavement Maintenance Shortfall

Annual Funding	
Current Pavement Maintenance Funding	\$ 550,000
Funding Level to Maintain PCI	<u>\$ 2,800,000</u>
Annual Funding Deficit	\$ 2,250,000

Cost of Deferring Maintenance

The "backlog" is effectively irreversible because re-build costs are so high.



Cost of Deferring Maintenance

- ❖ It is cheaper to enjoy good roads than to accept bad ones.
 - ❑ A street preservation (steady-state) strategy, would cost \$2.8M or \$78/person per year.
 - ❑ We spend only \$15/yr per capita on street maintenance. Each year as a result, the network loses 1.3% of its value ~\$3.2M or \$90/person. That's \$16.3M between 2011 and 2016 alone.
 - ❑ Net annual asset loss to the community: \$1M or \$28/person.
- ❖ Driving on roads in poor-to-marginal condition costs each motorist \$324/yr in extra maintenance and fuel [TRIPnet.org 4/2012]
 - ❑ 2011: 20% of our asphalt streets are marginal or worse.
 - ❑ 2016: 32% of our asphalt streets will be marginal or worse.
- ❖ Condition of the streets is one of the top five things that can affect neighborhood property values [Reator.com; the other factors include: crime, zoning, schools, and the condition of other houses.]

Additional Funding

Potential Funding Sources	
Levy Lid Lift – General Fund [Voter Approved]	City-wide A.V. = \$2,703,686,847 Current Levy Rate = \$3.1141 per \$1000 Available Levy Capacity = \$0.4859 Available Funding = \$1.3 Million One Year or Multi-Year Lift Funding varies with A.V. Leaves no capacity for other needs
M & O Levy – General Fund [Voter Approved]	No limit to levy One Year only Levy Rate at \$0.20/\$1000 = \$541,000
County-wide Fuel Tax [Voter Approved]	Up to 3.75 cents per gallon 1% Dept. of Revenue fee No votes have been successful
General Obligation Bonds	Not advisable to bond maintenance.

Additional Funding

Potential Funding Sources	
Street Utility [Council Approved]	State Supreme Court declared unconstitutional
Street Maintenance Utility [Council Approved]	Proposed to replace Street Utility Supported by AWC and various cities Stuck in Legislature last 3 sessions
Federal STP – U [Surface Transportation Program – Urban]	Regional selection of projects Program focus is network expansion and improvement Pavement rehab projects not likely to be selected
Local Improvement District [Petition or Council Approved]	Not likely to meet requirement of increased property value

Additional Funding

Transportation Benefit District (TBD)

TBD Option	
Vehicle License Renewal Fee [Council or Voter Approved]	Up to \$20/vehicle/year (<u>Council</u> Approved) Up to \$100/vehicle/year (<u>Voter</u> Approved) Fee increase subject to voter approval As of Oct. 2011: 28,000 vehicles eligible \$20 fee = \$ 560,000 \$100 fee = \$2,800,000 1% Dept of Licensing fee
Sales and Use Tax [Voter Approved]	Up to 0.2% TBD rate at 0.2% = \$1.24 million Expires in 10 years; Renewable
Other options allowed by TBD	<ul style="list-style-type: none">❖ Local Improvement District❖ Vehicle Tolls❖ Bonds❖ M & O Property Tax Levy❖ Development Fees

Transportation Benefit District (TBD)

- ❖ Council approves District. Council serves as District Board. Requires annual reporting and transportation plan.

- ❖ WA has 36 TBD's (34 formed since 2008)
 - Vehicle license fee – 17 TBDs;* 16 at \$20; 1 at \$10
All were Council-approved
 - Sales Tax – 11 TBDs; 11 at 0.2% rate; 2 at 0.1% rate
 - Bond – 1 TBD (Auburn for \$59M)
 - Others (7) – 4 formed since 11/30/11 with no fee yet; 3 unclear

- ❖ Vehicles exempt from license fee
 - > 6,000 lbs curb weight
 - Off-road; farm; snowmobiles; mopeds, truck campers
 - Private use single axle trailer < 2,000 lbs curb weight

* Between this presentation on 6/7/12 & 6/12/12, WA DOL confirmed three more \$20 car-tab TBD's; for a total of 20.

Strategies

- Let some streets continue to deteriorate
 - ❖ Maintain arterials and collectors in good condition
 - ❖ Provide only minor maintenance to local streets
 - ❖ Many complaints generated by condition of local streets
 - ❖ Study / trial equipment to serve today's "average" street.
- Require new street standards
 - ❖ Longview known for its extensive concrete streets
 - ❖ Concrete streets in good condition - demonstrates long life
 - ❖ Require new streets to be concrete
 - ❖ Require new asphalt streets to be 6" thick or more; current standard is 4"; dramatic life increase with 6"
 - ❖ Require larger planting strip &/or smaller trees, etc.
- Develop new funding source to preserve pavement
 - ❖ Maintain \$250 million asset at current PCI. Reduce asphalt backlog from 13% to <10%. Keep concrete backlog at 7%.

Discussion

