ROADWAY INFRASTRUCTURE NEEDS

July 16, 2019

Background

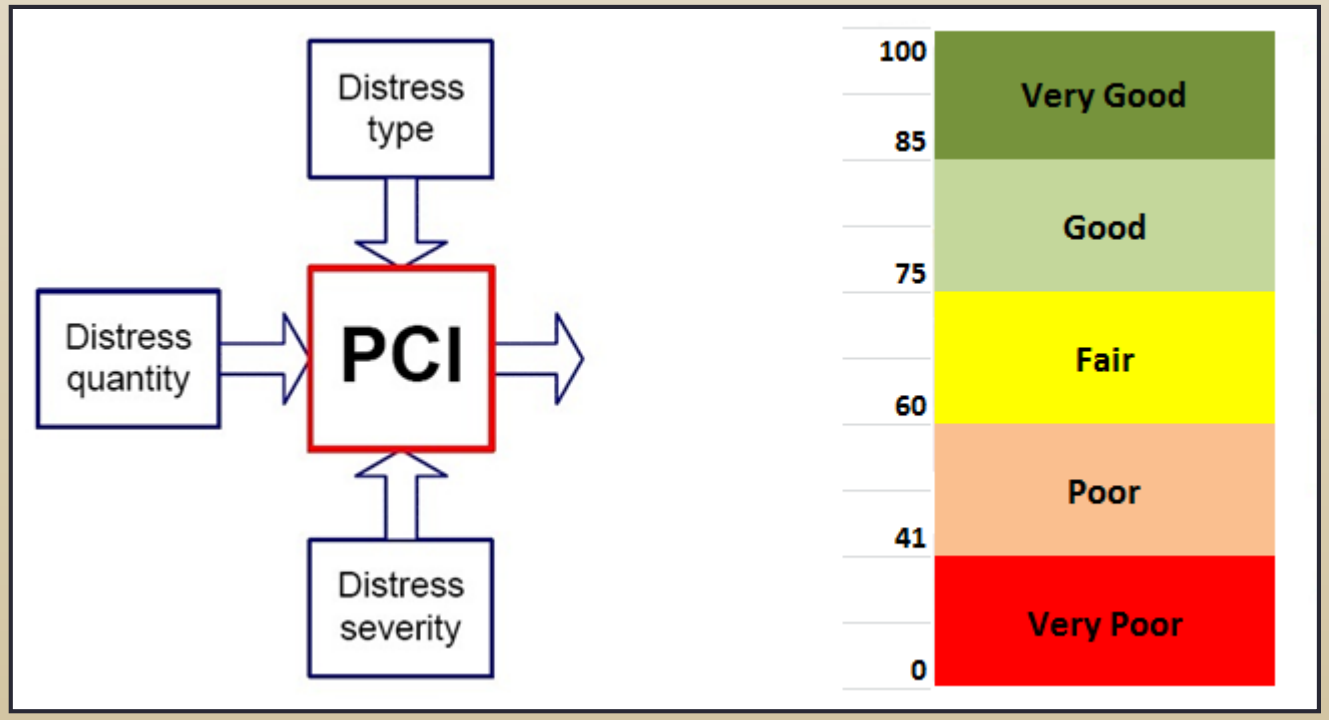
- City maintains approximately 68 miles of arterial roads and 226 miles of local roads (residential/industrial roads)
- Typical design ‘life’ of a roadway surface is 20-25 years.
  - Regular maintenance (e.g. slurry seal & overlay) can continuously extend the pavement ‘life’, thereby reducing the need for significant rehabilitation.
- Public Works prepares and updates the Pavement Management Program (PMP) every two years.
  - Update is required by OCTA to remain eligible for Measure M2 funds.
  - Latest update was completed in May 2018, next update is due May 2020.

Pavement Management Program

- PMP includes inspections of the arterial roads every two years and the local roads every six years.
- The program determines the existing roadway condition and assigns a Pavement Conditions Index (PCI) rating from 0-100 for each roadway segment.
- The PMP objective is to:
  - Determine existing pavement conditions
  - Develop pavement rehabilitation strategies
  - Forecast future pavement rehabilitation projects
    - Type of repair, locations and scope
  - Forecast budget needs

Pavement Condition Index

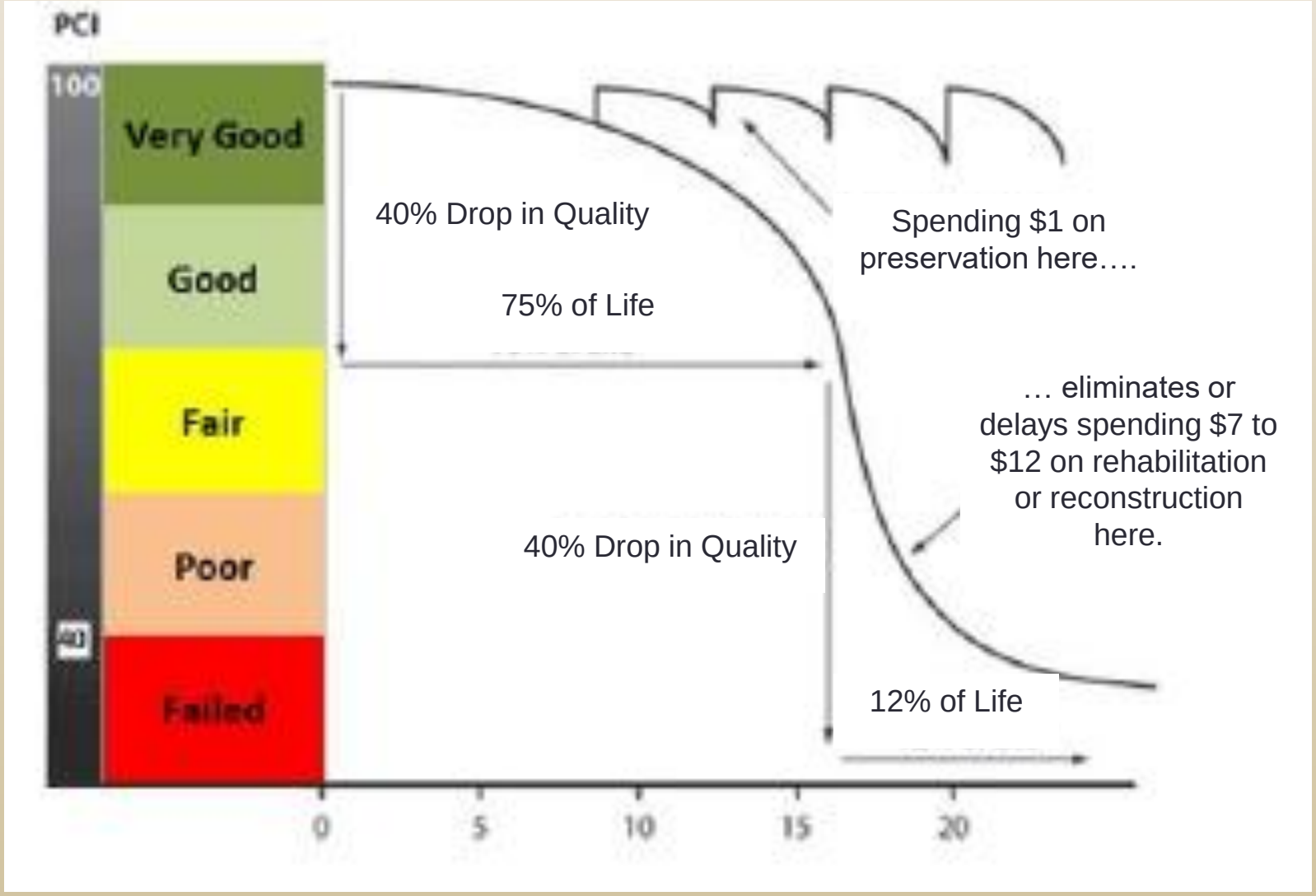
- The PCI is a function of overall condition of the pavement. Condition problems include potholes, cracking, failures, rutting, etc.
- Fewer problems = higher PCI rating
  - 0=very poor, 100=very good



Factors That Effect Pavement Life

- *Delay of Preventive Maintenance*
- *Traffic Volume and Loading*
- *Age of Pavement*
- *Type of Pavement (PCC vs AC)*
- *Soil and Base Material Under Pavement*
- *Storm Water Infiltration into Subgrade*
- *Utility Trench Cuts*

Pavement Life Cycle Costs



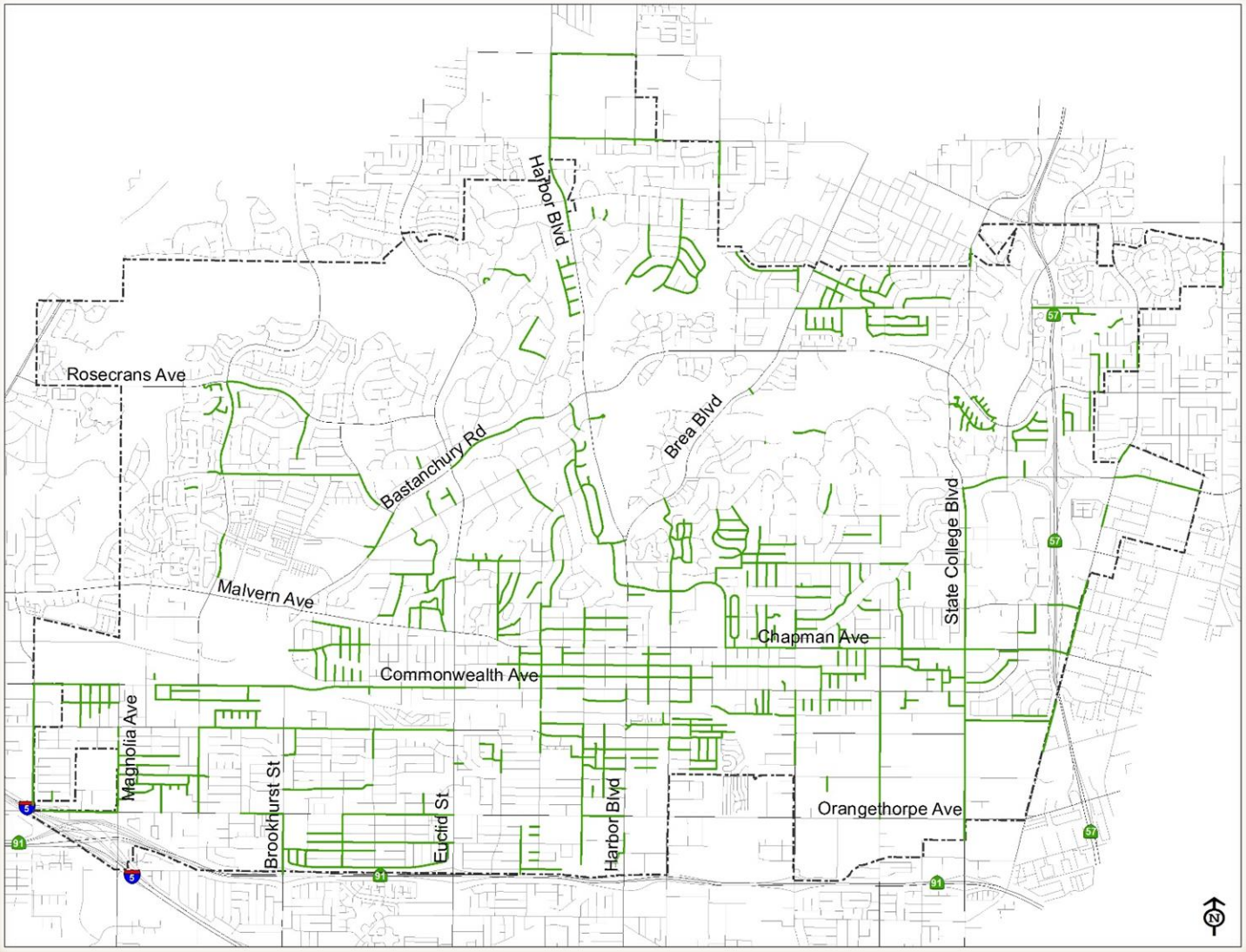
PCI Ratings

PCI 86-100 – Very Good

- Typical rehabilitation – Slurry Seal application after 10 years
- 28% of all streets (82 mi)
- 33% of arterial roads (22 mi)
- 27% of local roads (60 mi)

State College Boulevard
(north of Commonwealth Avenue)
PCI = 100

Streets with PCI Rating 86-100 (V. Good)



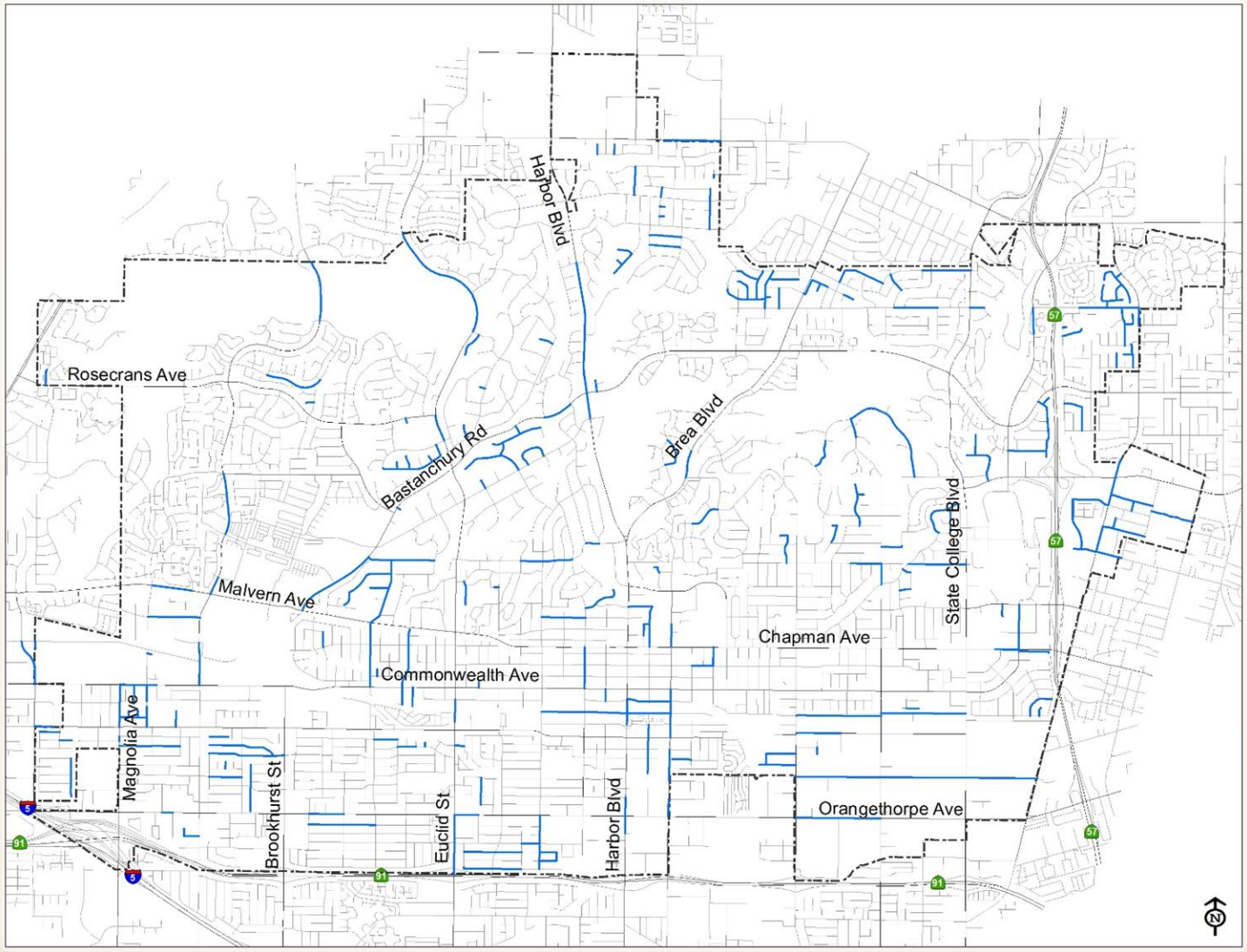
PCI Ratings

PCI 75-85 - Good

- Typical rehabilitation - Crack Seal and Slurry Seal
- 13% of all streets (39 mi)
- 14% of arterial roads (9 miles)
- 13% of local roads (30 miles)

Highland Avenue
(north of Commonwealth Avenue)
PCI = 80

Streets with PCI Rating 75-85 (Good)



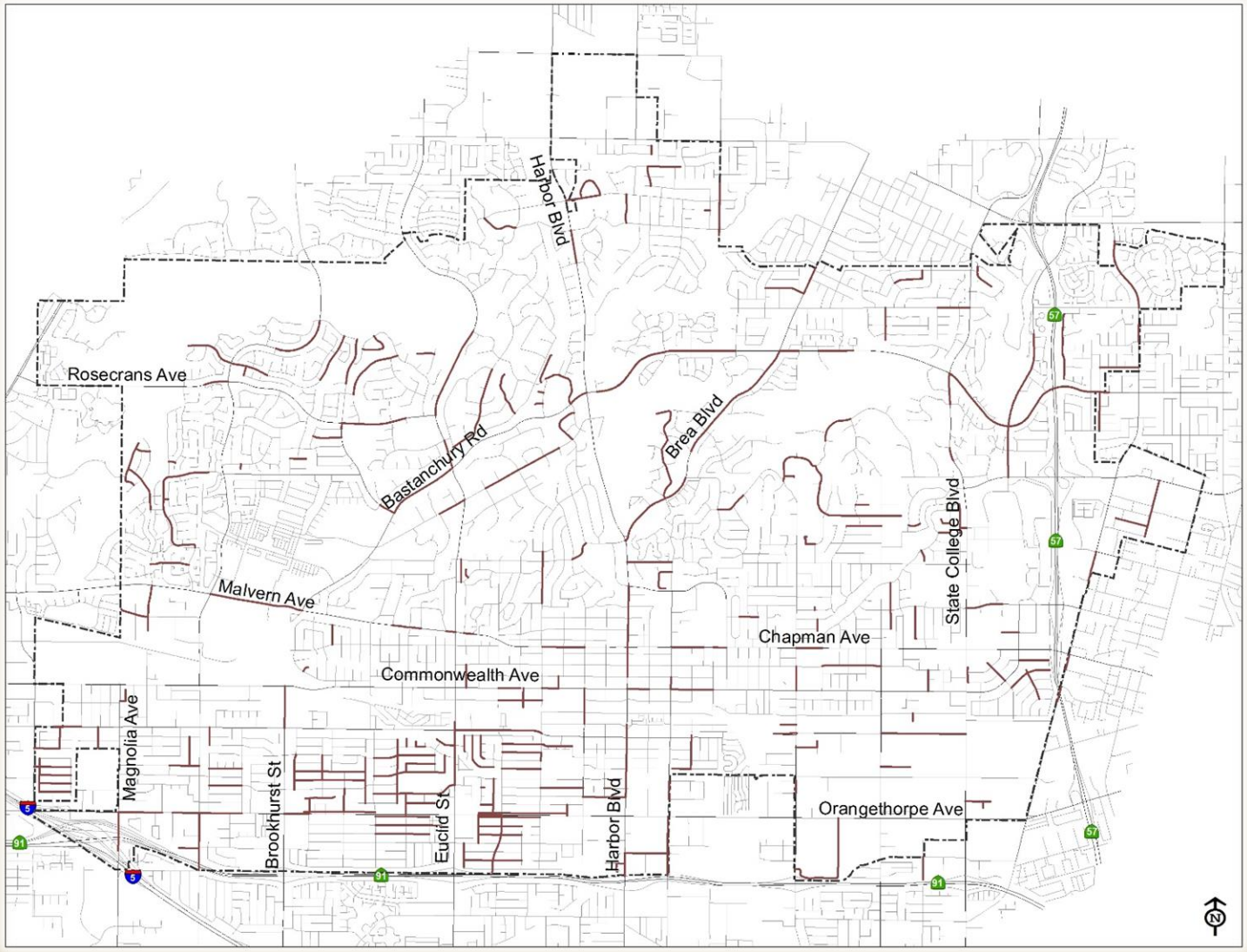
PCI Ratings

PCI 60-74 - Fair

- Typical rehabilitation - Thin Overlay/Spot Repairs
- 17% of all streets (48 mi)
- 23% of arterial roads (16 miles)
- 14% of local roads (32 miles)

Harbor Boulevard
(north of Chapman Ave)
PCI = 71

Streets with PCI Rating 60-74 (Fair)



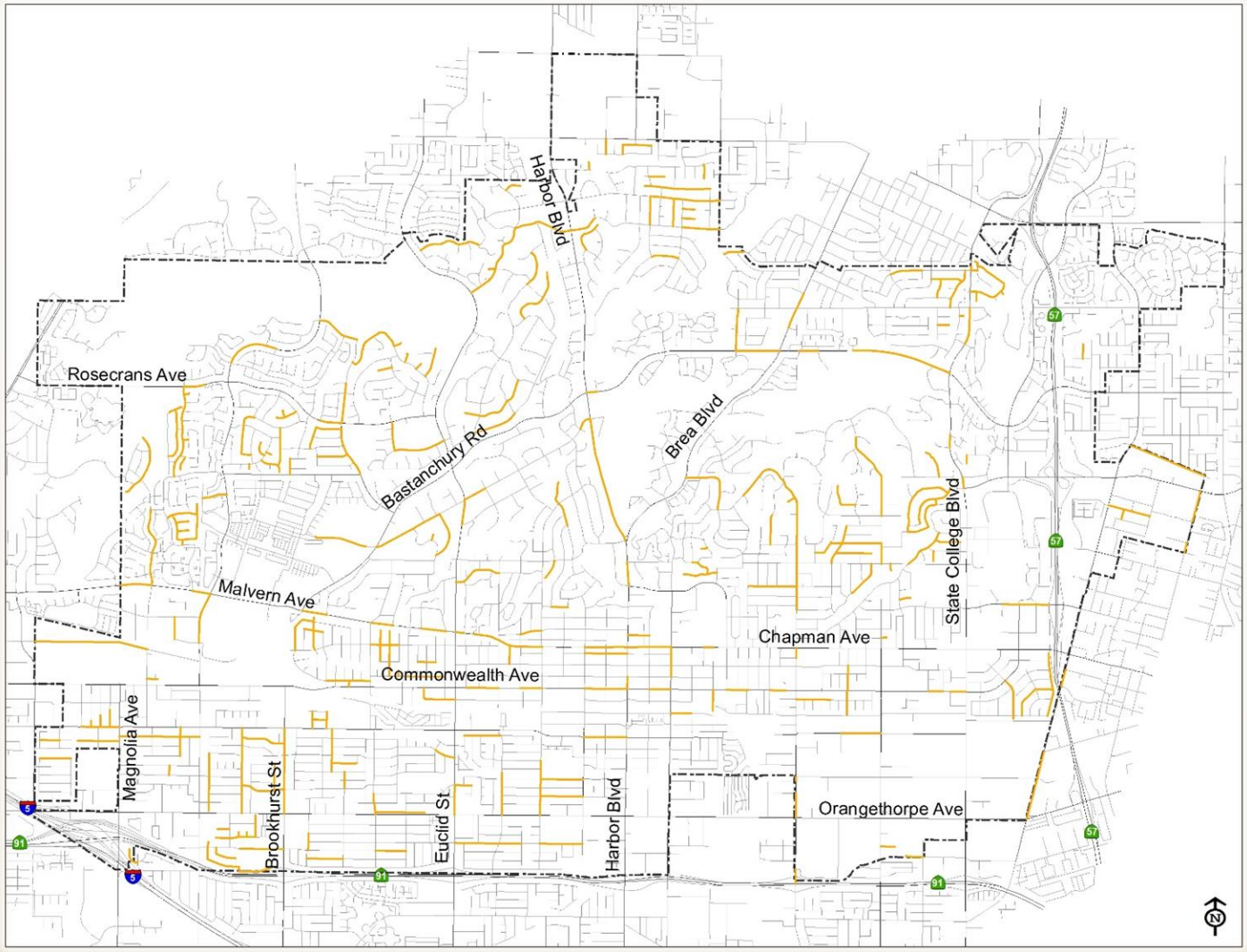
PCI Ratings

PCI 41-59 - Poor

- Typical rehabilitation = Thick Overlay
- 15% of all streets (45 mi)
- 14% of arterial roads (10 miles)
- 16% of local roads (35 miles)

Chapman Avenue
(west of Harbor Boulevard)
PCI = 46

Streets with PCI Rating 41-59 (Poor)



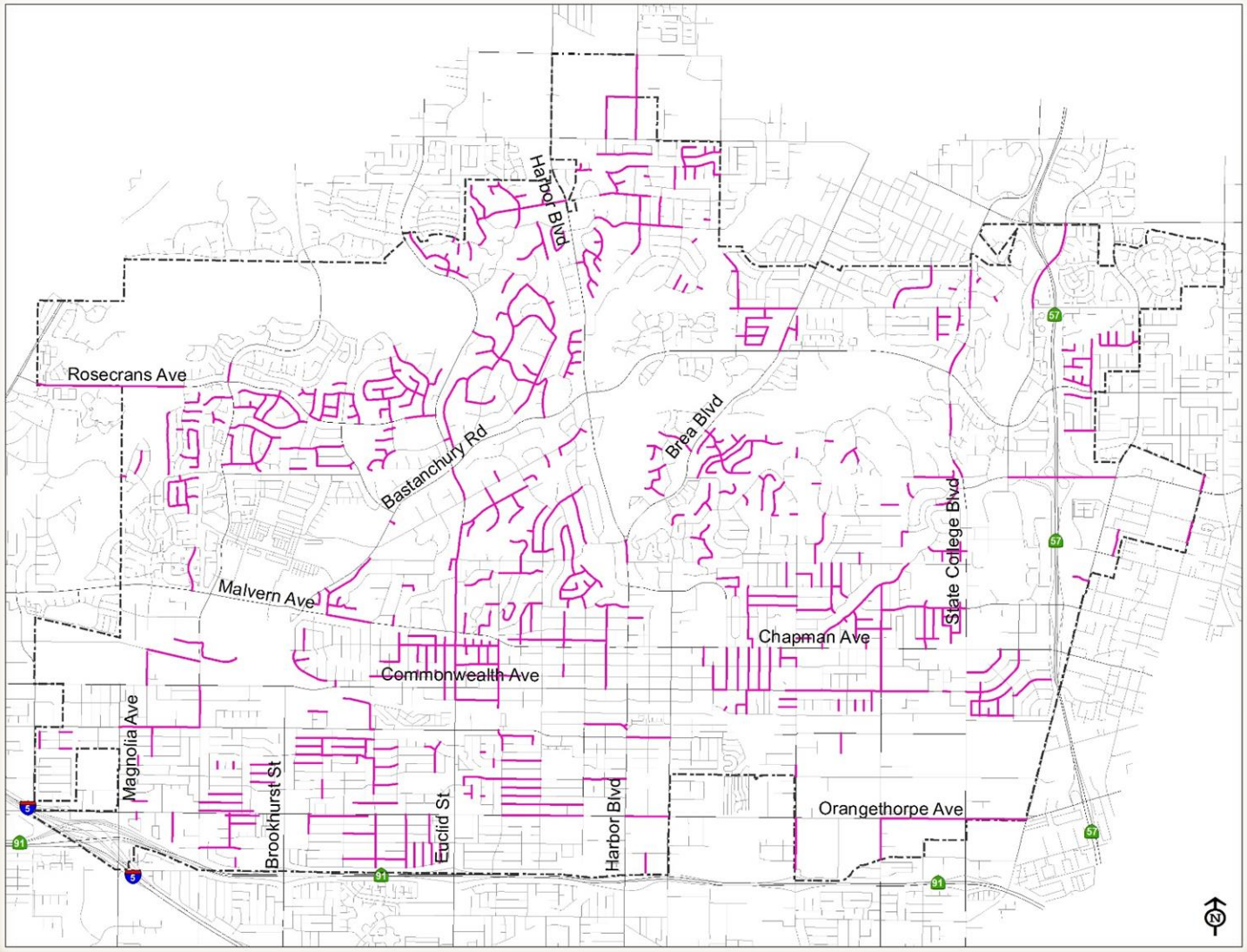
PCI Ratings

PCI 0-40 – Very Poor

- Typical rehabilitation = Full Reconstruction / Remove & Replace
- 27% of all streets (80 mi)
- 16% of arterial roads (10 miles)
- 30% of local roads (70 miles)

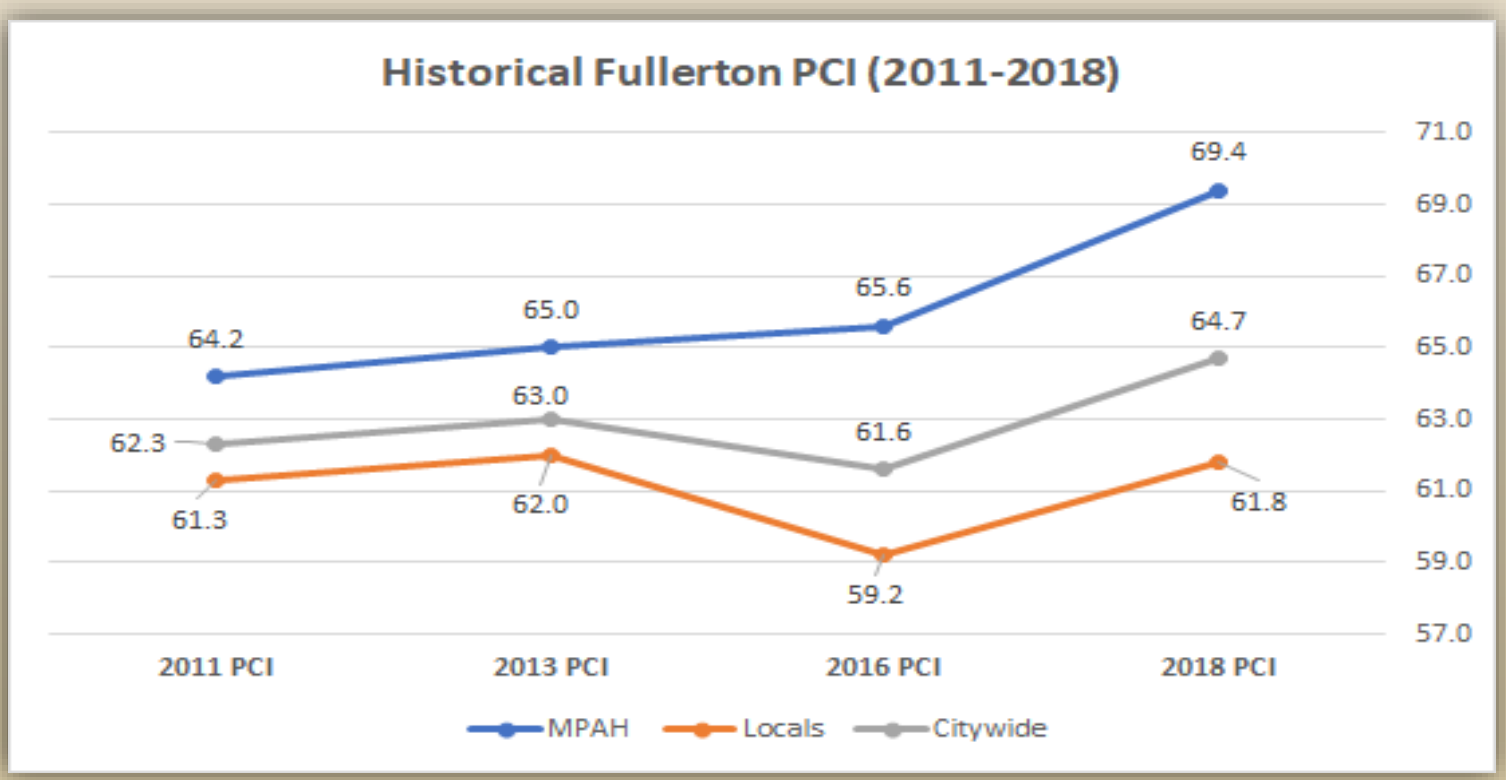
Victoria Drive
(west of Dorothy Lane)
PCI = 13

Streets with PCI Rating 0-40 (Very Poor)



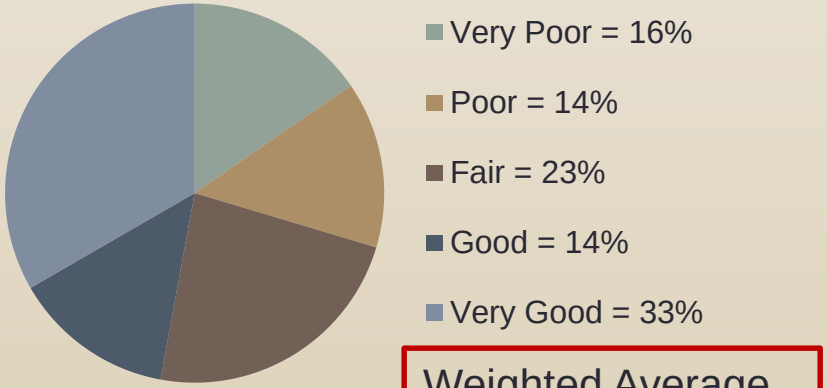
Historical PCI *(where we were)*

Item	2011 PCI	2013 PCI	2016 PCI	2018 PCI (Current)
Arterial Streets	64.2	65.0	65.6	**69.4**
Local Streets	61.3	62.0	59.2	**61.8**
Citywide	62.3	63.0	61.6	**64.7**



Current PCI Rating *(where we are)*

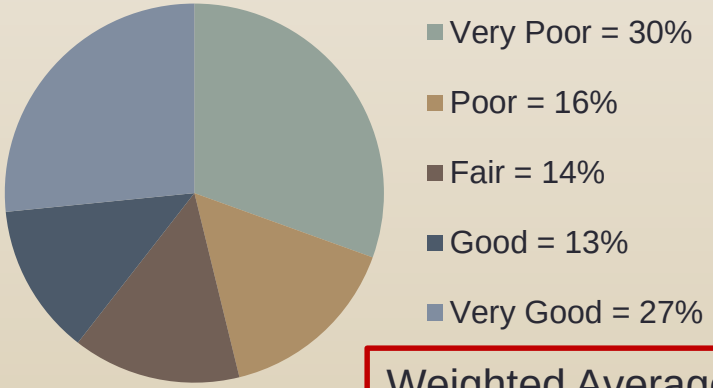
PCI - Arterial Roads



Weighted Average
PCI = 69.4 (Fair)

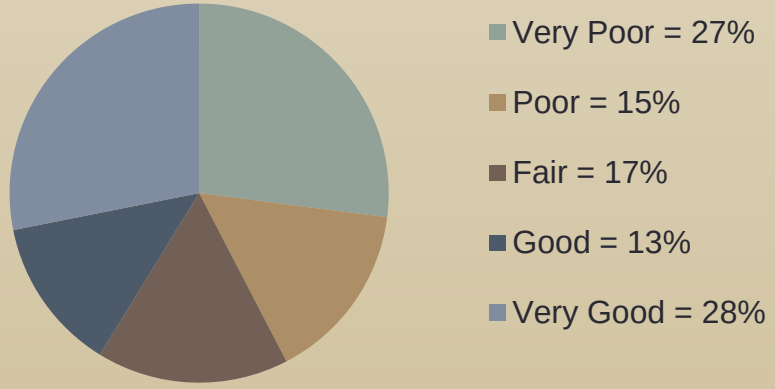
**Significant arterial street improvements in 2017 were funded by private development and other agencies (OCSD, OCTA, cities).*

PCI - Local Roads



Weighted Average
PCI = 61.8 (Fair)

PCI - All Roads (Weighted)



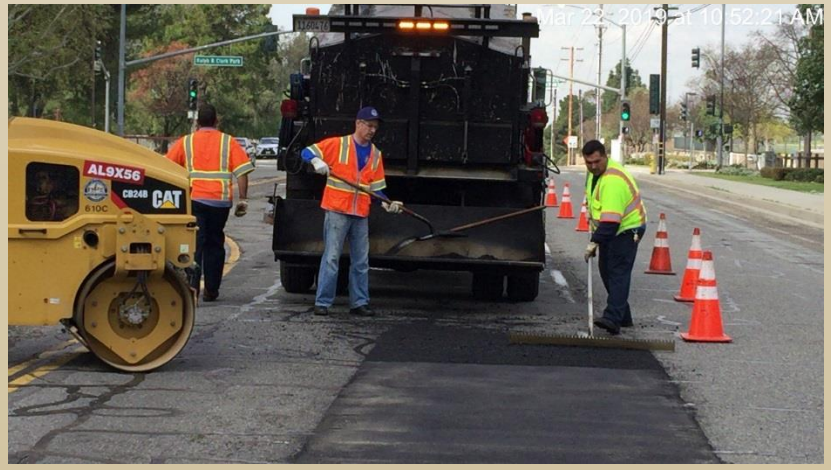
Overall Weighted
City Average
PCI = 64.7 (Fair)

Street Improvements vs Maintenance

Street Improvements

Design and Construction of Major Improvements

- Street Slurry Sealing
- Street Rehabilitation and Reconstruction
- Curb Ramp and Curb & Gutter Reconstruction
- Center Median Construction or Modifications



Street Maintenance

Operational level repairs

- Signing and Striping Preservation
- Potholes
- Grinding of sidewalk (trip hazards)
- Street Light Repair

Street Funding Sources

Allowable Funding Sources and Uses:

Measure M2	Roadway Maintenance & Improvements
SB-1 (new gas tax)	Roadway Maintenance & Improvements
State and Federal Gas Tax	Roadway Maintenance & Improvements
* General Fund	Allowable when designated by Council
* Grants	Limited to uses as allowed by Grant
* One-Time Revenues	Sale of City land or miscellaneous items

* Not typically available so not considered in ongoing planning efforts. Incorporated into plan when obtained.

Funding Comments

- Other City funds (Sewer Enterprise, Park Dwelling, Water Fund, Airport Fund, etc….) CANNOT be used for street improvements

Street Funding Sources - Cont'd

General Fund - Annual Revenues - $97M

Property Tax = $45.2M

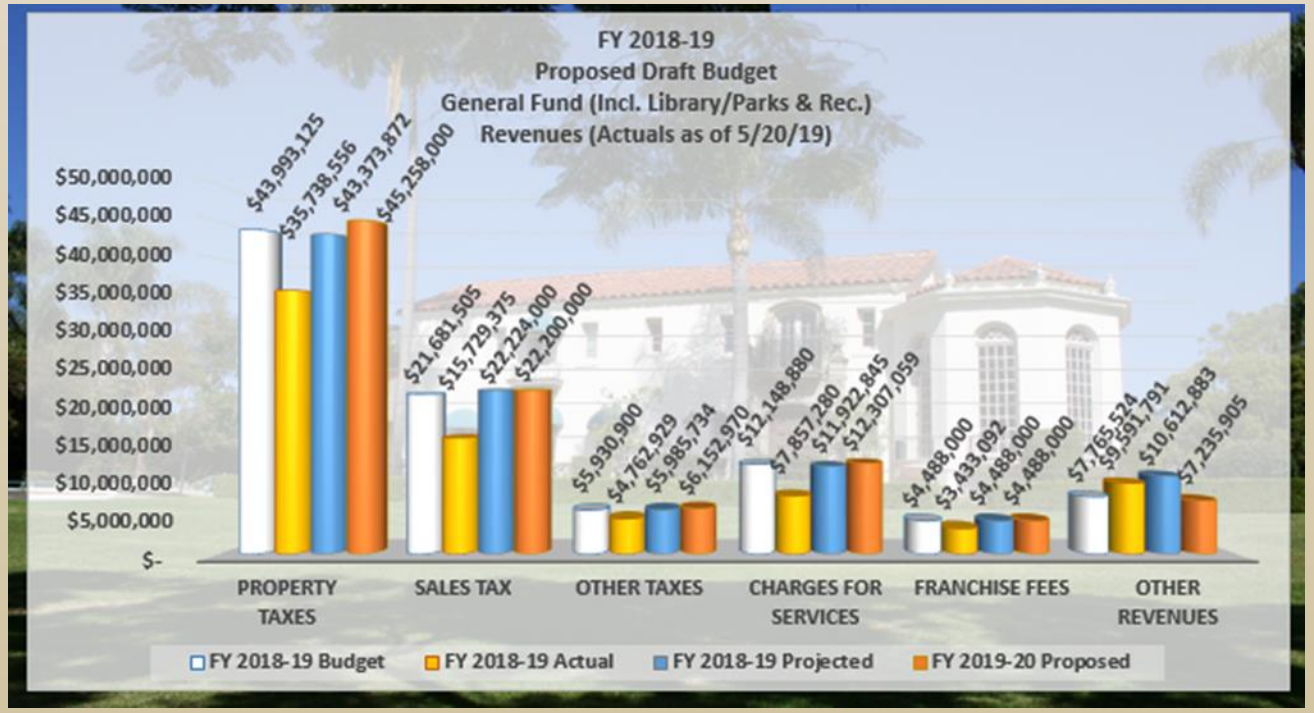
Sales Tax = $22.2M

Charges for Services = $12M

Other Taxes (TOT, Business Reg) = $6.1M

Franchise Fees = $4.5M

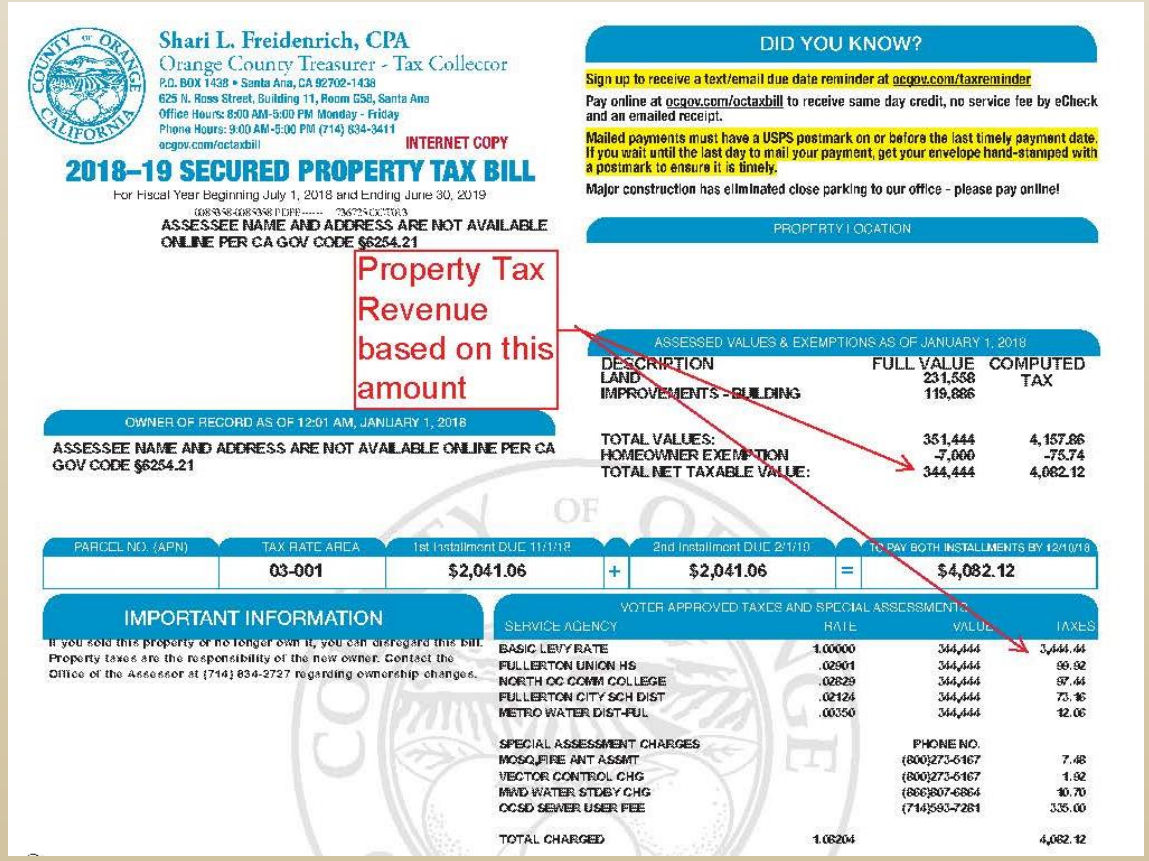
Other Revenues = $7.2M



Street Funding Sources - Cont'd

General Fund

- Can be used for any general purpose
- Property Tax Revenue makes up 46% of the General Fund



Shari L. Freidenrich, CPA
Orange County Treasurer - Tax Collector
P.O. BOX 1438 • Santa Ana, CA 92702-1438
625 N. Ross Street, Building 11, Room G56, Santa Ana
Office Hours: 8:00 AM-5:00 PM Monday - Friday
Phone Hours: 9:00 AM-5:00 PM (714) 834-3411
ocgov.com/octaxbill

INTERNET COPY

2018–19 SECURED PROPERTY TAX BILL

For Fiscal Year Beginning July 1, 2018 and Ending June 30, 2019

ASSESSEE NAME AND ADDRESS ARE NOT AVAILABLE ONLINE PER CA GOV CODE §6254.21

Property Tax Revenue based on this amount

OWNER OF RECORD AS OF 12:01 AM, JANUARY 1, 2018

ASSESSEE NAME AND ADDRESS ARE NOT AVAILABLE ONLINE PER CA GOV CODE §6254.21

DID YOU KNOW?

Sign up to receive a text/email due date reminder at ocgov.com/taxreminder

Pay online at ocgov.com/octaxbill to receive same day credit, no service fee by eCheck and an emailed receipt.

Mailed payments must have a USPS postmark on or before the last timely payment date. If you wait until the last day to mail your payment, get your envelope hand-stamped with a postmark to ensure it is timely.

Major construction has eliminated close parking to our office - please pay online!

PROPERTY LOCATION

ASSESSED VALUES & EXEMPTIONS AS OF JANUARY 1, 2018

DESCRIPTION	FULL VALUE	COMPUTED TAX
LAND	231,558	
IMPROVEMENTS - BUILDING	119,886	
TOTAL VALUES:	351,444	4,157.86
HOMEOWNER EXEMPTION	-7,000	-75.74
TOTAL NET TAXABLE VALUE:	344,444	4,082.12

PARCEL NO. (APN)	TAX RATE AREA	1st Installment DUE 11/1/18		2nd Installment DUE 2/1/19		TO PAY BOTH INSTALLMENTS BY 12/10/18
	03-001	$2,041.06	+	$2,041.06	=	$4,082.12

IMPORTANT INFORMATION

If you sold this property or no longer own it, you can disregard this bill. Property taxes are the responsibility of the new owner. Contact the Office of the Assessor at (714) 834-2727 regarding ownership changes.

VOTER APPROVED TAXES AND SPECIAL ASSESSMENTS

SERVICE AGENCY	RATE	VALUE	TAXES
BASIC LEVY RATE	1.00000	344,444	3,444.44
FULLERTON UNION HS	.02901	344,444	99.92
NORTH OC COMM COLLEGE	.02829	344,444	97.44
FULLERTON CITY SCH DIST	.02126	344,444	73.16
METRO WATER DIST-FUL	.00350	344,444	12.06
SPECIAL ASSESSMENT CHARGES		PHONE NO.	
MOSQ,FIRE ANT ASSMT		(800)273-6167	7.48
VECTOR CONTROL CHG		(800)273-6167	1.92
MWD WATER STDBY CHG		(866)807-6864	10.70
OCSD SEWER USER FEE		(714)593-7281	335.00
TOTAL CHARGED	1.08204		4,082.12

Street Funding Sources - Cont'd

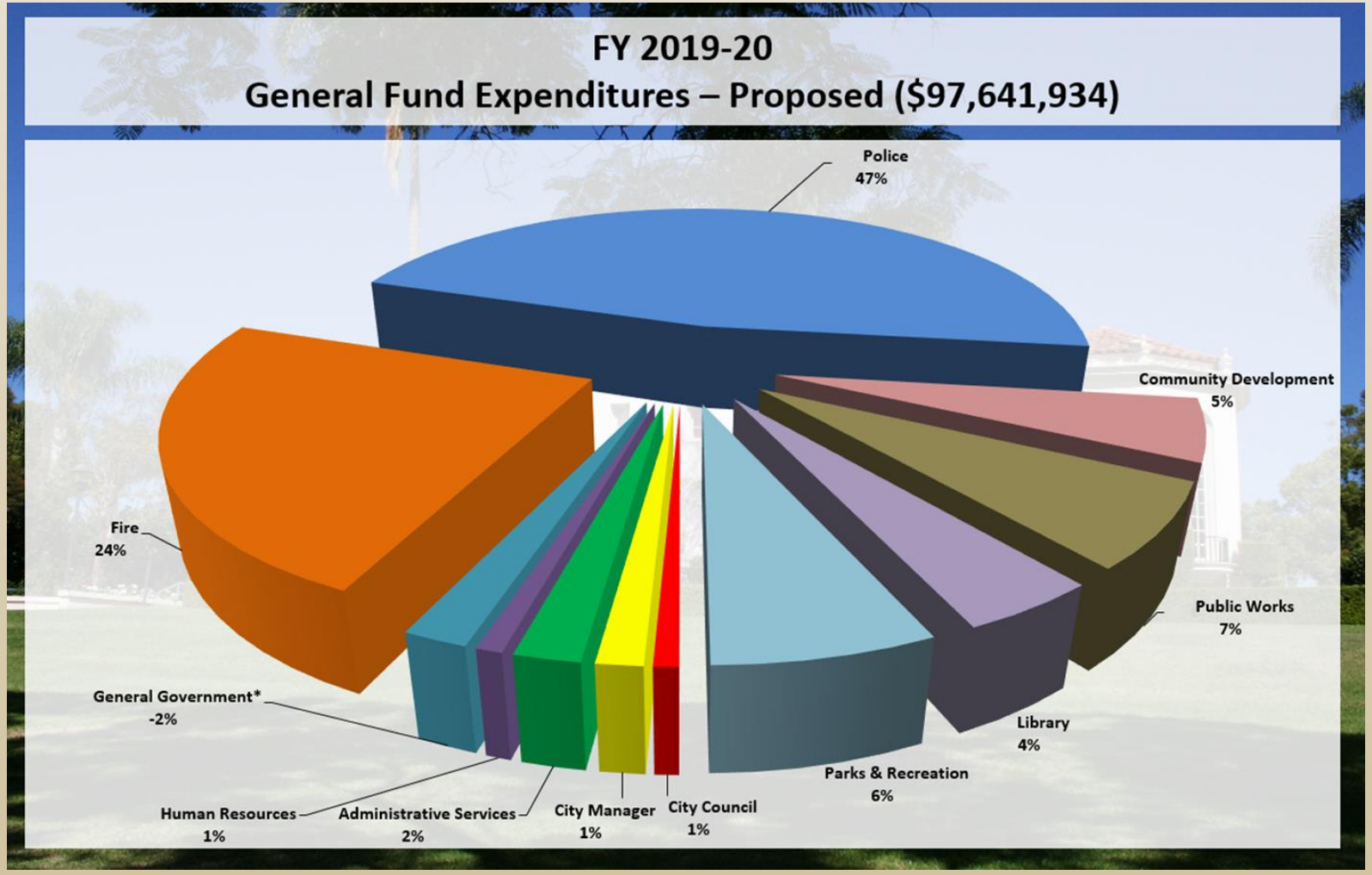
General Fund - Property Tax Revenue

- City receives 15.6 cents for every property tax dollar
- School bonds, MWD are excluded

TO COUNTY Paid to County for Assessed Property Value		TO FULLERTON 15.6¢ per dollar paid in prior column Police, Fire, Parks, Recreation, Library, Building, Planning, etc.
$400		$62.40 yr / $5.20 mo
$1,000		$156 yr / $13 mo
$2,000		$312 yr / $26 mo
$3,000		$468 yr / $39 mo
$5,000		$780 yr/ $65 mo
$7,000		$1,092 yr / $91 mo
$9,000		$1,404 yr / $117 mo

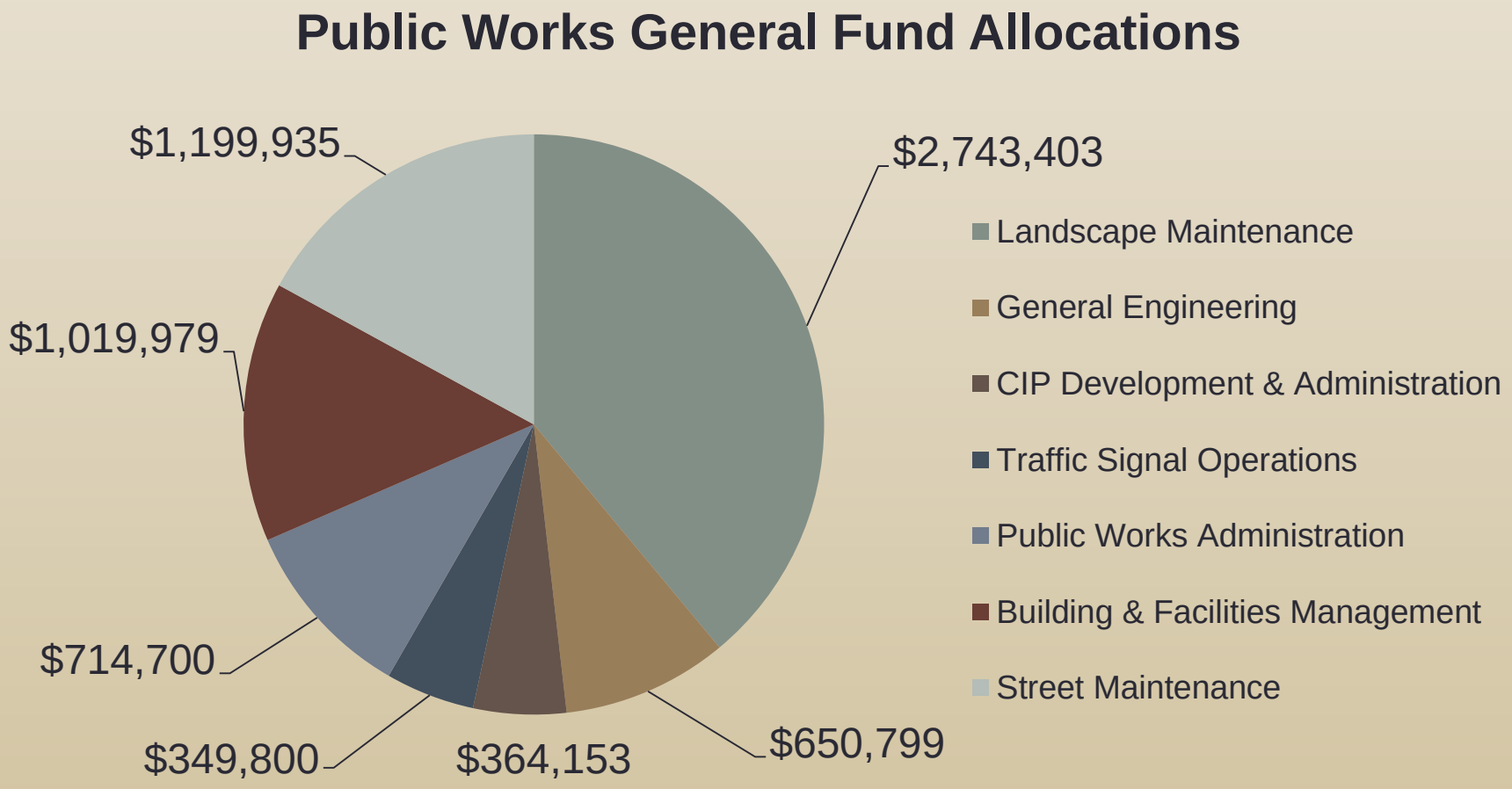
Street Funding Sources - Cont'd

General Fund – Typical Uses



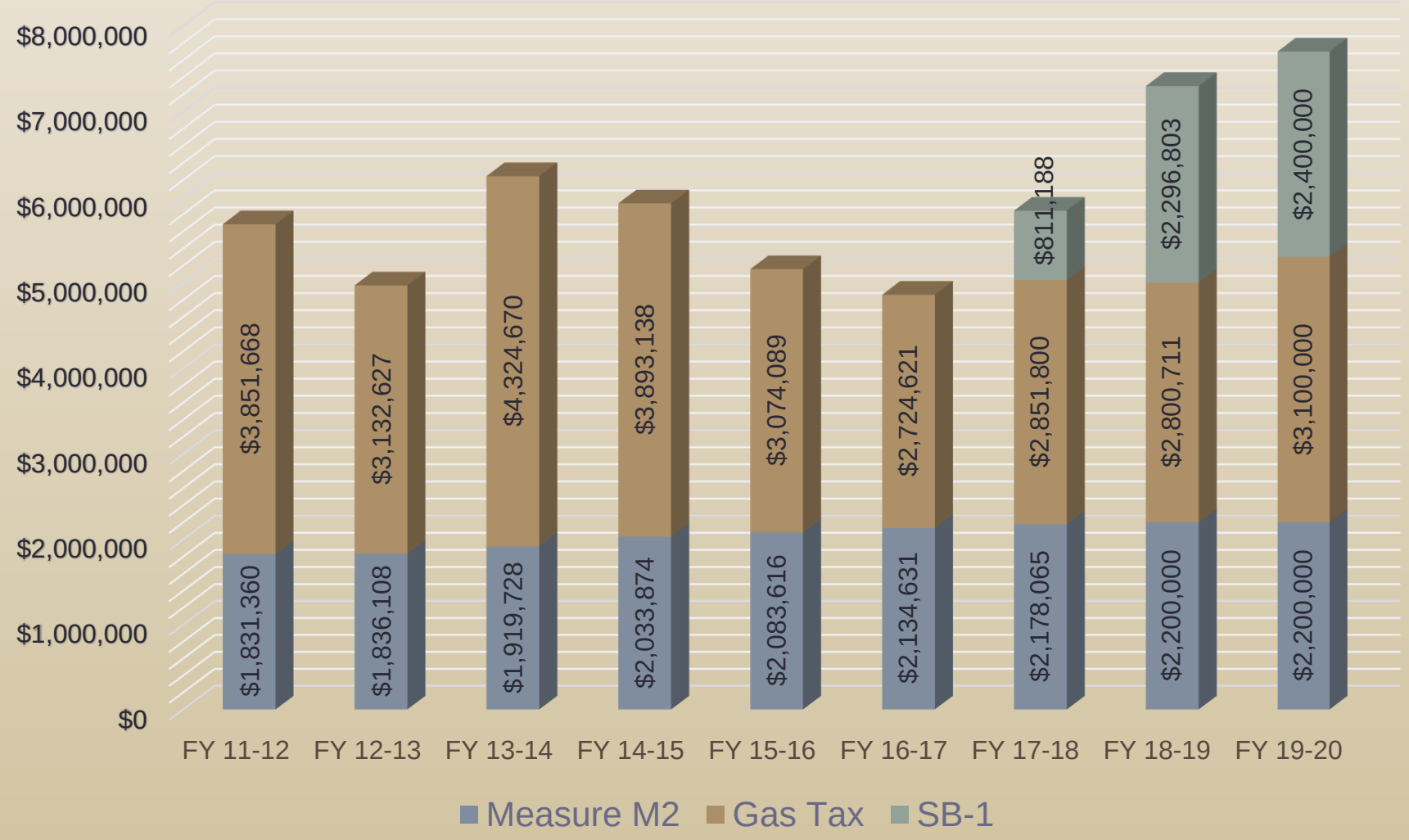
Street Funding Sources - Cont'd

General Fund – Public Works Breakdown



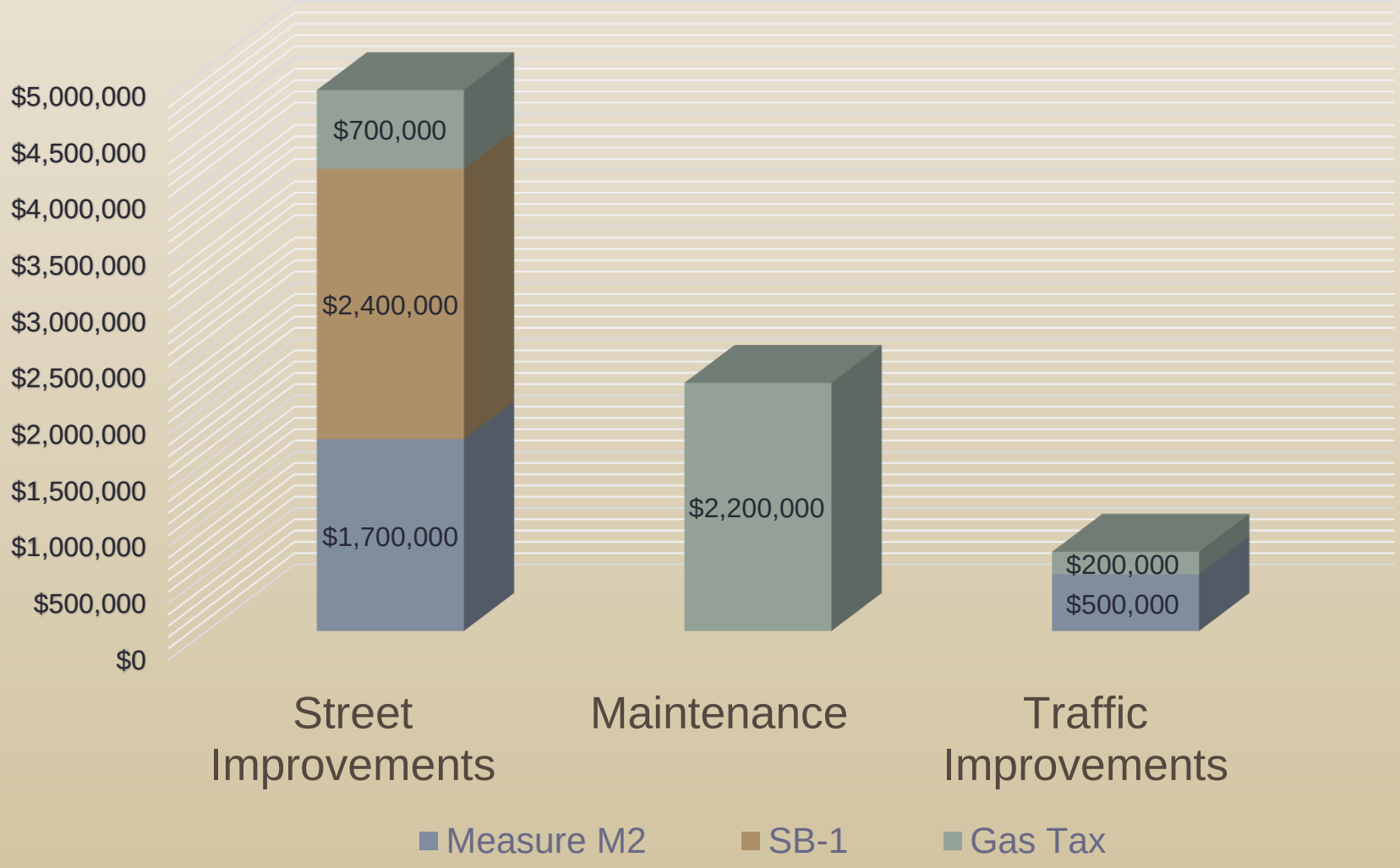
Historical Street Funding (Outside Sources) Improvements and Maintenance

*excludes General Fund & Sanitation Fund

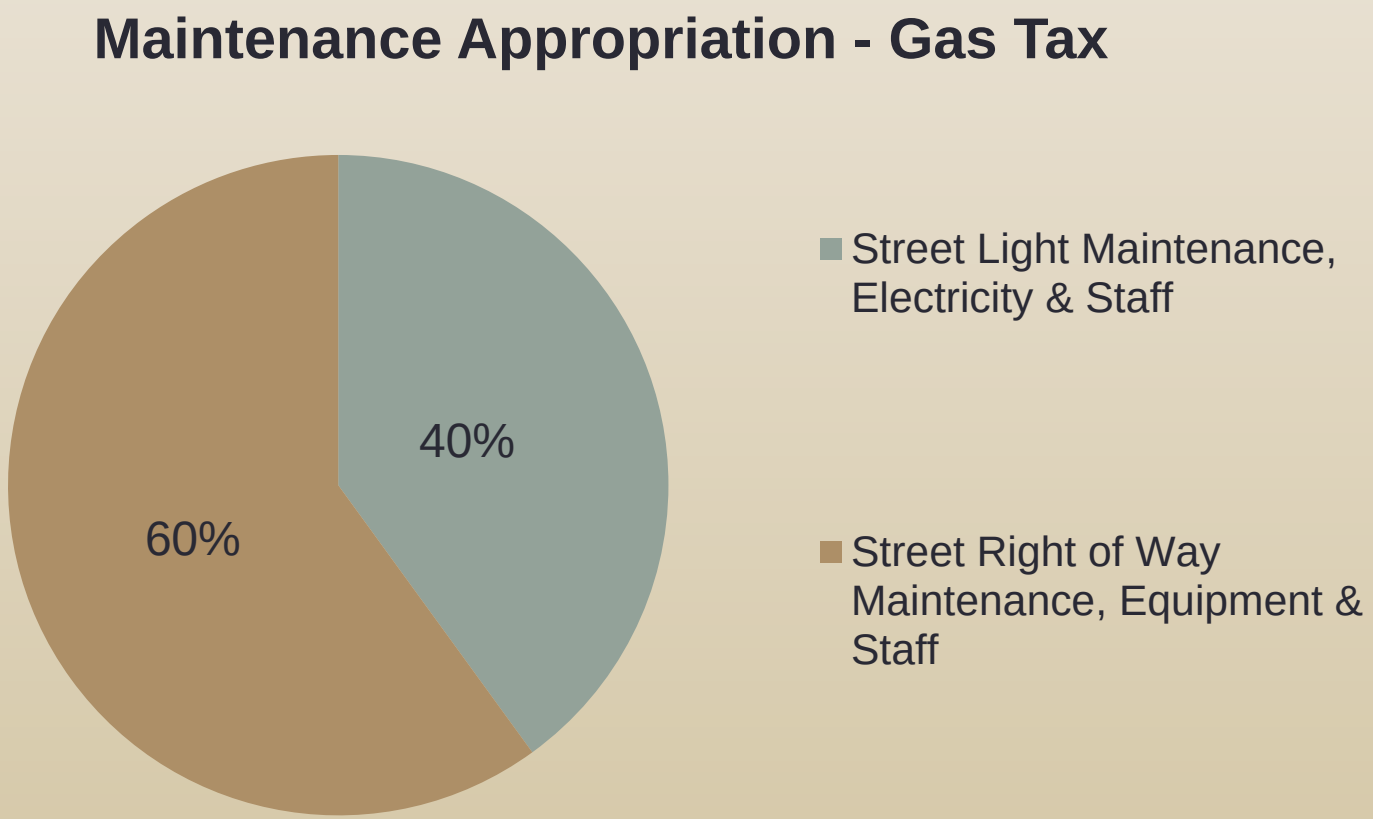


Street Funding (Outside Sources) FY 19-20 Improvements and Maintenance

*excludes General Fund & Sanitation Fund



Street Funding (Outside Sources)



Street Condition & Funding Comparison

Agency	*Citywide PCI*	*Street Mileage*	*Annual Funding*	*Funding per Mile*	*Comments*
Brea (2017)	77.9 *(81.7 2015)*	117 mi	$2.75M	$23,504	PCI will decrease to 76.6 at FY23/24 at current funding
Placentia* (2018)	67.0	131 mi	$1.4M	$10,687	PCI will decrease to 47 at FY29/30 at current funding
Anaheim (2017)	72.0 (71.0 2015)	585 mi	$13.5M	$23,077	PCI will decrease to 63 at FY23/24 at current funding
Orange (2018)	80.0 (78.0 2016)	314 mi	$4.5M	$14,331	PCI will decrease to 73 at FY24/25 at current funding
Fullerton (2018)	64.7 (61.6 2016)	294 mi	$4.8M	$16,326	PCI will decrease to 64.3 at FY24/25 at current funding

* Report completed prior to approval of local ballot Measure U in Nov 2018

Use of Street Funds - Improvements

Typical Allocation of Street Improvement Funds

- *Total Funding Available = $4.8 M*
- Arterial/Major Streets
  - $ 2.4 M (100% of available SB-1 funds)
  - Results in approximately 1 mile of improvements annually
  - City has approximately 68 miles to maintain
- Local/Residential Streets
  - $2.4 M (Measure M2 and Gas Tax)
  - Results in approximately 2.5 – 3.0 miles of improvements annually
  - City has approximately 226 miles to maintain
  - Typically combine improvements with water/sewer improvements to help extend the limited funding

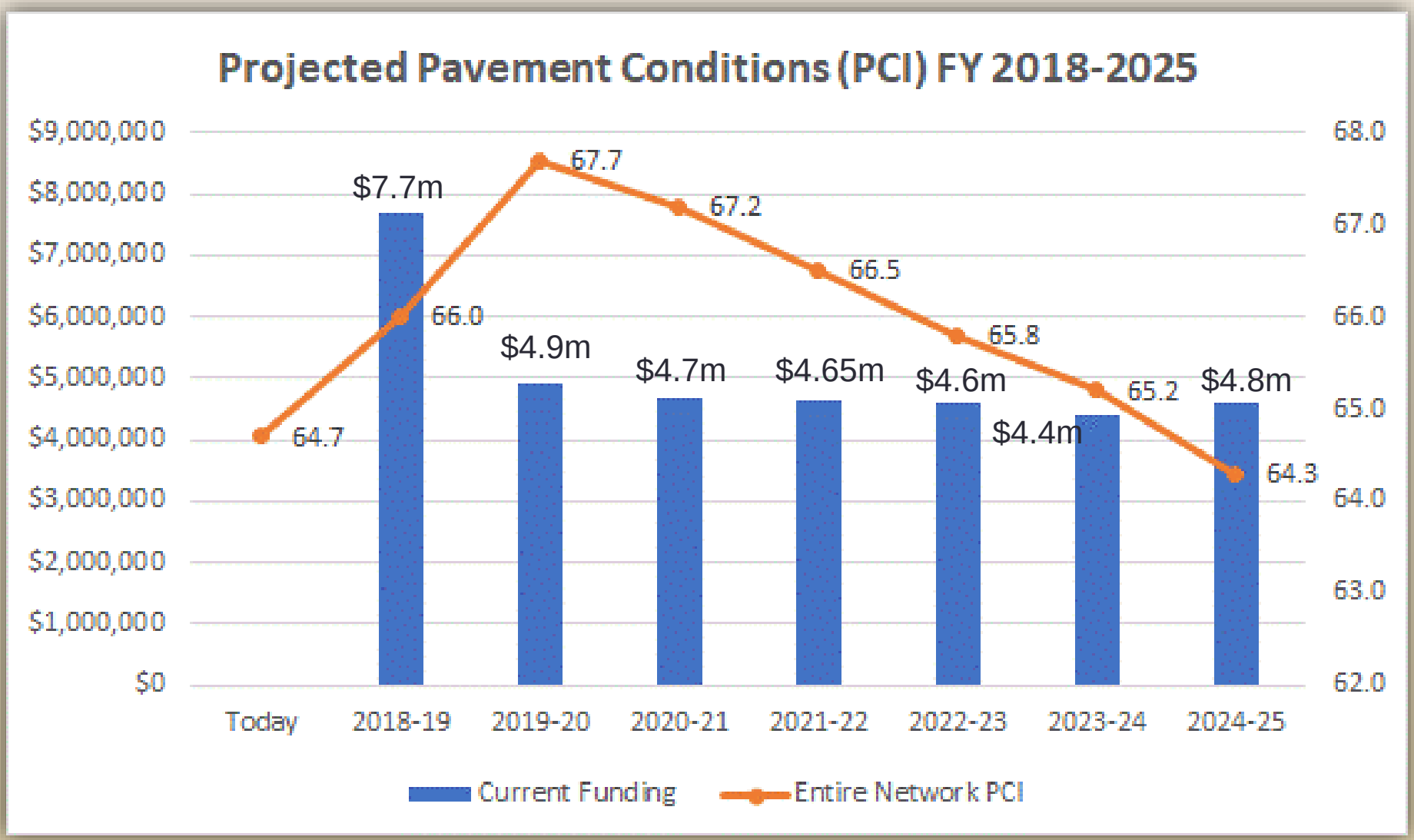
Major Street Improvement Costs

Budgetary Costs for Major Street Improvements

Road Type	*Treatment Type*	*PCI*	*$ per Mile*	*$ per SF*
Local/ Residential	Typically No Work	86-100	-	-
	Slurry Seal	75-85	$128,000	$0.76
	2” Edge Grind & Overlay*	60-74	$674,000 to $1,094,000	$3.99 to $6.47
	4” Grind & Overlay*			
	6” Grind & Overlay*	41-59	$1,322,000	$7.82
	Full Reconstruction*	0-40	$1,538,000	$9.10
Arterial/ Major	Typically No Work	75-100	-	-
	3” Grind & Overlay*	60-74	$1,440,000 to $1,642,000	$4.55 to $5.18
	4” Grind & Overlay*			
	6” Grind & Overlay*	41-59	$2,102,000	$6.64
	Full Reconstruction*	0-40	$3,316,000	$10.47

* ADA improvements required

PCI Projection *(where we going)*

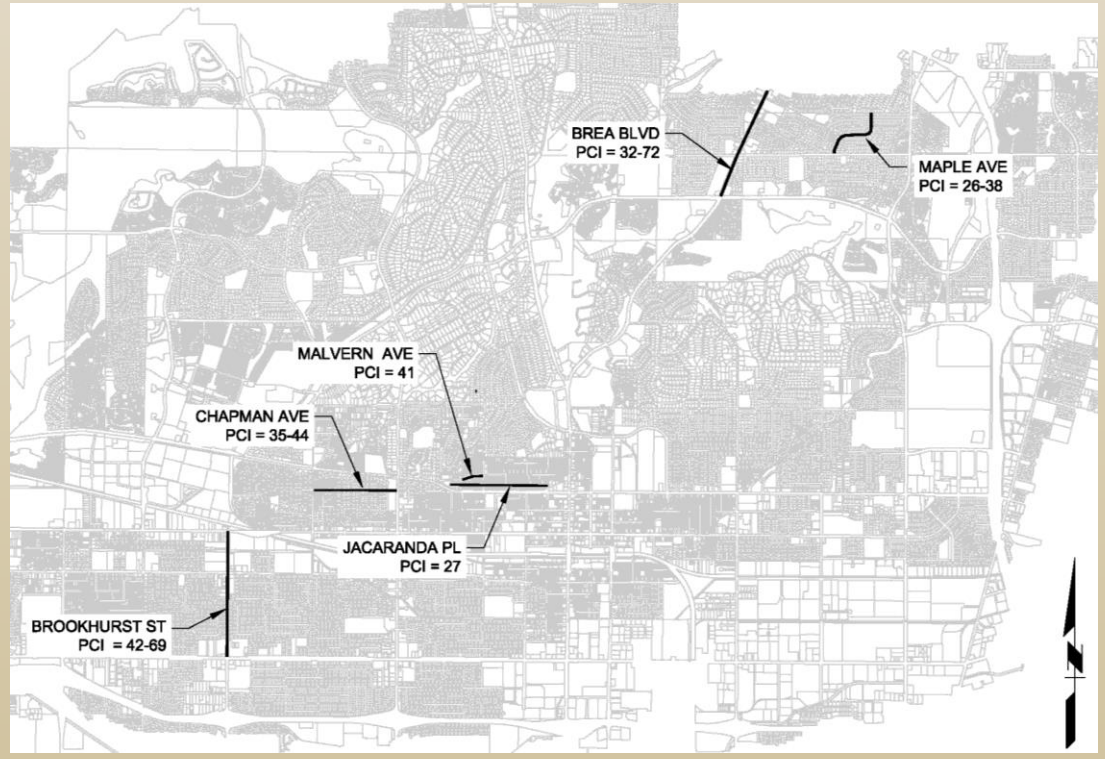


Increase Level of Improvements

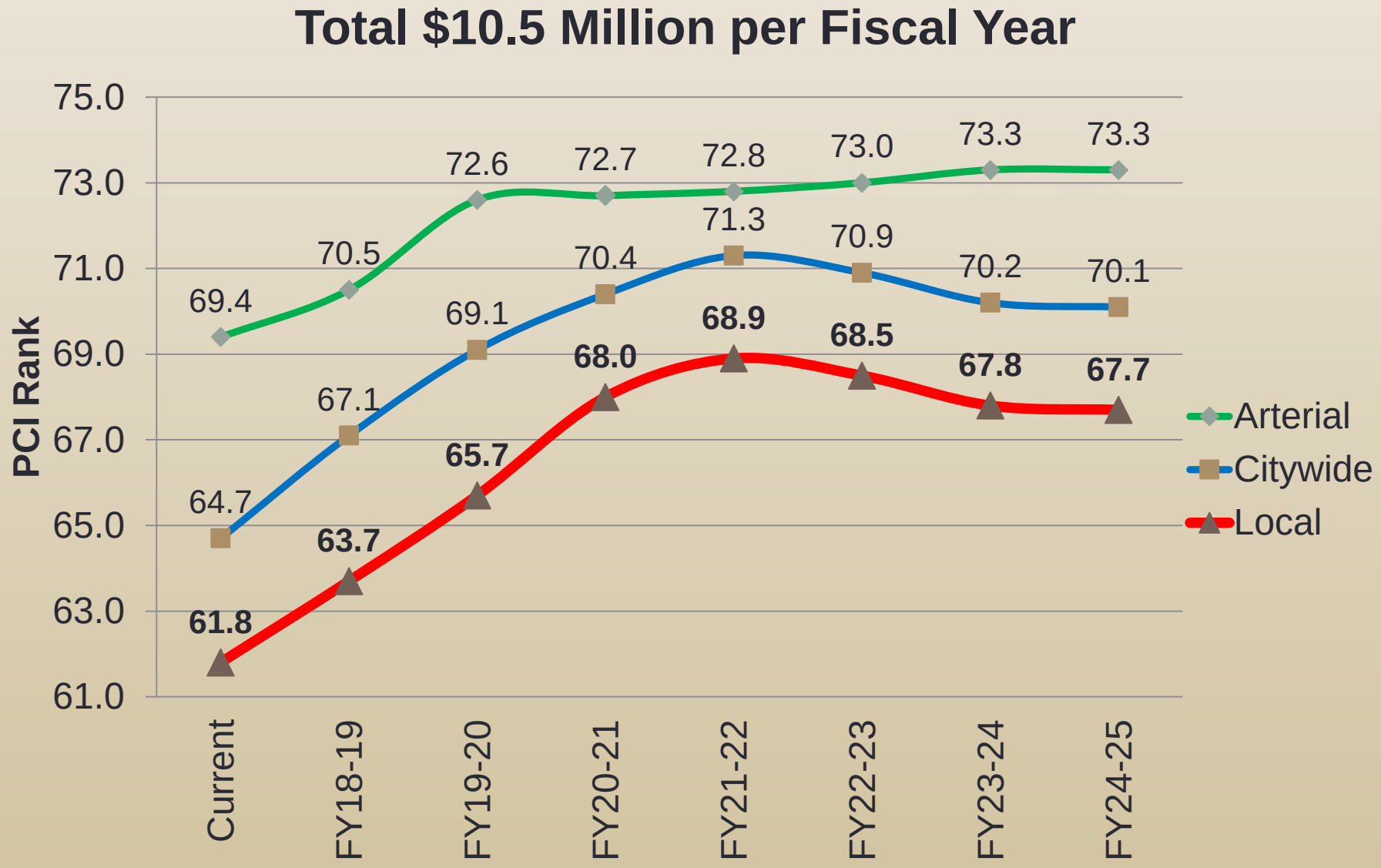
Simple Answer……Increased Funding for Streets

Use of One-Time Revenues

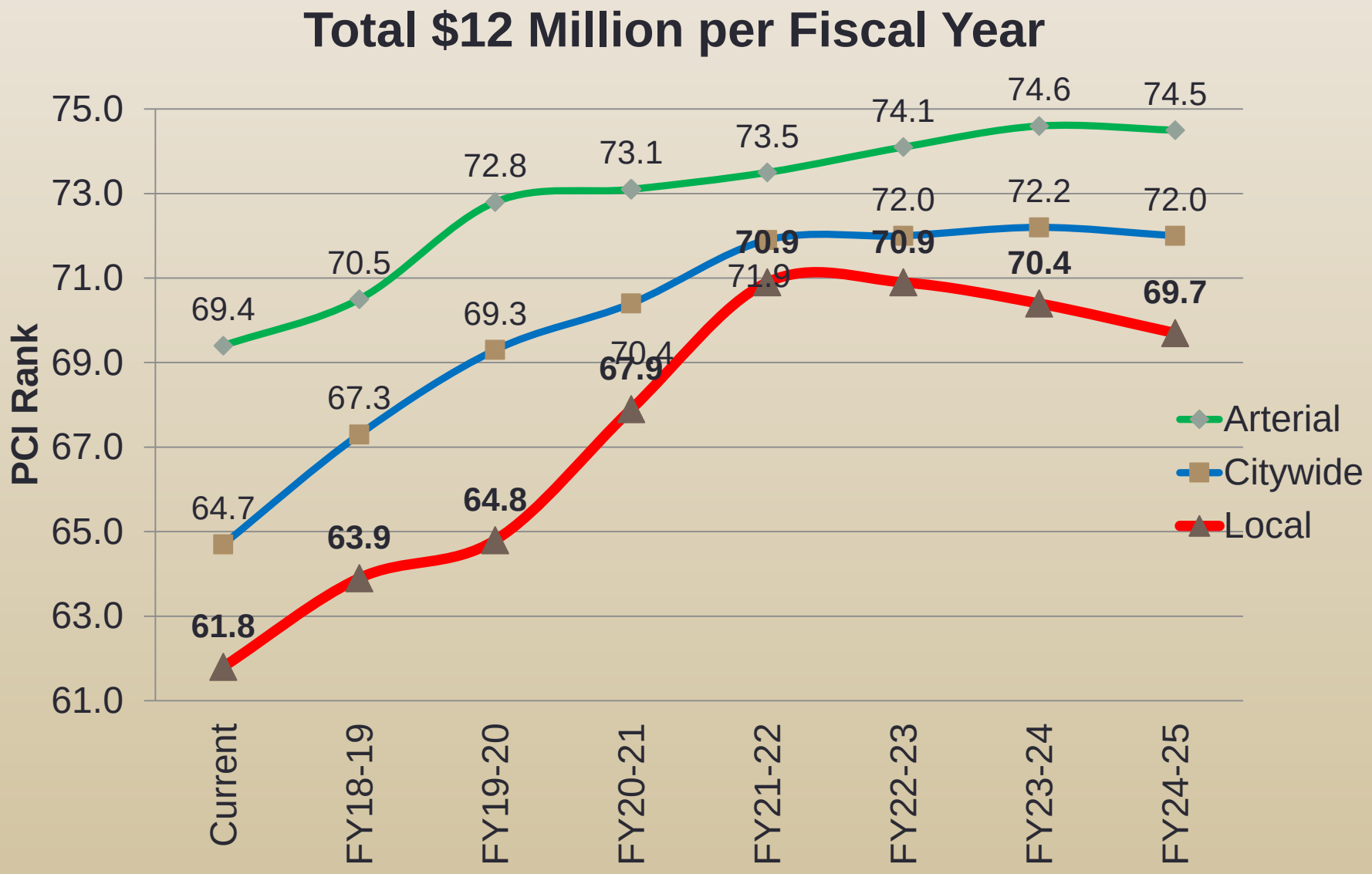
- On April 2, 2019 Council approved use of $5.4M property sale revenue to fund street improvements.
  - Brea Boulevard
  - Maple Avenue
  - Chapman Avenue
  - Malvern Avenue
  - Jacaranda Place
  - Brookhurst Street



Additional Funding & Resulting PCI



Enhanced Funding & Resulting PCI



Street & Infrastructure Reviews

- August 1999
  - Staff report that included infrastructure deficiencies and various funding and revenue-raising options for all infrastructure needs, including streets.
  - Council formed the Infrastructure Advisory Committee.
- April 2001
  - Report by the Infrastructure Advisory Committee
  - Included recommendation of an infrastructure deficiency funding plan with alternative strategies for financing ongoing maintenance and improvement costs.

Street & Infrastructure Reviews

- August 2012
  - Staff report that included results from the PMP indicating an average spending need of $8M just to maintain the current condition of the streets.
- September 2012
  - Staff report that included a discussion for additional funding for street improvements.
- December 2013
  - Staff report regarding City Infrastructure including condition and needed future funding for streets.
- April 2017
  - Letter from Citizens Infrastructure Review Committee recommending Council develop and implement a long term funding plan for street maintenance.
- September 2018
  - Letter from Citizens Infrastructure Review Committee to Council that included a request to consider budget cuts to fund street improvements.

Street & Infrastructure Needs Review

Infrastructure and Natural Resources Advisory Committee

- 9 member Council appointed committee of Fullerton residents
- Reviews infrastructure matters and provides recommendations to Council.
- Replaced the Citizens Infrastructure Review Committee.
- Currently reviewing all City Infrastructure Needs, including:

Streets	*Alleys*	*Bridges*
Parking Lots	*Parking Structures*	*Airport*
Traffic Systems	*Monument Signs*	*Buildings & Facilities*
Sewer System	*Water System*	*Parks & Trails*
Landscape & Trees	*Street Lights*	*I.T. Systems*
Maintenance Equipment	*PD Equipment*	*Fire Equipment*

Street & Infrastructure Needs Review

Infrastructure and Natural Resources Advisory Committee

- Infrastructure Needs Review involves determining deficiencies, funding needs to address deficiencies, providing strategies to address deficiencies and needs, priority of each deficiency, and potential funding sources.
- Recommendations will be presented to Council in early 2020.
- Committee meets 2nd & 4th Wednesday of each month. Residents are welcome to attend meetings and provide any comments.
- For more information, please visit the INRAC website located in the City of Fullerton website.

Community Survey

- The City is under contract with a consultant to complete a scientific survey of the community
- The survey will involve questions related to the City's infrastructure, including the streets, and will ask questions about expenditure cuts and revenue options related to making needed infrastructure improvements.
- The survey is expected to be in progress within the next several months.

Questions?