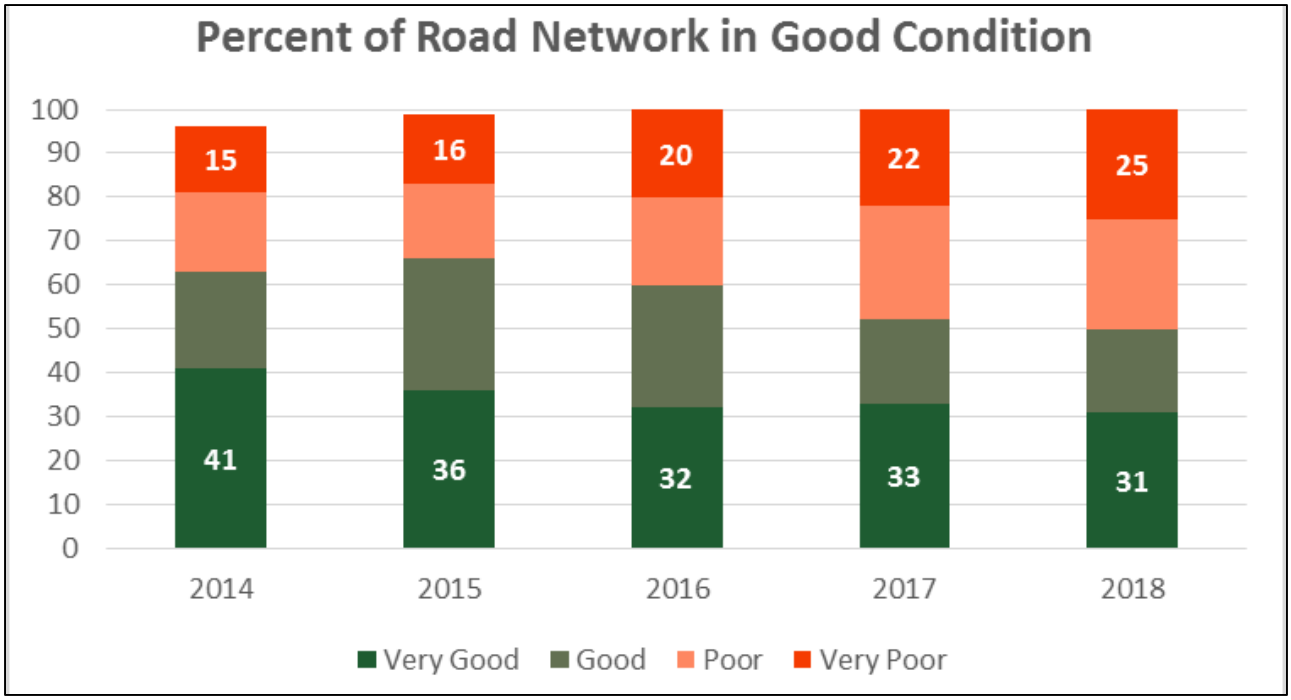
City of Benicia

The City of Benicia is responsible for the management, repair, and maintenance of 198 lane miles of pavement, or 582 pavement sections. The table below summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

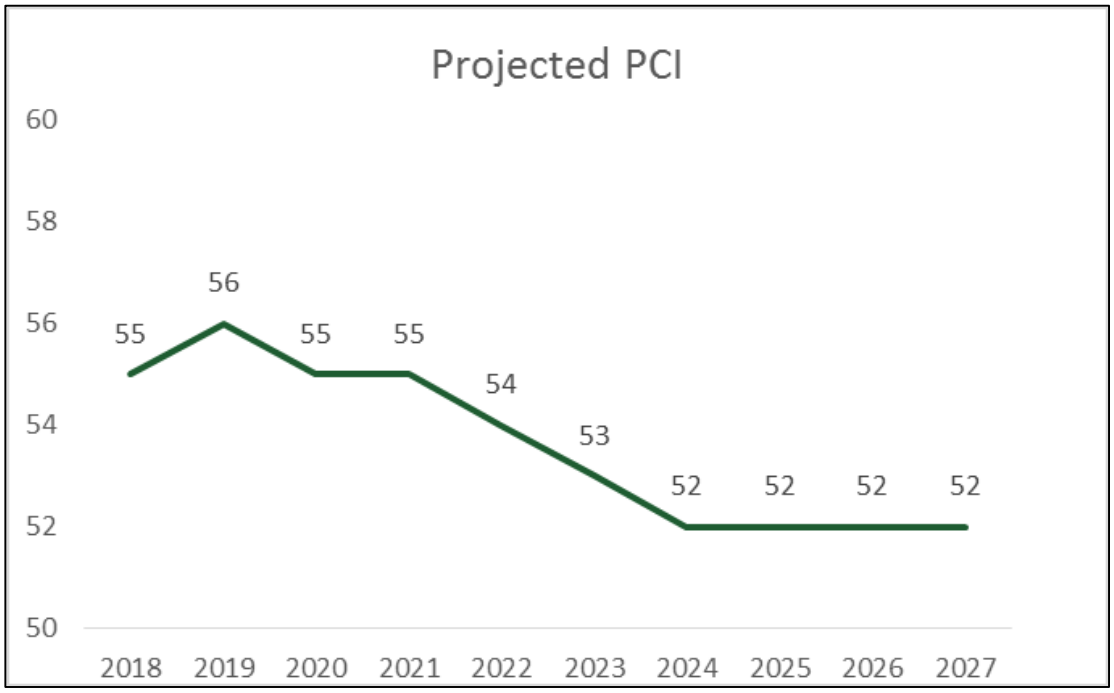
Functional Class	Sections	Centerline Miles	Lane Miles	2017 PCI
Arterial	56	18	37	63
Collector	45	16	31	69
Residential/Local	451	62	122	45
Total	**582**	**95**	**198**	**54 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2018 PCI (based on a 3-year moving average) of the street network of the City is 54. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). Benicia's PCI score of 54 is considered "Good". However, Benicia's PCI has fallen 4 points in 5 years (the aver age PCI was 59 in 2013). Currently, 33% of the City's pavement area falls under "Very Good", 19% falls under "Good", 26% falls under "Poor", and 22% falls under "Very Poor". The current network condition reveals that Benicia's roadway network has experienced a slow but sustained decline in pavement condition over the past 5 years, a troubling trend that can be difficult to reverse without significant investment.



In order to correct these deficiencies, a cost-effective funding, maintenance and rehabilitation strategy must be implemented. The City has been utilizing crack seals and surface treatments, such as slurry seals, as a means of preventive maintenance when the pavements are in “fair” condition or above. When the pavement condition deteriorates to lower levels, overlays and reconstruction have been performed.

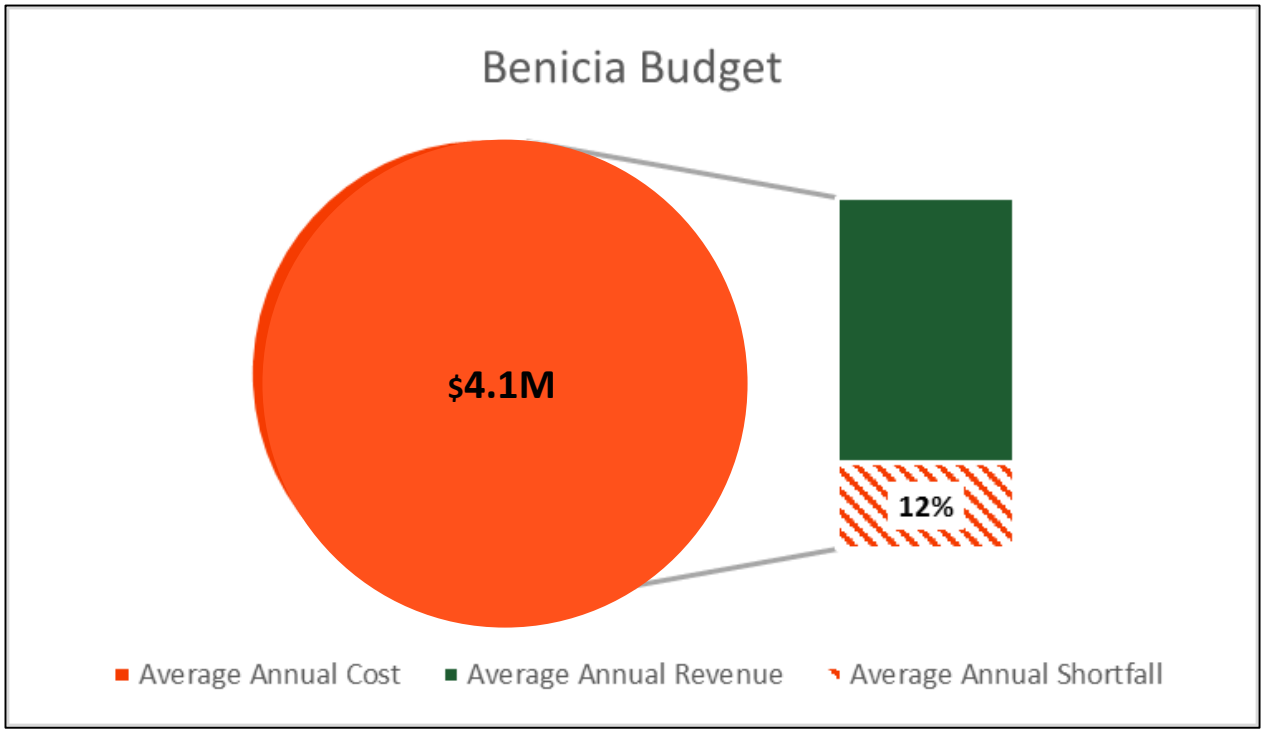
Benicia’s current PCI is 54, with an average budget for roadway maintenance of $1.8M with SB 1 and $1.3M per year without SB 1. If that current level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would drop from its current rating of 54 (Good) to 53, including SB 1 funding.



Benicia, 2018

Future Pavement and Revenue Needs

To maintain an average PCI rating of 55 in the City of Benicia, approximately $25.1M would need to be spent over the next 10 years. The current budget provides approximately $19.3M over 10 years with SB 1 funding, leaving a funding shortfall of approximately $5.8M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, at least $26.4M more than what is currently being budgeted would need to be invested in Benicia's roads over the next 10 years.



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 50 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Benicia's average PCI of 54 and its rapid decline since 2013 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

SB 1 funding will provide an additional $2.5 M over the next 5 years and will create tangible, positive changes to Benicia's local streets and roads network. In 2018 alone, the City of Benicia repaired, reconstructed, or filled potholes on 34 streets and roads. These maintenance projects have a positive impact on the local community and the ongoing maintenance of Benicia's local streets and roads network will curb the need for more expensive repairs in the future.

However, even with this additional funding through SB 1 Benicia is currently on track to invest approximately 3/4 of the required $25.1M necessary to maintain the city's average PCI at 55 over the next 10 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional $26.4M more than the $19.3M they are currently on track to spend over the next 10 years. While SB 1 funding provides a much-needed foundation to support a more robust maintenance and repair program, the City may need to seek additional funding from other sources in the future in order to address the projected funding shortfall in its local streets and roads repair budget.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

Without a healthy investment in its roadway infrastructure, the City of Benicia will continue its downward trend in pavement quality. This deterioration has the potential to hinder Benicia from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Benicia millions in the future and strengthen its local economy.

Senate Bill 1 funding is helping the City of Benicia address its maintenance backlog and restore local streets and roads to a state of good repair.

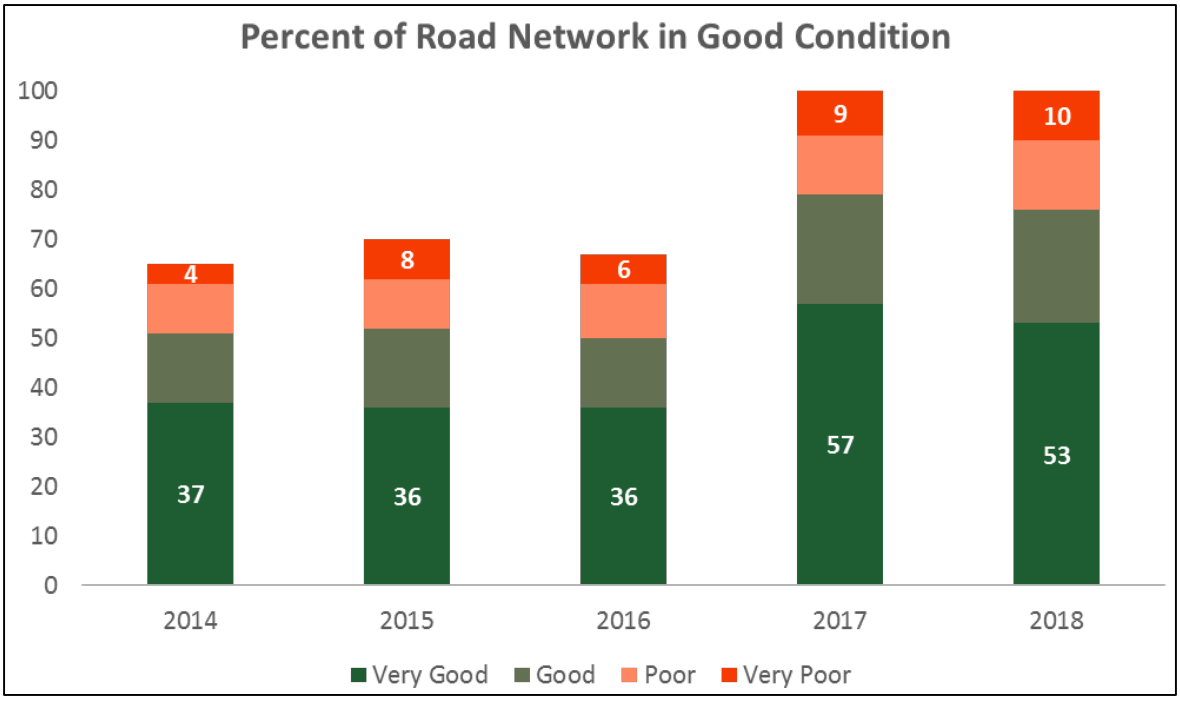
City of Dixon

The City of Dixon is responsible for the management, repair, and maintenance of 139 lane miles of pavement, or 437 pavement sections. Table 1 summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

Table 1

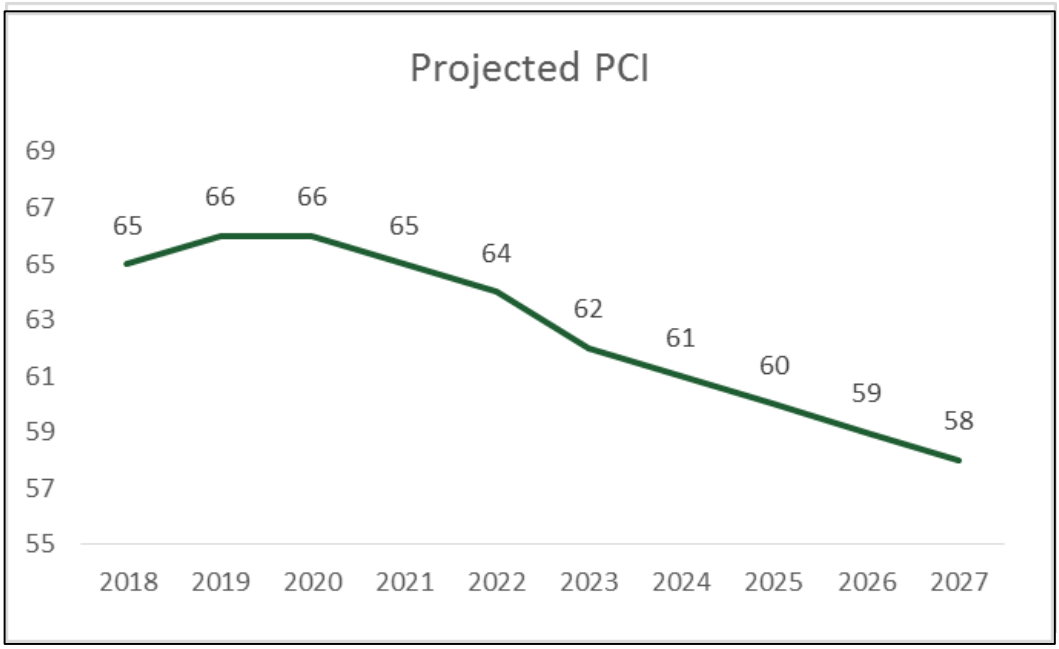
Functional Class	Sections	Centerline Miles	Lane Miles	2013 PCI
Arterial	22	6	14	69
Collector	68	15	30	64
Residential/Local	198	41	81	64
Total	**437**	**95**	**139**	**65 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2018 PCI (based on a 3-year moving average) of the street network of the City is 65. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). Dixon's network PCI score of 65 is considered "Good", and Dixon's PCI has stayed the same as it was the previous year (average PCI 65 in 2017). Currently, 53% of the City's pavement area falls under "Very Good", 23% falls under "Good" and 24% falls under "Poor" or "Very Poor". Compared to previous years this shows a general trend of sustaining good pavement condition categories, albeit at a slow decline.



While the City maintains an aggressive preventative maintenance program to address shortfalls in the residential and collector streets, particular focus on arterials will be needed due to the heavy traffic load on its arterial roadways. In 2018, Dixon repaired, reconstructed or filled potholes on 5 streets and roads and began preparing for a large repaving project on SR-113.

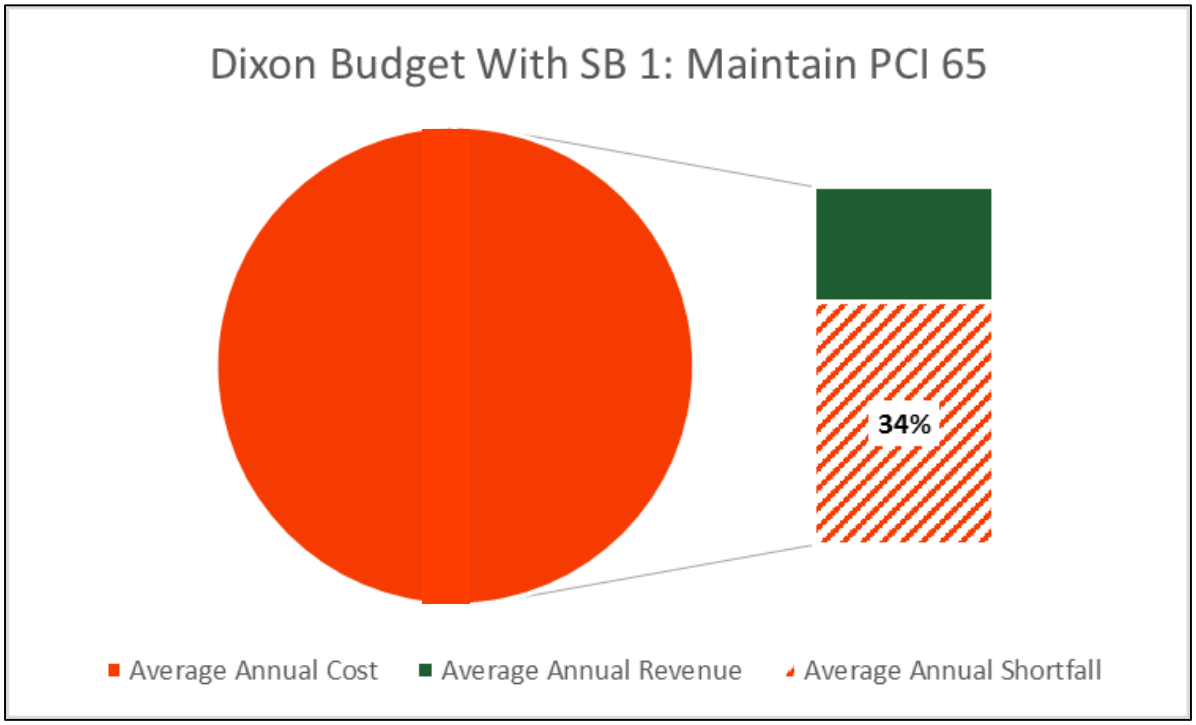
Dixon's current PCI is 65, with a budget for roadway maintenance of $494,404 per year with SB 1 funding. If that current level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would drop from its current rating of 67 (Good) to 58.



Dixon, 2018

Future Pavement and Revenue Needs

To maintain a minimum average PCI rating of 65 in the City of Dixon, approximately $15.3M would need to be spent over the next 10 years. The current budget provides $4.9M over 10 years with SB 1 funding, leaving a funding shortfall of approximately $10.3M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, $18.7M more than what is currently being budgeted would need to be invested in Dixon's roads over the next 10 years.



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Dixon's average PCI of 65 should be viewed with an understanding that maintaining this "good" classification will be cheaper in the long-term than maintaining the roads at a lower PCI score.**

In spite of this increased funding for local streets and roads repairs, Dixon is currently on track to invest less than 1/3 of the required $15.3M necessary to keep the city's PCI at 65 over the next 10 years. If the city were to maintain its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional $18.8M more than the $4.9M they are currently on track to spend over the next 10 years. While SB 1 funding provided a foundation to support a more robust local streets and roads maintenance program, the City of Dixon may need to seek additional funding from alternative sources to address the projected shortfall.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

Without a healthy investment in its roadway infrastructure, the City of Dixon will continue its downward trend in pavement quality. This deterioration has the potential to hinder Dixon from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Dixon millions in the future and strengthen its local economy.

Senate Bill 1 funding is helping the City of Dixon address its maintenance backlog and restore local streets and roads to a state of good repair

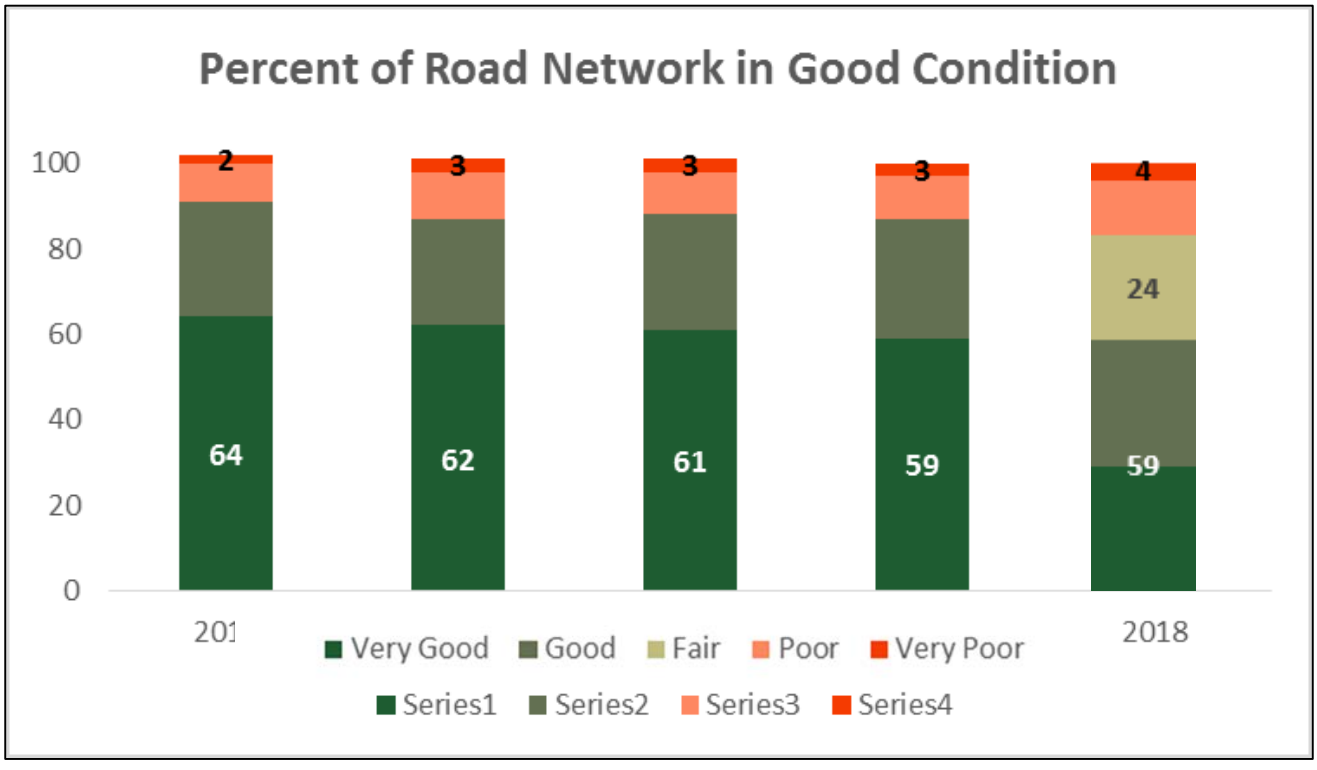
City of Fairfield

The City of Fairfield is responsible for the management, repair, and maintenance of 737 lane miles of pavement, or 7120 pavement sections. Table 1 summarizes the length of the road and 2019 pavement condition index (PCI) by functional class.

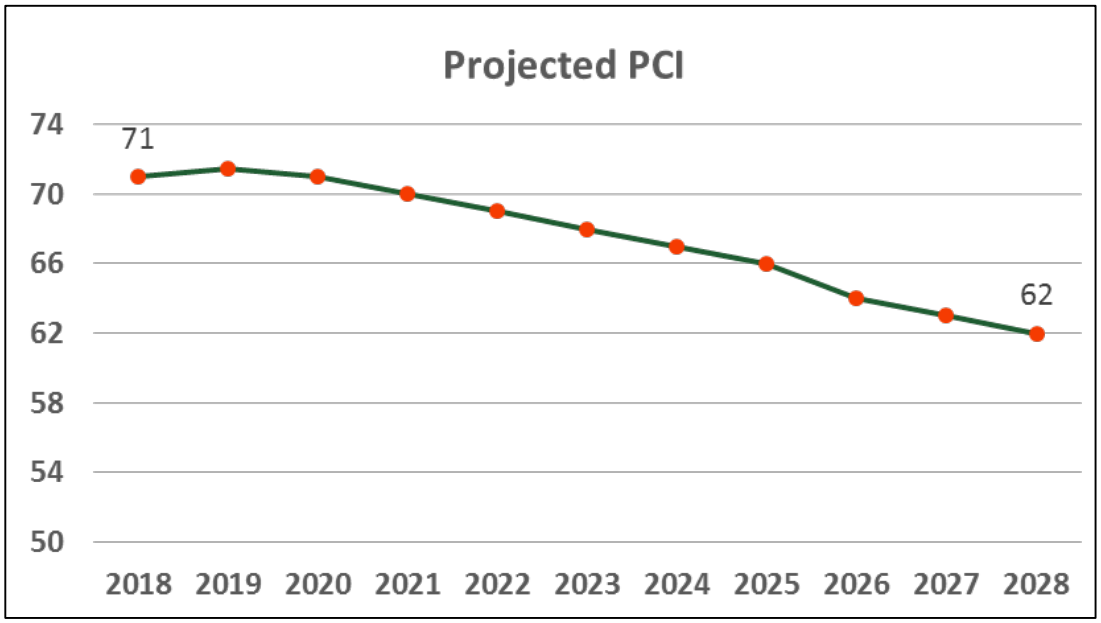
Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2019 PCI
Arterial	18	6.44	13.85	72
Collector	199	37.63	72.29	68
Residential/Local	295	34	66.07	71
Total	**1748**	**343**	**744**	**71 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2019 PCI (based on a 3-year moving average) of the street network of the City is 71. The StreetSaver system have moved to four-category system (excluding the "Fair" designation), but the City of Fairfield employed a five-category system in it's recent PMP Report. While this network PCI score is considered "Very Good". Currently, 59% of the City's pavement area falls under "Very Good" or "Good" categories, 24% falls under the "Fair" category, 13% falls under "Poor" category, and 4% falls under the "Very Poor" or "Failed" category.



The City of Fairfield's 2019 PCI, based on 3-year moving average, is 71. The average budget for roadway maintenance over 5-years is approximately $5.9M per year. Figure 3 below shows that if that current level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would drop from it current average rating of 71 (Very Good) to 63 (Good).



Future Pavement and Revenue Needs

To maintain an average PCI rating of 71 in the City of Fairfield, approximately $113M would need to be spent over the next 10 years. The current budget provides approximately $59M over 10 years with new SB 1 funding, leaving a funding shortfall of approximately $54M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, $58M more than what is currently being budgeted would need to be invested in Fairfield's roads over the next 10 years.

Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Fairfield's current PCI of 71 should be viewed with an understanding that maintaining this "good" classification will be cheaper in the long-term than maintaining the roads at a lower PCI score.**

With SB 1 funding, the City of Fairfield is now able to address its long-standing maintenance backlog and pursue a robust repair schedule. In 2018 alone, through gas tax leverage with locally approved Measure P funding, Fairfield improved Business Center Drive, Suisun Valley Road, Central Way, Central Place, Pittman Road, and improved local streets within the Waterman Highland and Southbrook neighborhoods.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

Despite the much-needed addition of SB 1 funding, Fairfield is still unable to maintain its current PCI or improve its local streets and roads network to reach the countywide goal of PCI 75 without additional funding. The City may need to seek up to $54M in funding form alternative sources in order to augment its current maintenance program and prevent a decline in pavement condition over the next 10 years.

Without a healthy investment in its roadway infrastructure, the City of Fairfield will continue its downward trend in pavement quality. This deterioration has the potential to hinder Fairfield from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Fairfield millions in the future and strengthen its local economy.

Senate Bill 1 funding is helping the City of Fairfield address its maintenance backlog and restore local streets and roads to a state of good repair

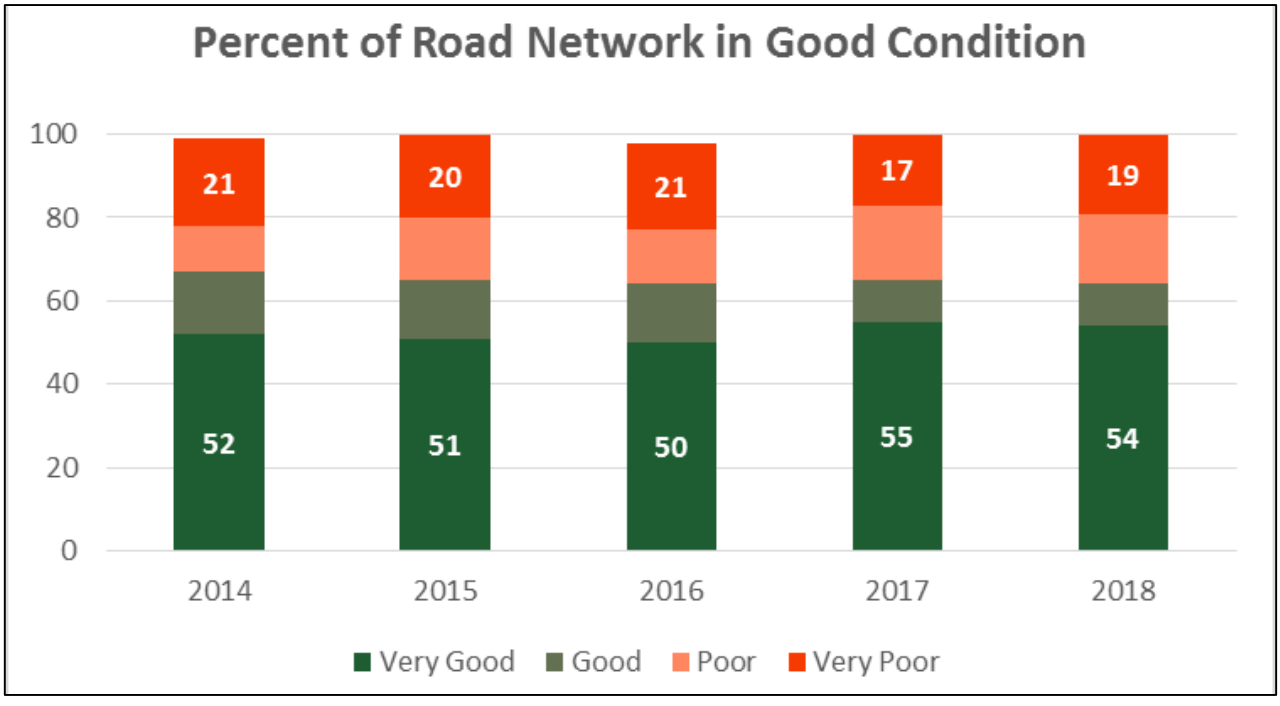
City of Rio Vista

The City of Rio Vista is responsible for the management, repair, and maintenance of 46 lane miles of pavement, or 148 pavement sections. Table 1 summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

Table 1

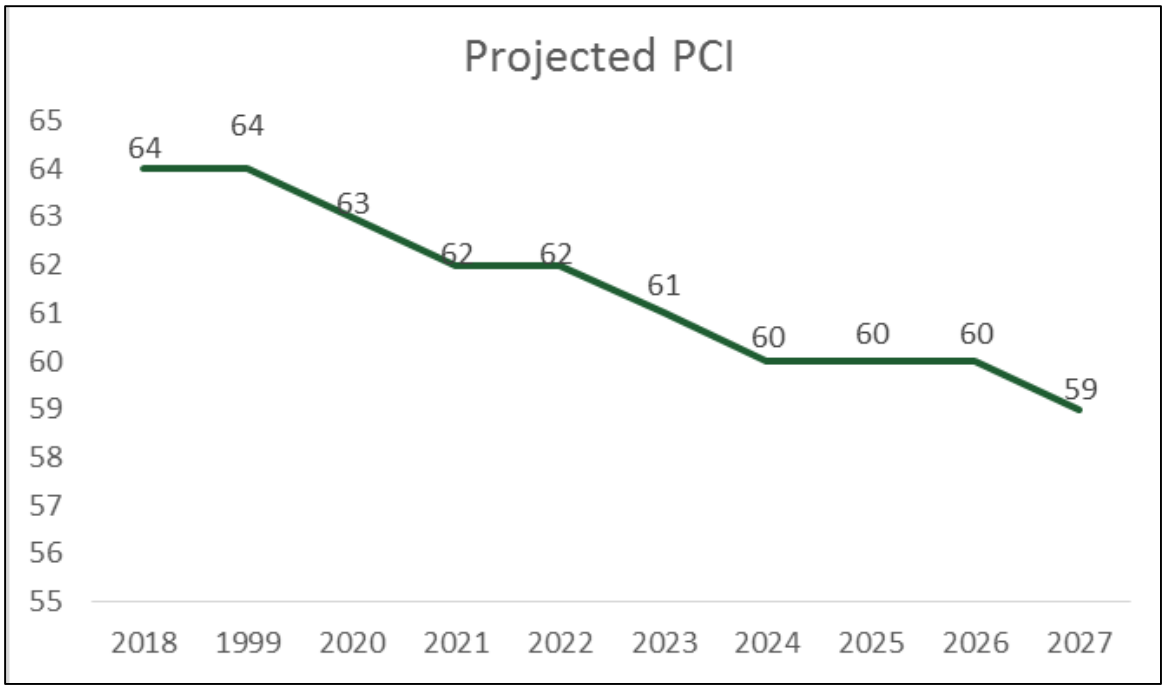
Functional Class	Sections	Centerline Miles	Lane Miles	2017 PCI
Arterial	7	1.15	2.30	73
Collector	27	8.98	17.97	69
Residential/Local	112	12.81	25.63	56
Total	**148**	**22.94**	**45.89**	**62 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The 2018 3-year average PCI of the street network of the City is 62. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). Rio Vista's PCI has decreased from the previous year's average PCI score (PCI 65 in 2017), but it is still considered "Good." Currently, 54% of the City's pavement area falls under "Very Good", 10% falls under "Good", and 36% falls under "Poor or Very Poor." Again, compared with previous years, this shows a minor decline across pavement condition categories. Deficiencies in the overall network will need to be addressed to preserve the network's good condition.



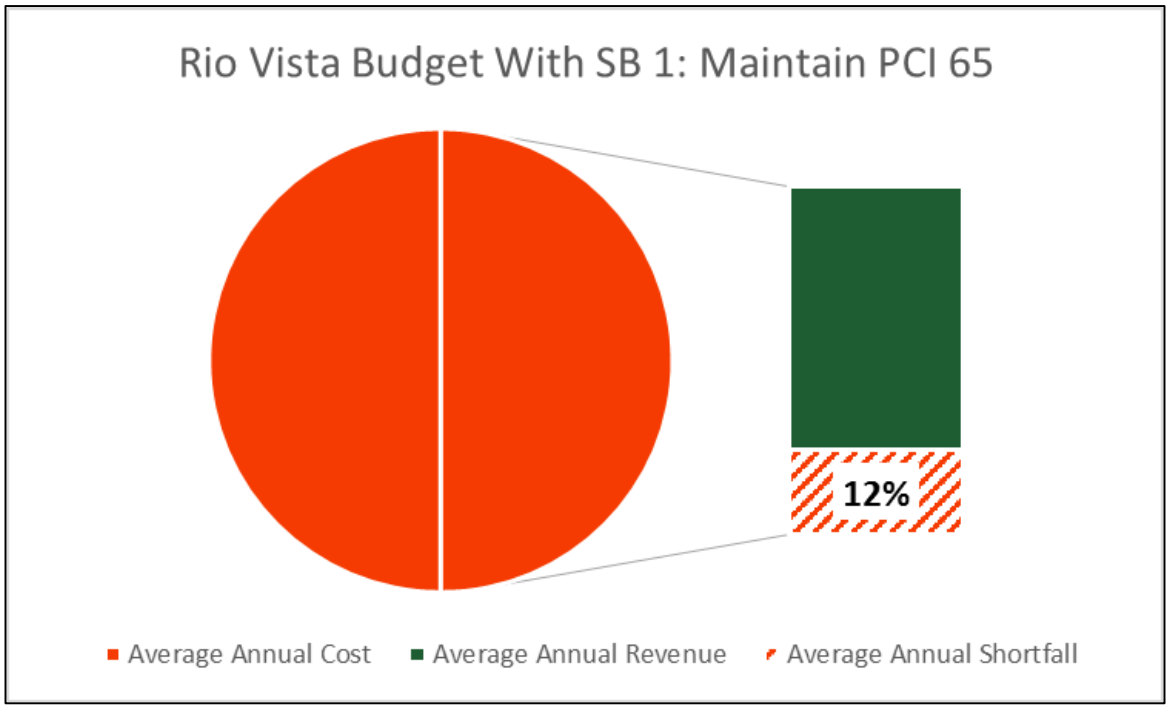
If these issues are not addressed, the quality of the road network will inevitably decline. In order to correct these deficiencies, a cost-effective funding, maintenance and rehabilitation strategy will need to be implemented.

In 2018 Rio Vista's current PCI was 64, with a budget for roadway maintenance of $263,960 per year, including SB 1 funding. If that current level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would drop from it current average rating of 65 (Good) to 59.



Future Pavement and Revenue Needs

To maintain an average PCI rating of 65 in the City of Rio Vista, approximately $3.5M would need to be spent over the next 10 years. The current budget provides approximately $2.6M over 10 years with SB 1 funding, leaving a funding shortfall of approximately $853K. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, approximately $5.1M more than what is currently being budgeted would need to be invested in Rio Vista's roads over the next 10 years.



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in very good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Rio Vista's current PCI of 62 should be viewed with caution, as it indicates that its local streets and roads are at risk of future deterioration and increasingly expensive repairs.**

SB 1 funding increased transportation revenue and provided the City if Rio Vista with resources to invest in its local streets and roads network. In 2019, the city plans to improve the pedestrian access at the Downtown Waterfront Promenade and to rehabilitate Front Street. In the near future, SB 1 funding will also support much-needed improvements to SR 12 that will have a transformative effect on Downtown Rio Vista.

Even with SB 1 funding, Rio Vista is currently on track to invest approximately 3/4 of the required $3.5M necessary to keep the city's PCI at 65 over the next 10 years. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional $5.1M more than the $2.6M they are currently on track to spend over the next 10 years.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

Without a healthy investment in its roadway infrastructure, the City of Rio Vista will continue its downward trend in pavement quality. This deterioration has the potential to hinder Rio Vista from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Rio Vista millions in the future and strengthen its local economy.

Senate Bill 1 funding is helping the City of Rio Vista address its maintenance backlog and restore local streets and roads to a state of good repair

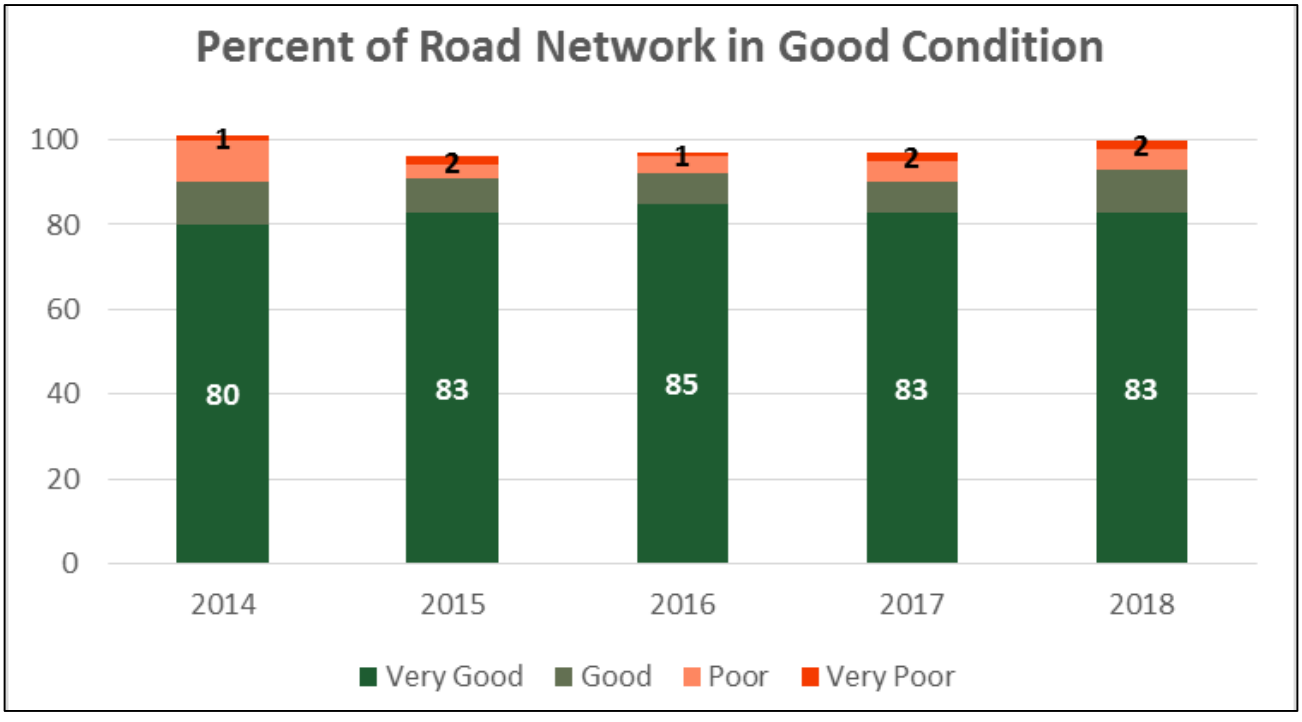
Solano County

The County of Solano is responsible for the management, repair, and maintenance of 1148 lane miles of pavement, or 743 pavement sections. Table 1 summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

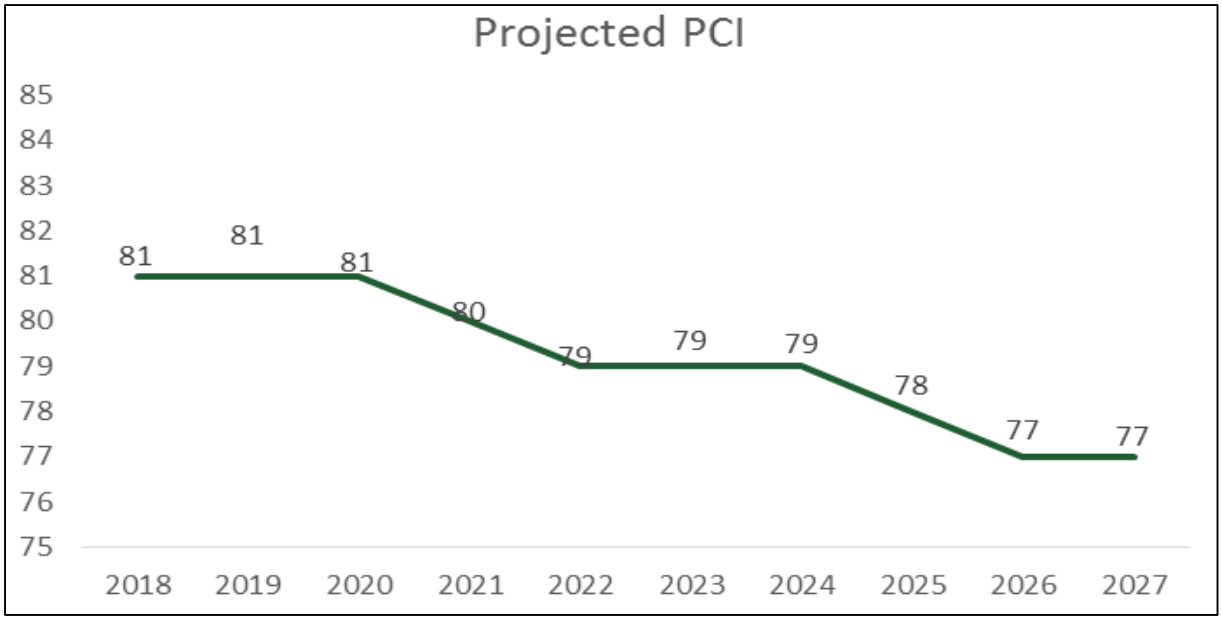
Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2018 PCI
Arterial	25	12	28	80
Collector	274	209	419	82
Residential/Local	377	239	477	80
Total	**743**	**460**	**1148**	**81 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2018 PCI (based on a 3-year moving average) of the street network of the County is 81. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). The County's PCI score is considered "Very Good". Solano County roads have remained stable and in excellent condition. Currently, 64% of the County's pavement area falls under "Excellent" or "Very Good" and only 3% falls under "Poor" or "Very Poor". Again, compared with previous years, this shows an overall stability across pavement condition categories.



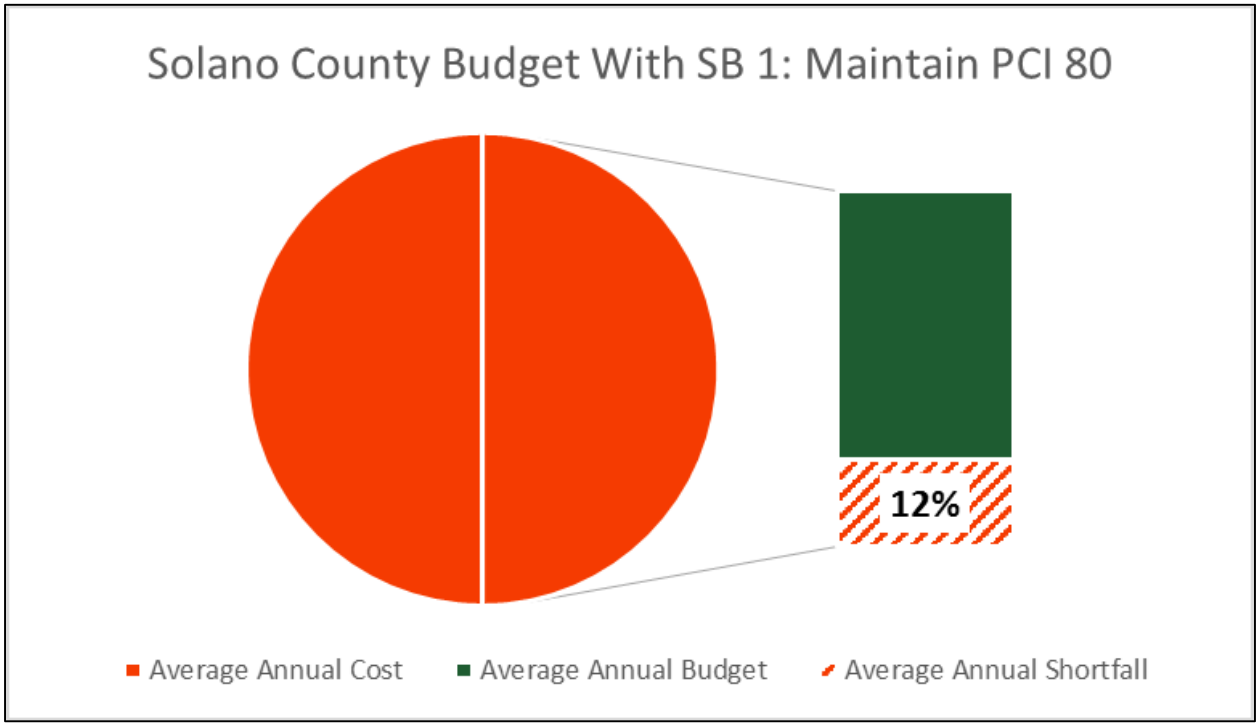
County staff primarily attributes its annual average PCI increase to the County's aggressive chip seal program. Every year nearly half of the paved roads are physically driven and approximately 40 miles are identified for chip seal in the Capital Improvement Plan. County crews spend about 3 months each spring preparing the selected road segments by digging out failed pavement sections, blade patching, and crack sealing. Crews have successfully addressed structural distresses in advance of the surface treatment and paid equal attention to maintaining smooth profiles to make the Solano County chip seal program a great success.



In 2018, Solano County's PCI was 81, with an average budget for roadway maintenance of $10.8M per year including SB 1 funding. If that current level of funding were to be applied through the year 2027 (10 years) the average PCI for the County would drop from it current average rating of 80 (Very Good) to 77.

Future Pavement and Revenue Needs

Despite the much needed addition of SB 1 funding, Solano County may still experience some future deterioration in the condition of its local streets and roads network if an alternative funding cannot be found to bridge the 12% shortfall in the road maintenance budget. However, the County has more than sufficient funds to maintain its road network at the countywide goal of PCI 75. The current budget and maintenance schedule allows for relative stability and ensures that Solano County Roads remain in good condition.



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Solano County's current PCI of 81 should be viewed with an understanding that maintaining this "good" classification will be cheaper in the long-term than maintaining the roads at a lower PCI score.**

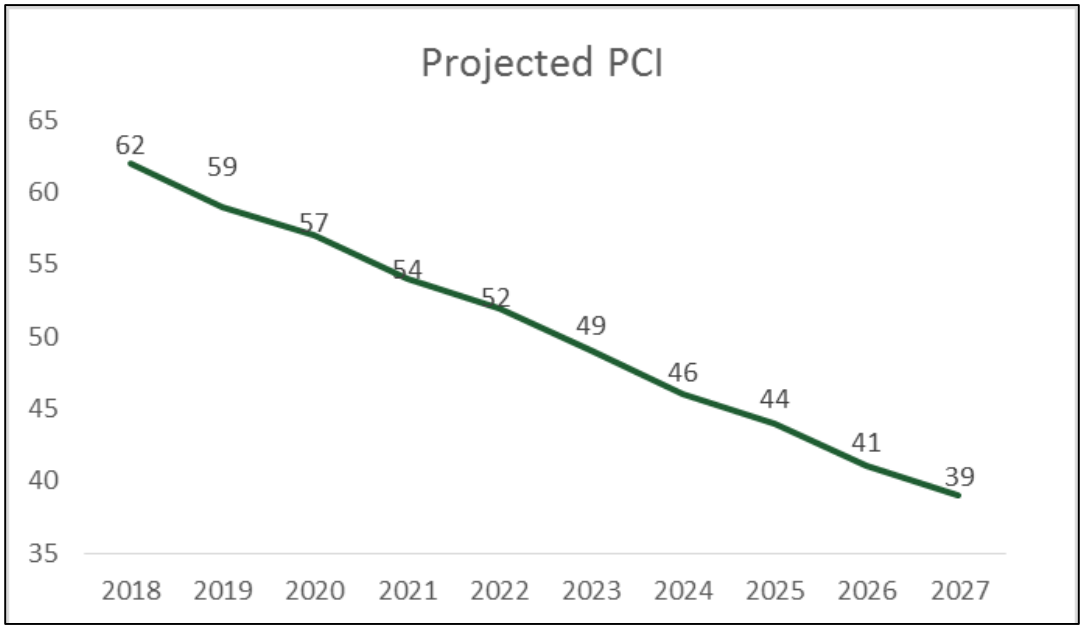
Solano County is currently on track to invest more than the required $83.2M necessary to keep the County's PCI at 75 over the next 10 years with the addition of SB 1 funding. This new revenue will support over 20 road repair, maintenance, and rehabilitation projects in the next 5 years.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

Solano County's healthy investment in its roadway infrastructure and its proactive maintenance schedule continue to keep its local streets and roads network in good condition, benefiting all residents and visitors. In the future, the County may need to seek alternative funding sources to address minor budget shortfalls before they grow larger. Continuing to invest in proactive maintenance will allow to County to maintain its local streets and roads network sustainably, avoiding more costly repairs.

Senate Bill 1 funding is helping Solano County address its maintenance backlog and restore local streets and roads to a state of good repair

In 2018 Suisun City's current PCI was 60, with an average budget for roadway maintenance of $500K per year, including SB 1 funding. With just one year of SB 1 funding to augment its road repair budget, Suisun City repaired, reconstructed or filled potholes on 32 streets and roads. The city now has additional funding to help address its growing deferred maintenance backlog and provide some preventative maintenance for its local streets and roads network. However, significant funding shortfalls still stymie the city's maintenance efforts. If the City's average level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would drop from it current average rating of 60 (Good) to below 44 (Poor). Without additional roadway maintenance funding, a continued or significant decline in Suisun City's road network would undoubtedly have a negative impact on residents and local businesses.



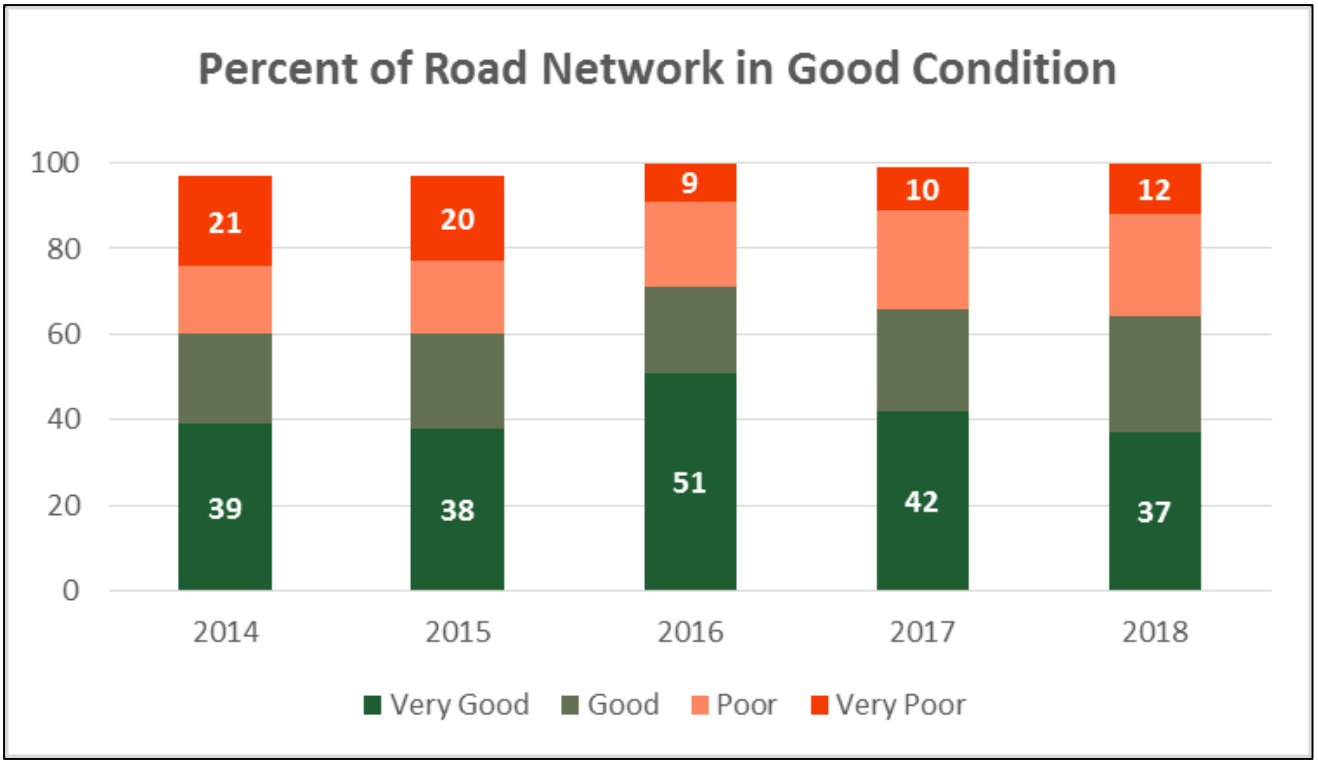
City of Suisun City

The City of Suisun City is responsible for the management, repair, and maintenance of 153 lane miles of pavement, or 512 pavement sections. Table 1 summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

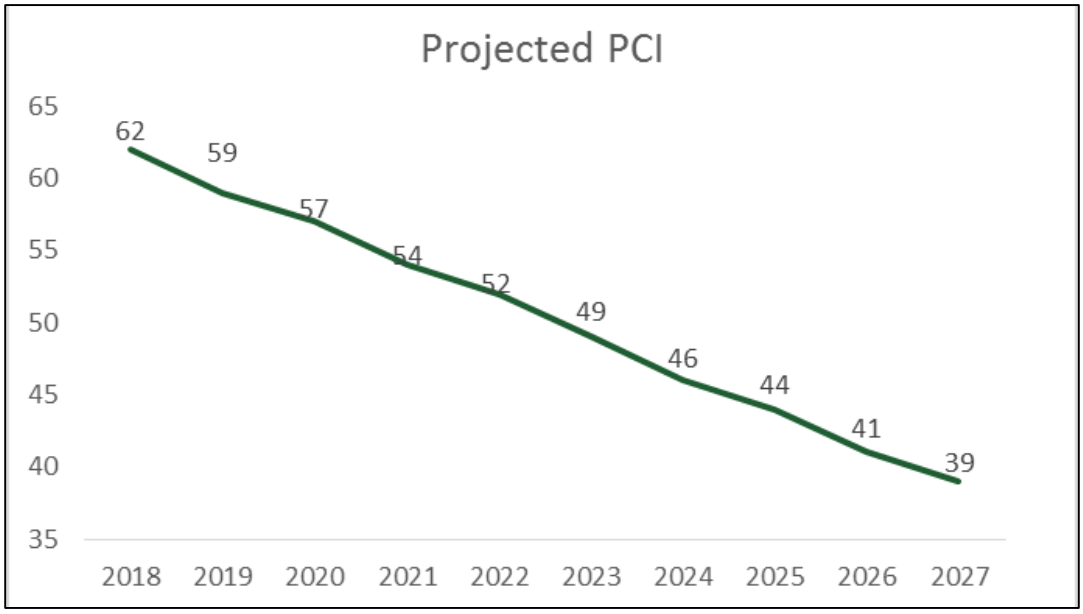
Table 1

Functional Class	Sections	Centerline Miles	Lane Miles	2018 PCI
Arterial	18	6	14	66
Collector	199	38	72	62
Residential/Local	295	34	66	55
Total	**512**	**77**	**153**	**60 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2018 PCI (based on a 3-year moving average) of the street network of the City is 60. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). The current network PCI score is considered "Good", but Suisun's actual PCI has dropped gradually over the last 3 years (from PCI 64 in 2016). Currently, 37% of the City's pavement area falls under "Very Good", 27% falls under "Good", and 36% falls under "Poor or Very Poor".

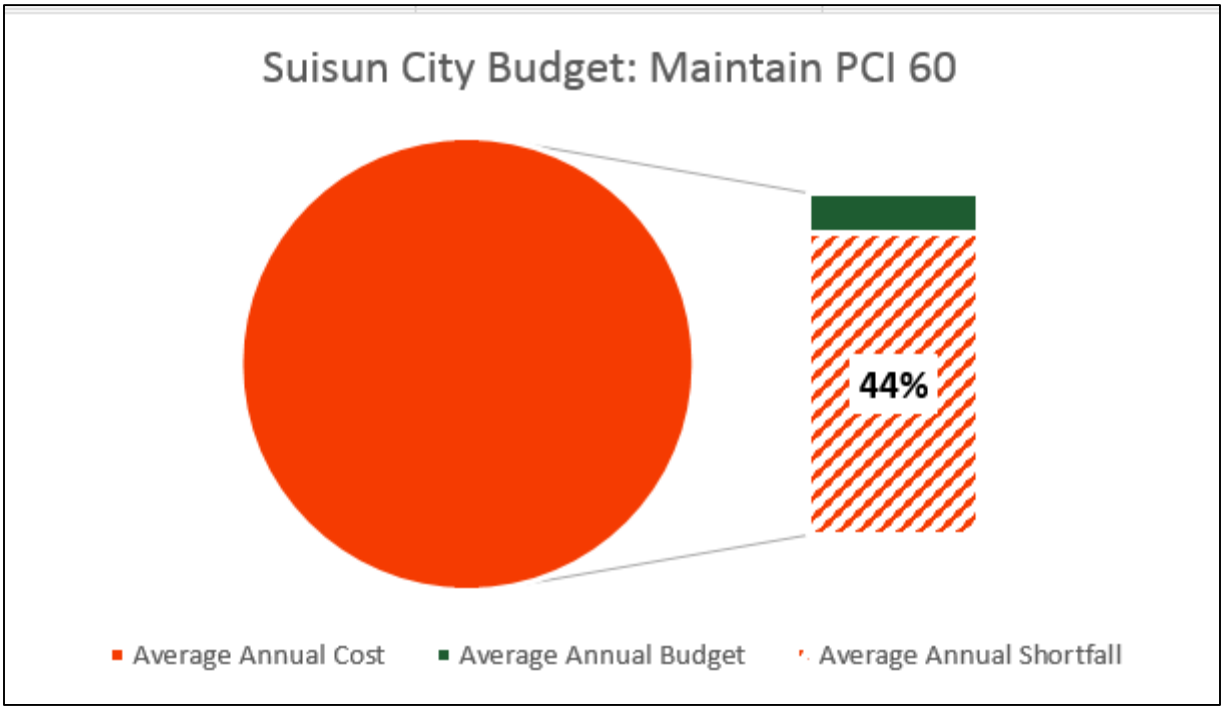


In 2018 Suisun City's current PCI was 60, with an average budget for roadway maintenance of $500K per year, including SB 1 funding. With just one year of SB 1 funding to augment its road repair budget, Suisun City repaired, reconstructed or filled potholes on 32 streets and roads. The city now has additional funding to help address its growing deferred maintenance backlog and provide some preventative maintenance for its local streets and roads network. However, significant funding shortfalls still stymie the city's maintenance efforts. If the City's average level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would drop from it current average rating of 60 (Good) to below 44 (Poor). Without additional roadway maintenance funding, a continued or significant decline in Suisun City's road network would undoubtedly have a negative impact on residents and local businesses.



Future Pavement and Revenue Needs

To maintain a minimum average PCI rating of 60 in the City of Suisun City, approximately $48.1M would need to be spent over the next 10 years. The current budget provides approximately $5.6M over 10 years including SB 1 funding, leaving a funding shortfall of approximately $42.5M. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, approximately $61.5M more than what is currently being budgeted would need to be invested in Suisun City's roads over the next 10 years.



Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in very good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require 5 to 15 times the amount of funding. Thus, **Suisun City's average PCI of 60 should be viewed with caution, as it indicates that its local streets and roads are poised on the edge of a maintenance cliff.**

Suisun City is currently on track to invest less than approximately 1/8 of the required $48.1M necessary to maintain the city's PCI at 60 over the next 10 years, including SB 1 funding. If the city were to raise its average PCI to 75, the goal stated in the Countywide Transportation Plan, then the city would need to invest an additional $66.9M more than the $5.6M they are currently on track to spend over the next 10 years.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

Without a healthy investment in its roadway infrastructure, the City of Suisun City will continue its downward trend in pavement quality. This deterioration has the potential to hinder Suisun City from attracting new jobs, housing, tourism, and business investment. More money spent now in long-term roadway maintenance can save Suisun City millions in the future and strengthen its local economy.

Senate Bill 1 funding is helping Suisun City address its maintenance backlog and restore some local streets and roads to a state of good repair

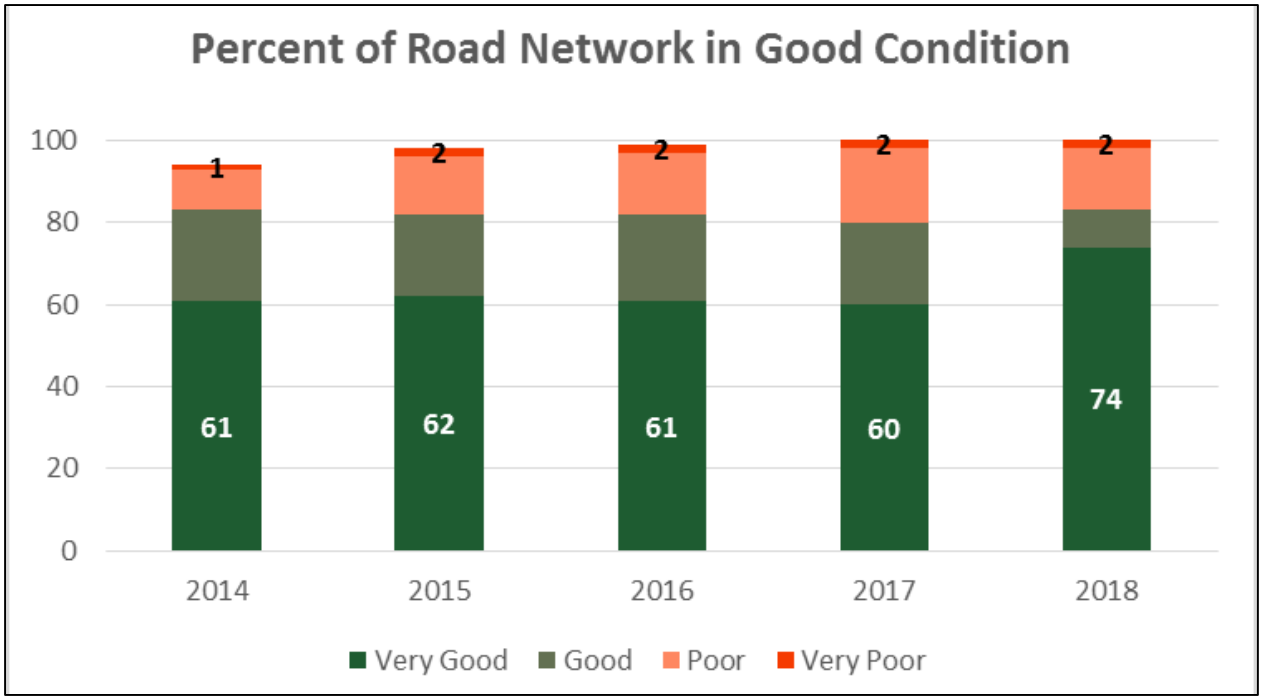
City of Vacaville

The City of Vacaville is responsible for the management, repair, and maintenance of 661 lane miles of pavement, or 3841 pavement sections. Table 1 summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

Table 1

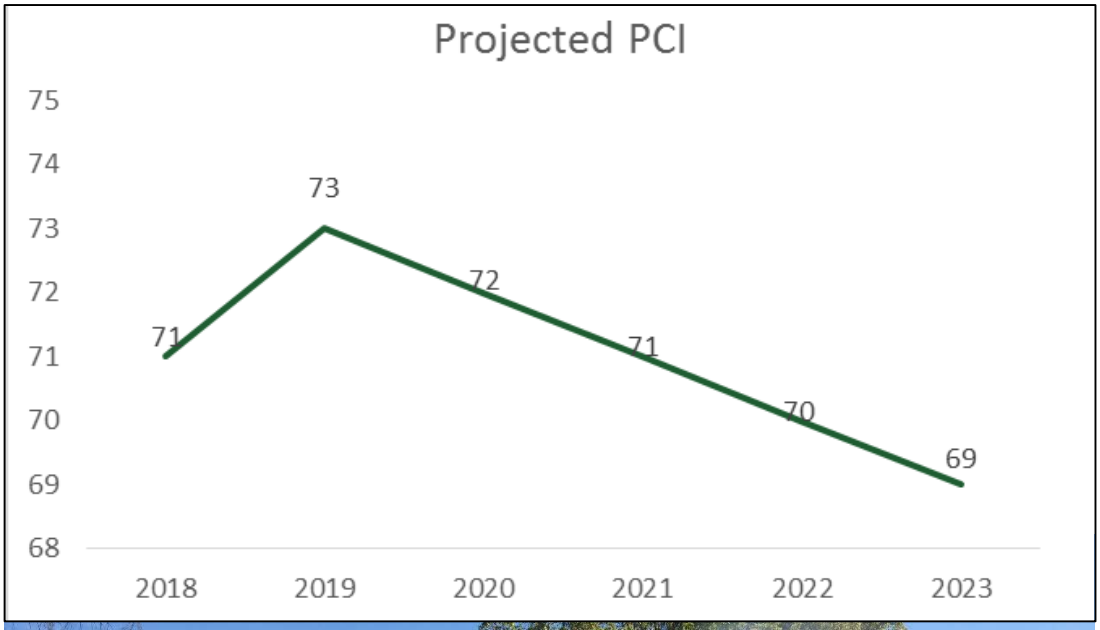
Functional Class	Sections	Centerline Miles	Lane Miles	2018 PCI
Arterial	500	41.6	153.5	71
Collector	870	73	153.4	67
Residential/Local	2111	175.4	354.2	72
Total	**3481**	**290**	**661**	**70 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2017 PCI (based on a 3-year moving average) of the street network of the City is 70. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). Currently, 73% of the City's pavement area falls under "Very Good", 9% falls under "Good", and 18% falls under "Poor or Very Poor". As far as functional class, residential roads are in slightly better condition than arterials and significantly better condition than collectors. Given that collectors carry significant traffic, these roads are presently in the greatest need of investment and repair.



The City of Vacaville has an aggressive pavement management program, wherein all residential and moderate volume collector streets are slated for slurry seal every 7 years. Due to the economic downturn and reallocation of gas tax funding, slurry seals were suspended from 2008 to 2013. Since this important program restarted 5 years ago, approximately 22,700,000 square feet of local streets have been resurfaced and numerous residential cul de sacs and badly degraded streets sections were reconstructed. The city continues to uphold a proactive maintenance schedule, augmented and supported by SB 1 funding and the General Fund (Measure M).

In 2018, Vacaville's current PCI score was 71, with an average budget of $4.5M per year, including SB 1 funding. Should the current level of funding remain, projections through the year 2023 (5 years) shows that PCI will remain relatively constant, representing a general state of good repair stabilized by regular maintenance.



Future Pavement and Revenue Needs

The City of Vacaville's current budget provides approximately $45M over 10 years including SB 1 and Measure M funding. Given the City's proactive maintenance strategy, this level of funding should be sufficient to maintain the local streets and roads network and preserve its good condition. The City may choose to seek alternative funding sources in the future to combat reductions to gas tax revenues, higher construction costs, and an expanding streets network, or if Vacaville wishes to reach and maintain the higher countywide goal of PCI 75.

Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require 5 to 25 times the amount of funding. Vacaville's current PCI of 71 indicates that future investment must be maintained to keep the City's roads in a state of good repair.

With SB 1 and Measure M funding, the City of Vacaville is able to maintain a state of good repair; however, its remaining maintenance backlog may continue to grow and funding is limited to pursue robust repair work to existing streets in poor condition. In 2018, supplemental "one-time" funds enabled the critical rehabilitation of E. Monte Vista Ave from County Airport Road to Vaca-Valley Parkway and of Gibson Canyon Road between Ulatis Creek and Fruitvale, bringing those roads from Poor condition to Very Good condition. City crews were also able to perform preparative work on deteriorated street sections in advance of construction contracts to perform slurry seals on every residential street in Northwest Vacaville in 2018 and 2019.

Vacaville is currently on track to invest sufficient funds to keep the city's PCI in a state of good repair over the next 5 years, largely due to SB 1 and Measure M funding supplements. Any maintenance shortfall could become more problematic and lead to higher repair costs over time. So the city will continue to regularly evaluate the maintenance needs of its local streets and roads network in order to protect its investment and to continue serving Vacaville residents, businesses, and visitors. The city will continue its current proactive maintenance strategy to keep the local streets and roads network in good condition and may wish to explore alternative funding sources to meet future maintenance needs as necessary.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

The City of Vacaville should continue to invest in its roadway network in order to keep its local streets and roads in good condition. Additional investment is particularly needed to reduce backlogged repair of residential areas and on collector streets and to complement recent investment in the streets that serve Vacaville's Priority Development Areas (PDAs) and Business Parks. The City can ensure effective pavement management by continuing to deploy Strategic Pavement Management Plans with a focus on preventative maintenance followed by selective rehabilitation of failed streets as funding allows. Continuing to invest in long-term roadway maintenance now will likely save Vacaville millions of dollars in the future and strengthen its local economy

Senate Bill 1 funding is helping the City of Vacaville address its maintenance backlog and keep its local streets and roads in a state of good repair.

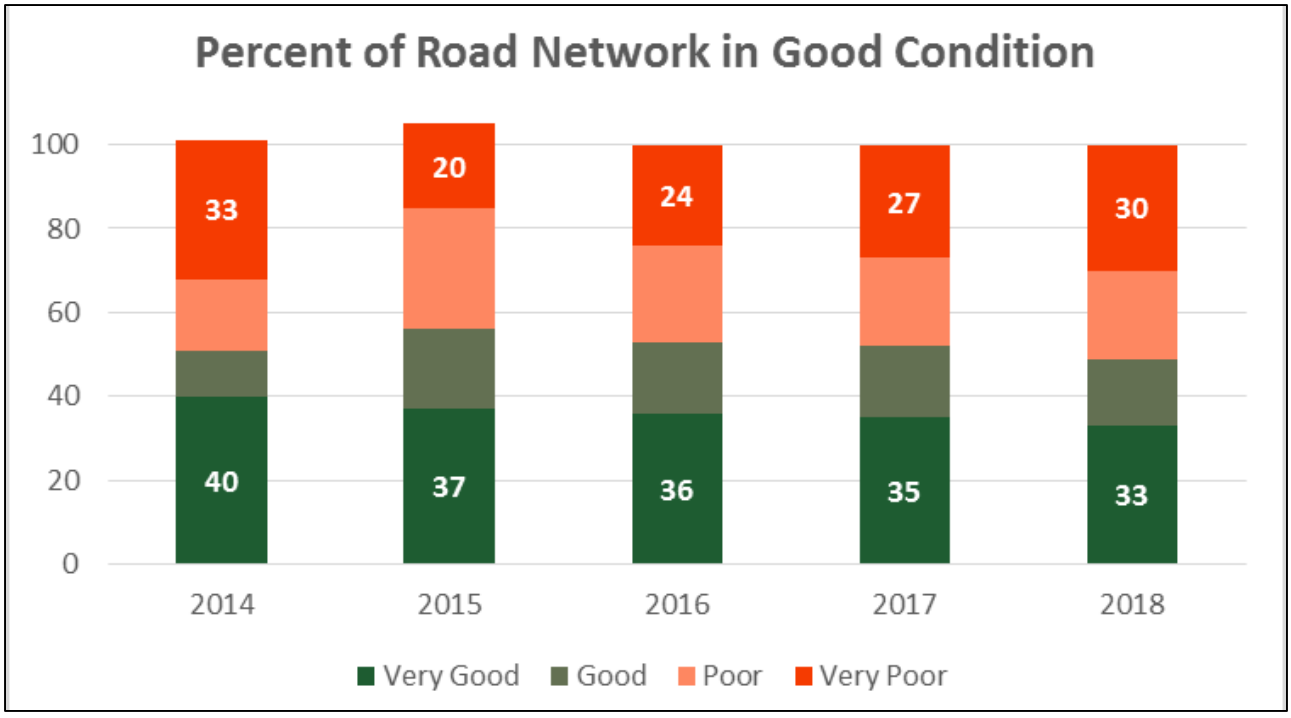
City of Vallejo

The City of Vallejo is responsible for the management, repair, and maintenance of 714 lane miles of pavement, or 2065 pavement sections. Table 1 summarizes the length of the road and 2018 pavement condition index (PCI) by functional class.

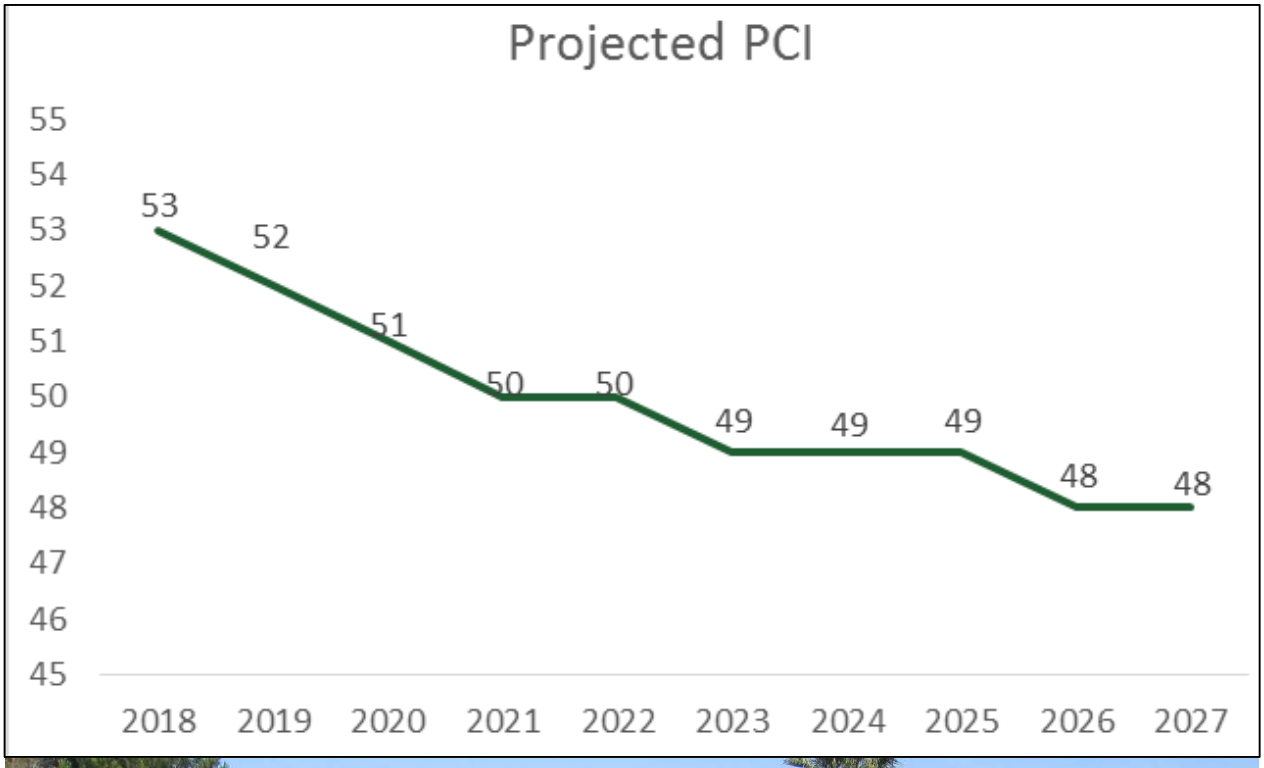
Table 1

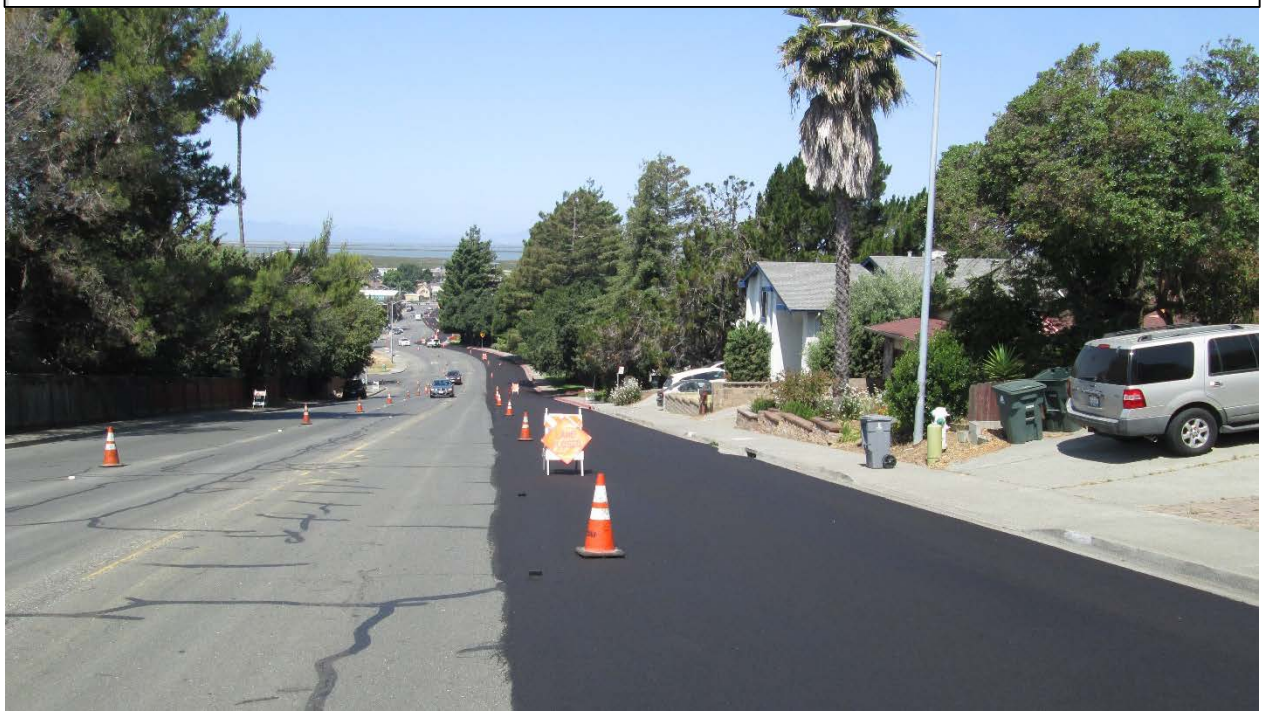
Functional Class	Sections	Centerline Miles	Lane Miles	2018 PCI
Arterial	170	49	157	66
Collector	240	50	117	57
Residential/Local	1655	220	439	45
Total	**2081**	**319**	**714**	**52 (3 yr avg)**

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. The average 2018 PCI (based on a 3-year moving average) of the street network of the City is 52. While MTC formerly used a five-category system, the StreetSaver system have moved to four-category system (excluding the "Fair" designation). Vallejo's average PCI is considered "Good" but is on the cusp of being rated "Poor". Currently, 33% of the City's pavement area falls under "Very Good", 16% falls under "Good", and 51% falls under "Poor" or "Very Poor". If these issues are not addressed, the quality of the road network will inevitably decline. In order to correct these deficiencies, a cost-effective funding, maintenance, and rehabilitation strategy must be implemented soon.



In 2018 Vallejo's average PCI was 52 . Vallejo's average budget for roadway maintenance is $5M per year, including SB 1 funding. If that current level of funding were to be applied through the year 2027 (10 years) the average PCI for the City would decline from it current average rating of 53 to 49. While the city's roads are in need of maintenance, the city is on track to significantly improve it's local streets and roads network by 2027.





Future Pavement and Revenue Needs

To maintain an average PCI rating of 60 in the City of Vallejo, approximately $86.7M would need to be spent over the next 10 years. The current budget provides approximately $53.3M over 10 years with SB 1 funding. This funding is not sufficient to allow the City of Vallejo to bring it's road network to an average state of good repair. Current funding will allow the city to make some badly needed repairs and invest in some preventative maintenance that will lower the cost of repair over time, but the City of Vallejo will likely need to seek out additional funding sources to prevent further decline of its local streets and roads network.

With just one year of SB 1 funding, the City of Vallejo repaired, reconstructed or filled potholes on 11 streets and roads, and installed ADA compliant curb ramps at 13 intersections. This much-needed funding will continue to support the City of Vallejo's proactive maintenance approach that is set to reverse a downward trend in PCI and improve the local streets and roads network over time.

However, even with SB 1 funding, budget shortfalls continue to represent a hurdle for the full restoration of the City of Vallejo's road network. The city faces a $33.5M shortfall to reach the intermediate PCI goal of 60 by 2027. To reach the higher PCI goal of 75, as stated in the Solano Comprehensive Transportation Plan, $82.1M more than what is currently being budgeted would need to be invested in Vallejo's roads over the next 10 years.

Senate Bill 1 funding is helping the City of Vallejo address its maintenance backlog and restore local streets and roads to a state of good repair

Where Do We Go From Here?

Timely investment in roadway preservation can save cities millions of tax dollars in long-term maintenance costs. A municipality that spends $1 on timely maintenance to keep a section of roadway in good condition would have to spend $5 to restore the same road if the pavement is allowed to deteriorate to the point where major rehabilitation is necessary (MTC, 2011). Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding. Thus, **Vallejo's current PCI of 53 indicates that future investment must be maintained to keep the City's roads in a state of good repair.**

Vallejo is currently on track to invest the $53.3M, $18M less than the amount necessary to maintain the city's current PCI over the next 10 years (including SB 1 funding). If the city were to raise its average PCI to 60, then the city would need to invest an additional $33.5M more than the $53.3M they are currently on track to spend over the next 10 years with SB 1 funding.

"Strategic investment in infrastructure produces a foundation for long-term growth."
-Roger McNamee

The City of Vallejo's healthy investment in its roadway infrastructure will continue to improve the quality of its local streets and roads network over the next 10 years. More money spent now in long-term roadway maintenance can save Vallejo millions in the future and strengthen its local economy.