



Legislation Details (With Text)

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Title:	Pavement Maintenance Utility Fee (PMUF) and Pavement Condition Index (PCI) Update				
Sponsors:	John Lewis				
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Attachments:	1. Staff Report, 2. Pavement Management Budget Options Report				

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Pavement Maintenance Utility Fee (PMUF) and Pavement Condition Index (PCI) Update

BACKGROUND:

The City of Oregon City Public Works Department is dedicated to maintaining and preserving the City's assets. To this end, the City instituted the Pavement Maintenance Utility Fee (PMUF) in effort to initiate and maintain an effective Pavement Maintenance Program. This program takes a multi-faceted approach to maintaining the City's roadways which include both less expensive preventative measures and more costly reconstruction projects. Preventative measures consist of such efforts as crack sealing, slurry seals, micro-surfacing and chip seals of roadways. Reconstruction projects vary from minor grind and inlays to full depth road reconstruction. Each of these respective efforts are outlined within the City's Five Year Pavement Maintenance Plan, which dictates what measures are to be taken each respective year in order to achieve the most effective program. In an effort to gauge the relative success and financial viability of the program, the City conducts periodic evaluations of the overall pavement condition throughout the City. This evaluation utilizes an industry accepted standard to rate and classify the road network and generates an overall Pavement Condition Index (PCI) score.

The City's street network consists of 128.8 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 76. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 76 places the City's street network in the 'Good' condition category. The City has invested a significant amount of funding in street maintenance in the last four years, treating over 1/5 of the street area with either a rehabilitative treatment (overlay or reconstruct), or surface seal. This has increased the PCI from 68 in 2013 (the last time a pavement condition survey was performed), to 76 currently. The report also determines recommended funding levels in order to sustain or increase the relative PCI from the current score. The attached report indicates that the current funding levels are sufficient to maintain the recent gains in PCI for the next five year term but does result in an increase differed maintenance backlog over the long term.