



## **Transportation 2050 Five-Year Pavement Maintenance Program Update (Ordinance S-47288)**

Request City Council approval of the Pavement Maintenance Program (PMP) for Fiscal Year (FY) 2024 and provide an update on the Transportation 2050 (T2050) five-year arterial and major collector streets pavement maintenance program.

### **Summary**

On Aug. 25, 2015, City of Phoenix voters approved the passage of Proposition 104 (T2050), which provides a 0.3 percent increase in the transaction privilege and use tax rate to fund Citywide transportation projects, including the construction and maintenance of City streets. Collection of T2050 sales tax began on Jan. 1, 2016. On Oct. 3, 2018, the City Council directed staff to explore options to advance \$200 million in T2050 funding over five years to accelerate pavement maintenance on arterial and major collector streets. Street Transportation Department (Streets) staff have been implementing this accelerated five-year paving program. **Attachment A - Paving Progress between FY2019-23** summarizes the APMP progress.

### Phoenix's Street Network

Phoenix has a comprehensive roadway network of more than 4,871 miles of public streets. Phoenix's roadway network is made up of arterial, collector, and local streets. Arterials are major streets, which are typically the major north/south and east/west transportation corridors spaced at each mile. Collectors are important mid-level transportation corridors, which are generally on the 1/2-mile north/south and east/west streets between the arterial streets. Local streets are typically in residential areas and provide connectivity between the collectors and arterials for local traffic.

Pavement maintenance projects on arterial and major collector streets are primarily funded by T2050, while pavement maintenance projects on minor collector and local streets are funded primarily by Arizona Highway User Fund (HURF).

The City's public transit system primarily utilizes the arterial and major collector streets for its bus and rail lines, and T2050 funds allocated to Street Transportation are an essential part of proper pavement maintenance along these transit corridors.

**Attachment B - Street Classification Distribution** outlines the Citywide distribution of the various street classifications and which street classifications are eligible for resurfacing projects using T2050 and HURF funding. **Attachment C - Street Classification Centerline Miles by Council District** illustrates the distribution of street classification types across the City's eight council districts.

Streets is tasked with planning, programming and executing the City's PMP, and has developed and implemented its Pavement Management System (PMS) to determine the condition of roadways in order to establish priorities of streets to receive maintenance treatments and pavement overlays. The foundation of PMS is field data obtained using a high-tech pavement management vehicle, which measures and records the condition of roads, evaluating them on surface roughness, environmental stresses, and structural condition. Based on the resulting pavement condition index (PCI) rating, which is tracked and mapped in the department's PCI database, staff uses these objective measurements of roadway conditions to develop an initial list of roads to receive asphalt overlay.

Using the most recently recorded PCI data, about 31 percent of City streets are classified in good or excellent condition, while 63 percent are in fair condition and 5 percent are in poor or very poor condition. The PCI distribution is demonstrated in **Attachment D - Pavement Condition Index Distribution**.

#### Pavement Maintenance Goals and Budgets

With pavement maintenance funding (T2050 and HURF) allocated based on the street classification type, the miles of roadway treated on an annual basis are reported and evaluated in the same manner. Attachment E - Five-Year Pavement Program Scheduled Roadway Miles shows the number of roadway miles scheduled to be treated through FY 2024 as part of the five-year PMP. As noted earlier, HURF funding is primarily allocated to our 4,032 miles of minor collector and local streets and T2050 funding is primarily allocated to our 839 miles arterial and major collector streets. Attachment F - T2050 and HURF Budgets and Miles FY2020-24 shows a breakdown of the budget and miles of paving projects, including funding for the APMP.

#### Bicycle Facility Implementation

Streets Active Transportation Program is a multi-faceted yet coordinated effort to ensure the City establishes a well-connected Citywide bicycle network and implements the goals of the T2050 program. **Attachment G - Bicycle Facilities Implemented in PMP for FY2020-24** shows a summary of the bicycle facilities currently planned to be implemented through the five-year PMP. It should be noted that the PMP is only one of numerous program that Streets utilizes to implement new or improved bicycle facilities.

**Concurrence/Previous Council Action**

- The Citizen Transportation Commission recommended approval of this item on Dec. 2, 2020, by a vote of 10-0.
- The Transportation, Infrastructure and Innovation Subcommittee recommended approval of this item on Jan. 6, 2021, by a vote of 4-0.

**Responsible Department**

This item is submitted by Deputy City Manager Mario Paniagua and the Street Transportation Department.