



# Staff Report

DATE: April 27, 2026  
 TO: MAYOR AND CITY COUNCIL  
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 SUBJECT: PAVEMENT MANAGEMENT PROGRAM REPORT UPDATE 2026

### RECOMMENDED ACTION:

It is recommended that the City Council receive and file the presentation on the state of the City’s asphalt pavement condition.

### GOAL STATEMENT

The proposed action supports the City’s goal of maintaining and improving the City’s public streets, alleys, & parking lots, and ensuring the expenditure of public funds is utilized in a manner that will maximize the community’s return on investment.

### BACKGROUND

On April 30, 2024, the Public Works Committee received and filed a presentation on the state of the City’s asphalt pavement condition assessment based upon a city-wide scan by Transmap of all public streets, alleys, and parking lots. On October 28, 2024, the City Council received and filed a presentation on the City’s pavement and sidewalks master plans. On April 14, 2026, staff presented the latest Pavement Management Program Report update to the Public Works Committee.

### ISSUES AND ANALYSIS

Staff recently completed training on our pavement management software and have populated it with unit cost data for the purpose of running cost analytics for various asphalt pavement treatment scenarios based upon the city’s pavement conditions. In 2024 when the scan was completed, the City’s average overall pavement condition index (PCI) was 57. The analysis by Transmap at that time indicated the City would need to invest \$15.40 million per year to maintain the existing PCI of 57. The City’s current combined revenue of the Gas Tax, RMRA, and Measure I total approximately \$6.38 million per year. Based upon funding and engineering staffing levels since the last scan, the average overall PCI is now 53. For comparison, the following table illustrates PCI data of surrounding agencies:

Municipality	Average PCI
Chino	71
Claremont	63
Fontana	70
Glendora	63
La Verne	80

Municipality	Average PCI
Ontario	80
Pomona	68
Rancho Cucamonga	70
San Dimas	54
Upland	53

As outlined above and within the presentation, additional revenue is needed to course-correct the city’s asphalt pavement degradation. Additionally, while there are current fund balances for the aforementioned restricted funds, there are limited engineering and supportive staff resources within the Operations Public Works Division to reduce the overall backlog of capital improvement projects related to streets. It is recommended that the City Council work with Staff and the community to identify and secure additional funding and staffing resources to improve the City’s PCI to a goal of 76-80.

**ENVIRONMENTAL DETERMINATION**

There is no environmental impact for receiving and filing this Pavement Management Program Report update. Road maintenance projects are typically exempt from CEQA as the resultant pavement rehabilitation work falls under CEQA Categorical Exemption pursuant to State CEQA Guidelines Section 15301 Class 1 (Existing Facilities) and Section 15302 Class 2 (Replacement or Reconstruction).

**FISCAL IMPACTS**

There is no fiscal impact associated with this action.

**ALTERNATIVES**

Provide alternative direction to staff.

**CEQA:** Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15306.