

STREET DEPARTMENT PAVEMENT UPDATE & PROPOSED BOND

STRATEGIC PLAN GOAL

- 6 - Set the Standard for Sound Governance and Fiscal Management
- 7 - Enhance and Sustain El Paso's Infrastructure Network

JULY 5, 2022



PRIORITIZING CRITICAL INFRASTRUCTURE NEEDS

STREETS PROPOSED 2022 BOND

WHY IT'S NEEDED?

- Top community focus based on public engagement
- Streets historically underfunded
- Pavement assessment analysis shows critical infrastructure at risk of further deterioration
- 2012 Bond Program funding for street resurfacing/reconstruction fully exhausted
- Funding improvements will save taxpayers money in the long run

RECOMMENDATION \$170M

- **\$135M** for resurfacing & reconstructing TOP 50 MOST TRAVELED ARTERIALS
- **\$35M** for resurfacing RESIDENTIAL STREETS



BACKGROUND

- **City maintains approximately**
 - 6,117 streets 5,769 residential streets
 - 188 arterial streets
 - 160 collector streets
 - Over 2,400 centerline miles
- **Does not include state highways, county roads, and private streets**



CONTRIBUTING FACTORS TO STREET DETERIORATION

- Decades of minimal and inconsistent investment in street resurfacing and street reconstruction
- Damage from storm water runoff and drainage systems – water penetrating pavement deteriorates the road base and subgrade
- Impact of permitted and illegal pavement cuts
- Increase in development, leading to larger traffic volumes than they were constructed to support
- Urban sprawl and development



TOTAL SYSTEM VALUE

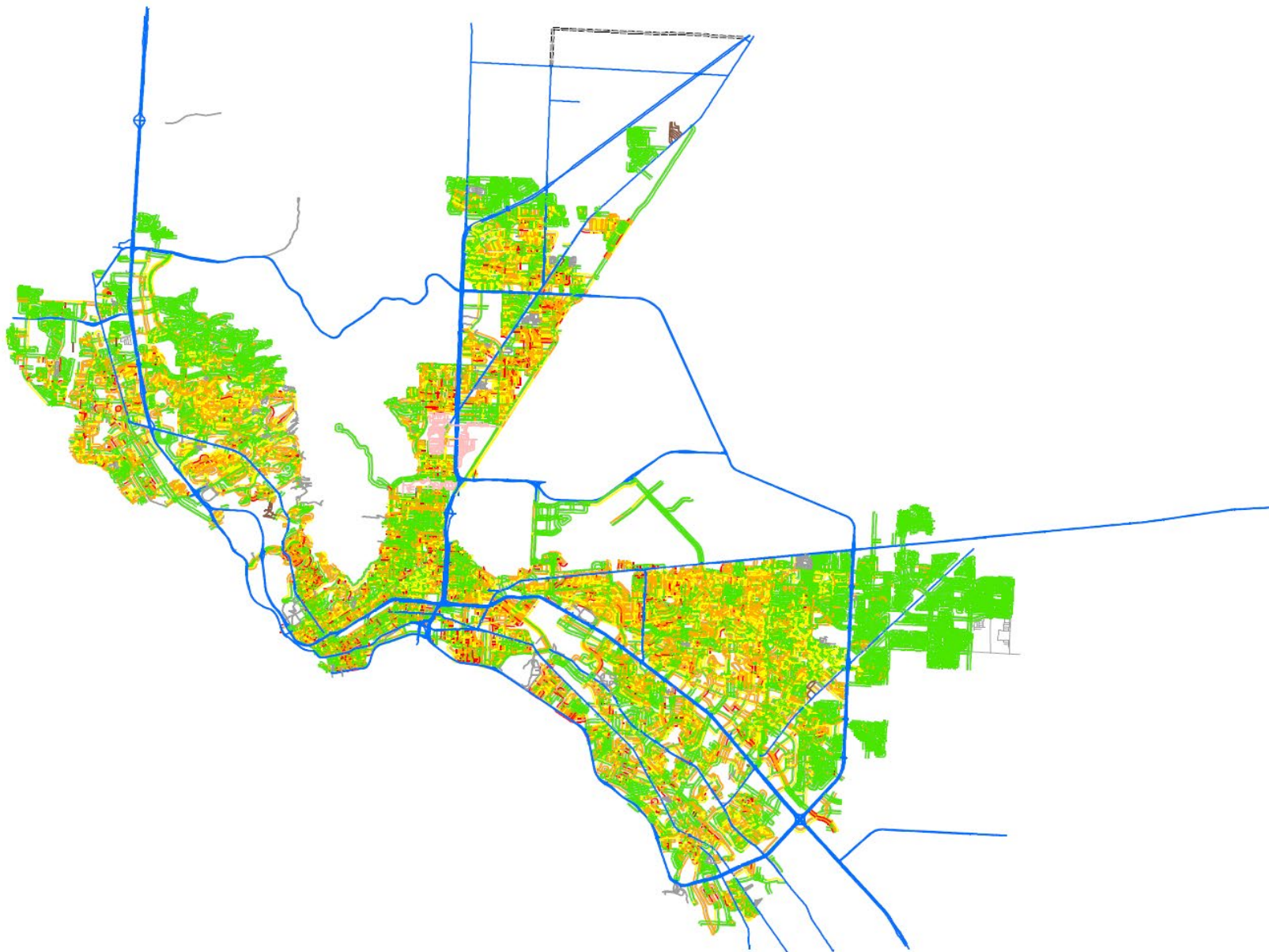
The City of El Paso maintains approximately **2,400 centerline** miles of paved roads. Streets are essential as they:

- Represent the economic backbone of the El Paso community
- Directly and indirectly residents' quality of life
- Are the community's most valuable asset - an investment of roughly **\$3.579 Billion** based on the American Public Works Association (APWA) national estimate.

PCI – What is it?

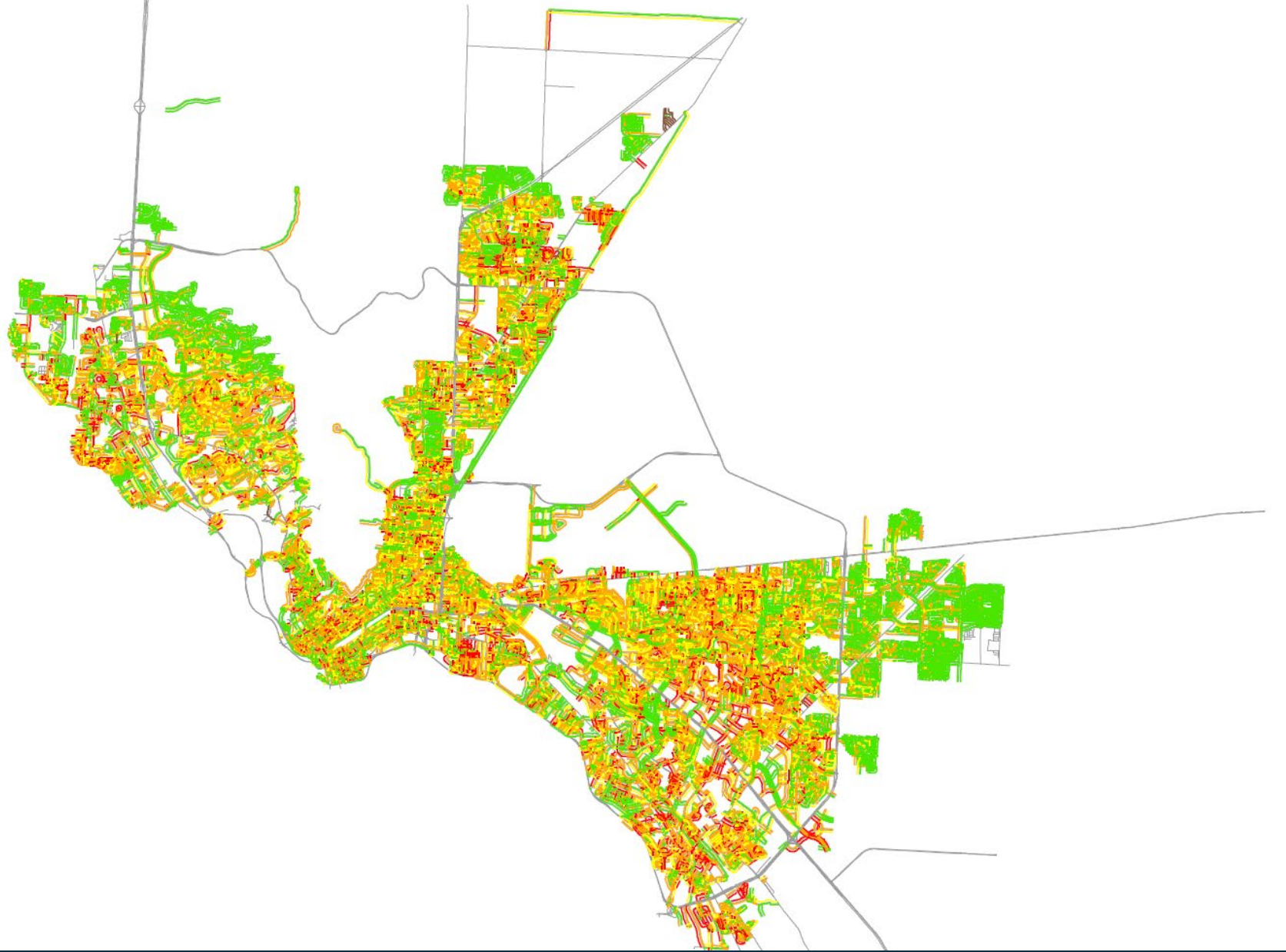
- Pavement Condition Index (PCI) is data used to assess the general condition of pavement.
- It is a numerical indicator that rates the general condition of the surface pavement of a road from 0-100.
 - New streets = 100; very poor < 30
 - *Currently at average 65*
- The data can be used as a tool for decision-making on infrastructure improvements.
- Provides forecasting, which can assist with planning future improvements.
- The City reevaluates pavement through a PCI study every 4-5 years in order to
 - Acquire relevant data about the present-day conditions, to acquire data about the deterioration of the network over time, and to utilize as a primary tool in making capital project decisions on street right of way.

2008 PCI = 75.54 avg.



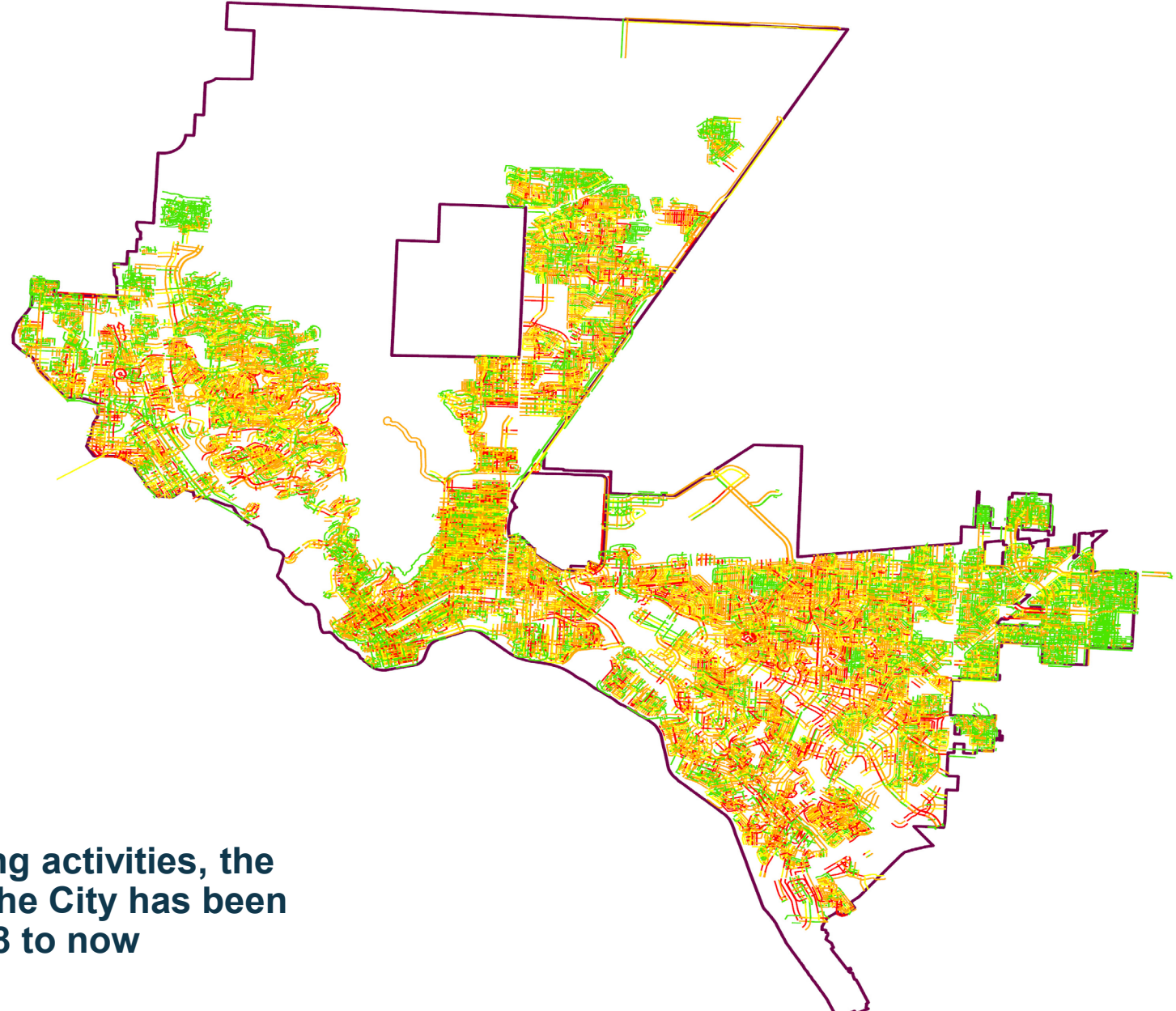
PCI PAVEMENT CONDITION INDEX

2018 PCI = 65.42 avg.



PCI PAVEMENT CONDITION INDEX

2022 PCI = 65.29 avg.



Due to ongoing paving activities, the average PCI across the City has been maintained from 2018 to now

El Paso PCI's

PCI PAVEMENT CONDITION INDEX

PCI Range	Condition Description	2022 Data % of Network	2018 Data % of Network	2008 Data % of Network
91-100	Excellent	11.57 %	27.66 %	26.75 %
81-90	Very Good	17.52 %	14.16 %	22.72 %
71-80	Good	16.16 %	15.48 %	17.06 %
61-70	Fair	12.21 %	10.31 %	17.59 %
43-60	Marginal	25.08 %	19.56 %	10.46 %
21-42	Poor	17.41 %	10.06 %	5.00 %
0-20	Very Poor	0.05 %	2.77 %	0.42 %

COEP PCI Average	65.29	65.42	75.54
Percentage Good or Higher	45.25 %	57.30 %	66.5 %
Percentage Fair or Lower	54.75 %	42.70 %	33.5 %

Presently more than 50% of streets in fair to very poor condition

ALLOCATION OF PROPOSED 2022 BOND FUNDING

**\$135M for Top 50 arterial
resurfacing & reconstruction**

**\$35M for residential
resurfacing**



\$35M – Residential Streets

Proposed allocation:

- Resurfacing: \$35M

Criteria to be utilized

- Focus on Residential Streets
- **PCI Data - current PCIs drive the selection criteria**
 - Target 66 PCI and below
- **Utility Clearances** – selected streets not scheduled for utility cuts in the near future
- **Geographic Locations** –where feasible, streets are selected to complete neighborhoods



ALLOCATION OF PROPOSED 2022 BOND FUNDING

**\$135M for Top 50
arterial resurfacing &
reconstruction**

**\$35M for residential
resurfacing**



\$135 MILLION FOR TOP 50 MOST TRAVELED ARTERIALS

Proposed allocation

- Resurfacing: \$90M
- Reconstruction: \$45M

Criteria to be utilized

- Street reconstruction candidates consider Top 50 most traveled arterials
- Utilize PCI to target and focus on poor and problematic roadway conditions
- Focus on very low PCI's
- Limits of work will be based on data and selection criteria
- **Improvements will NOT be end-to-end**



STREET NAME		2022 pci data		
		low	high	ave
1	SUNLAND PARK	14	100	40
2	GEORGE DIETER	32	94	69
3	LEE TREVINO	15	100	46
4	SHADOW MOUNTAIN	26	91	64
5	RESLER	35	100	69
6	AIRWAY	100	100	100
7	GLOBAL REACH	67	70	68
8	YARBROUGH	24	98	61
9	REDD	15	95	61
10	PELLICANO	15	100	39
11	MONTWOOD	22	100	69
12	RAILROAD	21	98	78
13	COUNTRY CLUB	37	100	95
14	PEBBLE HILLS	9	100	52
15	HAWKINS	25	100	66
16	AIRPORT	12	100	40
17	VISCOUNT	19	100	58
18	EXECUTIVE CENTER	24	89	54
19	VISTA DEL SOL	13	85	47
20	COTTON	20	95	65
21	EDGEMERE	30	100	75
22	HUNTER	51	87	65
23	MCCOMBS	53	93	77
24	TRAWOOD	26	67	44
25	ROJAS	19	95	62

STREET NAME		2022 pci data		
		low	high	ave
26	SUMAC	34	81	63
27	GERONIMO	34	72	48
28	MESA HILLS	18	96	48
29	WESTWIND	22	87	64
30	GILES	100	100	100
31	LOMALAND	12	92	48
32	SAUL KLEINFELD	18	94	55
33	CAROLINA	17	81	50
34	SEAN HAGGERTY	30	86	60
35	TROWBRIDGE	15	87	55
36	CORRAL	14	40	28
37	TIERRA ESTE	37	82	70
38	SANTA FE	15	100	73
39	FRED WILSON	51	89	68
40	ALABAMA	23	89	54
41	BELVIDERE	23	73	46
42	RICH BEEM	43	95	73
43	RAYNOLDS	27	92	63
44	DELTA	23	91	54
45	HONDO PASS	11	79	56
46	BARTLETT	39	67	54
47	SUN BOWL	53	93	73
48	SCHUSTER	8	83	45
49	KANSAS	22	100	61
50	HELEN OF TROY	52	85	71

Extending the life of El Paso's top 50 most traveled arterials

- Investment would fund improvements to 46 out of the top 50 most traveled arterials

City recently completed improvements to 4 out of the top 50 most traveled arterials

- Airway
- Country Club
- McCombs
- Giles

	STREET *	RESURFACING LIMITS	CL MILE	PCI	PROPOSED TREATMENT
1	SUNLAND PARK	Emory Road to Mesa	2.26	34.33	Resurfacing
2	GEORGE DIETER	Rojas to Montwood	2.88	58.36	Resurfacing
3	LEE TREVINO	Pellicano to Montana North Loop to Castner	3.44 0.50	36.56 48.29	Resurfacing Resurfacing
4	SHADOW MOUNTAIN	Mesa to Pebble Beach	0.25	39.33	Resurfacing
5	RESLER	Desert Pass to White Cliffs	1.75	53.32	Resurfacing
7	GLOBAL REACH	Montana to George Perry	2.30	68.50	Resurfacing
8	YARBROUGH	I-10 to Pebble Hills San Jose to North Loop Loop 375 to Alameda	2.37 0.43 1.22	46.91 34.37 50.09	Resurfacing Resurfacing
9	REDD	Montoya to Southwestern Westwind to Swede Johnson	1.35 1.20	50.20 45.69	Resurfacing
10	PELLICANO	Loop 375 to Barranca	5.71	38.14	Resurfacing
11	MONTWOOD	Loop 375 to Desert Sun Viscount to McRae	0.68 0.62	47.66 49.88	Resurfacing Resurfacing
12	RAILROAD	Farah to Angora Loop	1.20	46.87	Resurfacing
14	PEBBLE HILLS	Yarbrough to Lee Trevino Outrigger to Loop 375 Rich Beem to John Hayes Zaragoza to Rich Beem	0.79 2.54 1.00 0.67	35.17 44.85 43.11 11.40	Resurfacing Resurfacing Resurfacing Reconstruction
15	HAWKINS	Gazelle to Montana	1.05	57.19	Resurfacing

	STREET	RESURFACING LIMITS	CL MILE	PCI	PROPOSED TREATMENT
16	AIRPORT	Airways to 601 Montana to Airways	1.97 0.69	40.63 19.66	Resurfacing Reconstruction
17	VISCOUNT	I-10 to Hawkins	1.12	46.95	Resurfacing
18	EXECUTIVE CENTER	San Marcos to Border HWY I-10 to Mesa	0.26 0.54	42.50 49.20	Resurfacing Resurfacing
19	VISTA DEL SOL	Sumac to Lomaland Randy Wolf to Bert Green Phil Gibbs to Chelita Jim Thorpe to Winslow Homer George Dieter to Phill Gibbs Winslow Homer to Loop 375	1.22 0.86 0.35 0.75 2.01 1.53	56.18 44.00 43.00 59.65 16.85 20.38	Resurfacing Resurfacing Resurfacing Resurfacing Reconstruction Reconstruction
20	COTTON	East 7th to Delta San Antonio to Texas	0.34 0.36	38.60 61.85	Resurfacing Resurfacing
21	EDGEMERE	Geronimo to Hawkins Saul Kleinfeld to Rich Beem Zaragoza to John Hayes	2.16 2.35 0.76	49.85 58.35 46.75	Resurfacing Resurfacing Resurfacing
22	HUNTER	Taxco to Gateway West	0.85	59.68	Resurfacing
24	TRAWOOD	Candlewood to Robert Wynn	3.95	44.96	Resurfacing
25	ROJAS	Lomaland to Lee Trevino Goodyear to Pendale Lee Trevino to Goodyear	0.54 0.26 0.46	24.00 43.00 19.00	Resurfacing Resurfacing Reconstruction
26	SUMAC	Gateway West to Wedgewood	0.86	62.80	Resurfacing
27	GERONIMO	Tampa to Hughey	1.37	48.37	Resurfacing

	STREET	RESURFACING LIMITS	CL MILE	PCI	PROPOSED TREATMENT
28	MESA HILLS	De Leon to Mesa Acacia Circle to Stanton	2.26 0.98	40.11 52.00	Resurfacing Resurfacing
29	WESTWIND	Amposta to Agua Caliente	0.59	40.18	Resurfacing
31	LOMALAND	North Loop to I-10 Pellicano to Montwood	2.11 1.61	30.09 39.36	Resurfacing Resurfacing
32	SAUL KLEINFELD	Pebble Hills to Edgemere	0.60	48.90	Resurfacing
33	CAROLINA	Northloop to Yarbrough Balsam to Alameda Franklin to North Loop	1.18 0.53 0.48	52.50 60.00 26.75	Resurfacing Resurfacing Reconstruction
34	SEAN HAGGERTY	US 54 to Arron Stonebridge to Dyer	1.43 0.20	54.10 72.50	Resurfacing Resurfacing
35	TROWBRIDGE	Montana to Northloop US-54 to Howze	2.17 0.51	29.20 66.85	Resurfacing Resurfacing
36	CORRAL	Phoenix to Gateway East	0.28	28.50	Resurfacing
37	TIERRA ESTE	Edgemere to Montana	1.17	47.00	Resurfacing
38	SANTE FE	Paisano to Wyoming	0.47	54.00	Resurfacing
39	FRED WILSON	Alabama to US-54	0.94	65.13	Resurfacing
40	ALABAMA	Maple to Mckelligan Canyon Fred Wilson to Zion	2.62 1.77	60.73 40.33	Resurfacing Resurfacing
41	BELVIDERE	Westcind to Via de la Paz	1.45	48.53	Resurfacing
42	RICH BEEM	Edgemere to Ralph Seitsinger	0.94	59.68	Resurfacing

	STREET	RESURFACING LIMITS	CL MILE	PCI	PROPOSED TREATMENT
42	RICH BEEM	Edgemere to Ralph Seitsinger	0.94	59.68	Resurfacing
43	RAYNOLDS	Durazno to Hastings	1.09	60.35	Resurfacing
44	DELTA	Virginia to Coles Boone to Alameda Delta Bridge to San Marcial	0.55 2.64 0.44	40.62 51.27 50.75	Resurfacing Resurfacing Resurfacing
45	HONDO PASS	Gateway North to Dyer Diana to Railroad Dyer to Diana	0.67 0.93 0.29	47.20 51.55 11.00	Resurfacing Resurfacing Reconstruction
46	BARTLETT	Mesa to Thorn	1.08	54.22	Resurfacing
47	SUN BOWL	Kern to Mesa	0.25	62.08	Resurfacing
48	SCHUSTER	Sun Bowl to Prospect Stanton to Brown	0.43 0.82	64.75 57.42	Resurfacing Resurfacing
49	KANSAS	Yandell to Schuster Paisano to Wyoming	0.56 0.59	50.88 51.22	Resurfacing Resurfacing
50	HELEN OF TROY	Desert Blvd to Northwestern	0.32	55.50	Resurfacing

STREET RESURFACING PROGRAM STRATEGY

Based on the criteria described, recommendations for the street resurfacing program will be:

- Developed and brought to Council on a biannual basis
- Consistent with the current Pay-Go selection process for the City's Residential resurfacing program
- Work to be coordinated with utilities

Recommendation for Bond Program

STREETS + INFRASTRUCTURE BOND

Allocation	Funding	Annual over 10 years
Top 50 Resurfacing	\$90M	\$9M
Top 50 Reconstruction	\$45M	\$4.5M
Residential Resurfacing	\$35M	\$3.5M

Annual Allocation \$17M

Pavement Condition Index

Allocation	Funding - Annual
Top 50 Resurfacing	\$9M (2022 Bond)
Top 50 Reconstruction	\$4.5M (2022 Bond)
Residential Resurfacing	\$3.5M (2022 Bond)
Residential Resurfacing	\$7M (PayGO)
Collector Resurfacing	\$3M (PayGO)

Potential Annual Allocation \$27M

MISSION

DELIVER EXCEPTIONAL
SERVICES TO SUPPORT
A HIGH QUALITY OF LIFE
AND PLACE FOR OUR
COMMUNITY



VISION

DEVELOP A VIBRANT REGIONAL
ECONOMY, SAFE AND BEAUTIFUL
NEIGHBORHOODS AND EXCEPTIONAL
RECREATIONAL, CULTURAL &
EDUCATIONAL OPPORTUNITIES
POWERED BY A HIGH PERFORMING
GOVERNMENT



VALUES

INTEGRITY
RESPECT
EXCELLENCE
ACCOUNTABILITY
PEOPLE



THANK YOU