

Pavement Information

- City Streets - 173 miles of City maintained roads
 - Approximately 781 acres of asphalt pavement, the equivalent of 590 football fields
 - Most collector and arterial streets (San Leandro Blvd., Washington Ave., Marina Blvd., etc.) are eligible to receive state and federal grant funding
 - Most residential streets are not grant funding eligible
- City Parking Lots, and other Paved Areas - 44 acres
 - Not eligible for most outside funding sources
- State Highways (Caltrans Responsibility)
 - East 14th Street
 - Doolittle Drive North City Limit to Davis Street (designated State Highway 61)
 - Davis Street – Doolittle Drive to East 14th Street (designated State Highway 112)

Funding History

- Past 5 years the City has spent \$15 million, an average of \$3 million per year, on roadway reconstruction and sealing projects (slurry, cape sealing, etc)
- Funding sources were primarily Measure B, Gas Tax, Vehicle license fees, and state and federal grants

Pavement Condition

- At least every 2 years, over 1000 road segments are inspected and rated. Each segment is given a Pavement Condition Index (PCI) rating from 0 (bad condition similar to a dirt road) to 100 (a newly constructed street).
- The City's current average rating of all streets is 56
 - 9% of all city streets require complete reconstruction
 - 32% of all city streets require asphalt overlay
 - 48% of all city streets require other work (slurry seals, etc)
- The average PCI for all cities within Alameda County 67 and of all SF Bay Area jurisdictions is 66.
- San Leandro has the lowest average PCI of any Alameda County city
- The industry best practices considers the PCI range between 76 and 83 to be optimal

Funding Need – Total funding needed to reach various condition goals in 5 years

- Maintaining funding at current levels will result in a PCI of 50
- Maintaining the current PCI of 56 - \$35M
- Raising the PCI to the Countywide average of 67 - \$83M
- Raising the PCI to the low of the best practices range of PCI of 76 – \$113M

Impacts of Potential New Funding

- Measure BB is projected to provide a total additional \$55M over 5 years
- Measure HH could provide an additional \$2M a year

What a \$16 Million per year street construction program would look like

- Yearly street reconstruction equivalent to 7-9 miles of typical two lane street
- Yearly surface treatments (slurry and cape seal) equivalent to 22-34 miles of typical two lane street
- PCI increases to 66 at the end of 5 years

Beyond Five Years

- Maintaining a PCI of 67 would require a funding level of \$7M per year
- Maintaining a PCI of 76 would require a funding level of \$6.7M per year
- Current yearly funding (\$3M) supplemented by Measures BB (\$1M) and HH (\$2M) could provide \$6M per year for continued roadway preservation