



**CITY OF WILDOMAR
CITY COUNCIL REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.1
Meeting Date: May 13, 2026**

SUBJECT: Road Maintenance and Rehabilitation - Program Summary and Potential List of Streets for FY 26/27 Project

SUBMITTED BY: Jason Farag, Public Works Director/City Engineer

PREPARED BY: Cameron Luna, Associate Engineer

ACTION:

Receive and file the Road Maintenance and Rehabilitation (Road Rehab) Update and receive and provide input on the proposed list of streets for the FY 26/27 Road Rehab Project.

SUMMARY:

The City administers an annual Road Maintenance and Rehabilitation Program (Road Rehab) with the use of RMRA funds. Streets are evaluated based on a variety of different criteria to determine which streets should be included in a specific Road Rehab project for a given year. Staff is seeking Council and public input on the potential list of streets for the FY 26/27 Road Rehab Project.

BACKGROUND:

In 2017, Senate Bill 1 (SB 1), also known as the Road Repair and Accountability Act of 2017, created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the State Highway System and the local street and road system. The Road Maintenance and Rehabilitation Account (RMRA) was established for the deposit of program funds. SB 1 increases transportation funding through gas taxes. A percentage of RMRA funding is apportioned to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects.

The City of Wildomar receives an annual apportionment of funds from the RMRA that has been instrumental in establishing and funding the City's annual Road Maintenance and Rehabilitation Projects (Road Rehab) and the annual Slurry Seal Projects. The City began implementing the annual Road Rehab project in 2018 and has already rehabilitated many roads throughout the City using RMRA funds. A summary of the prior year projects and major streets that were rehabilitated is included below for reference.

The City's annual appropriation of RMRA funds varies from year to year but has generally increased each year. The estimated FY 26/27 apportionment for the City of Wildomar, as of January 2026, is \$981,270.

Prior Road Rehab Projects

- **2018/2019 Project**
 - Bundy Canyon Rd. (Oak Circle Dr. to The Farm Rd.)
 - Clinton Keith Rd. (Palomar St. to Renaissance Plaza - north side only)

- Grand Ave. (Jane Ct. to McVicar St.)
- Inland Valley Dr.
- **2019/2020 Project**
 - Almond St. (Bundy Canyon Rd. to Waite St.)
 - Bryant St. (Grand Ave. to Union St.)
 - Black Beauty Trail
 - Dunn St. (Wildomar Trail to Pasadena St.)
 - Darby St. (Wildomar Trail to Pasadena St.)
 - Gruwell St. (Black Beauty Trail to Baxter Rd.)
 - Orchard St. (Walnut St. to Cashew St.)
 - Pony Cart Trail
 - Wesley St. (at Palomar St.)
 - Wildomar Trail (Grand Ave. to Palomar St.)
- **2021/2022 Project**
 - Lemon St. (Gafford Rd. to north of Citrus Grove)
 - Grand Ave. (Jane Ct. to north of Kennemer Dr.)
 - 60+ Residential Slurry Seal Streets
- **2023/2024 Project**
 - Clinton Keith Rd (Grand Ave to Hidden Springs Rd)
 - Grand Ave (Willow Bay to Leslie St)
 - Grand Ave (Clinton Keith Rd to Royal Adelaide St)
 - Walnut St (Mission Trail to White St)
 - Cherry St (East of I-15, Bundy Canyon Rd to Waite St)
 - Waite St (East of I-15, Orange St to Sellers Rd)
 - Sellers Rd (Bundy Canyon Rd to Waite St)
 - Canyon Ranch Rd (Bundy Canyon Rd to Gafford Rd)
 - Gafford Rd (Great Falls Rd to Canyon Ranch Rd)
 - Wildomar Trail (Palomar St to Margaret Ln)
 - Cervera Road (Wildomar Trail to 325' East)
 - 129 Residential Slurry Seal Streets
- **2024/2025 Project**
 - Pavement Management Program Report
- **2025/2026 Project**
 - Bundy Canyon Road (Mission Trail to Orange St)
 - Bundy Canyon Road (Orange St to Cherry St)
 - Bundy Canyon Road (West of Oak Circle to Sunset Ave)
 - Almond Street (Bundy Canyon Rd to Elsinore HS)
 - Orange Street (South of Waite St to Bundy Canyon Rd)
 - Gruwell Street (Front Street to Palomar Street)
 - "Deep Digout" Repairs on Almond St, Dunn St, Raynor St, Hidden Springs Rd, and Catt Rd
 - 102 Residential Slurry Seal Streets
 - 2 Slurry Seal Parking Lots (City Hall and Marna O'Brien Park)

DISCUSSION:

Selecting which streets will be included in the annual Road Rehab or Slurry Seal Projects requires the consideration of several different criteria. The primary criteria that are considered include:

- Pavement Condition Index (PCI)
- Roadway Priority

- Future Overlapping Projects
- Public Input
- Rehabilitation Costs

Pavement Condition Index

Pavement Condition Index (PCI) is a number that is used to describe the condition of pavement on a street. PCI can be based on a visual assessment of a road or based on an assessment made with the use of special instruments. PCI ratings range from 0 to 100 and are categorized as shown in Table 1 below.

Table 1 - PCI Ratings

PCI	Condition Description
90-100	Excellent
70-90	Good
50-70	Fair/At Risk
25-50	Poor
0-25	Very Poor/Failed

As of February 2026, the City's network average PCI was 67. As part of a Pavement Management Program (PMP) that relies on the use of PCIs, it is generally recommended to prioritize and maintain roads with a higher PCI first. Maintaining higher PCI roads is less costly and extends the lifespan of the road, reducing long-term maintenance and repair costs. Once a road begins to deteriorate past the 'Good' condition, repair costs significantly increase. For roads that have already entered the 'Fair/At Risk' condition, or lower, preventative maintenance may not be the most effective option and more significant rehabilitation may be necessary, which significantly increases costs. The City is currently updating its PMP which will reevaluate the City's network PCI and provide guidance for the next six years.

Roadway Priority

Some roadways may have a higher priority than others based on classification and use. For example, arterial or regional roads that carry large amounts of daily traffic, have high speeds, and experience heavy traffic loads may warrant more immediate attention due to the reliance of a larger number of daily users on that road. Roads that serve specific uses such as schools, hospitals, or other similar uses may also have a higher priority than other streets.

Future Overlapping Projects

There are several roads throughout the City that are part of upcoming Capital Improvement Projects or Private Development Projects. These projects may already be scoped to widen, improve, and/or rehabilitate pavement. As a result, staff takes into consideration these upcoming projects to maximize cost efficiencies, minimize waste, and minimize traffic impacts. For example, including road rehab in the scope of a widening project minimizes disruption to drivers by limiting the work to one larger combined project rather than having one contractor repave the street in one year, and another contractor widen the street in a subsequent year. Private Development Projects that are conditioned to provide certain improvements are also responsible for the costs of those improvements. This reduces the City's costs for maintenance and allows the City to use those funds to maintain other roads.

Public Input

The City regularly receives feedback from the public about roadway conditions and areas that

may need maintenance. In addition to the City's routine maintenance schedule, the City responds to and addresses these requests as they arrive. Staff makes note of where repetitive requests are received, or where repetitive maintenance on a specific street is observed and would be better addressed by a larger rehabilitation project. Staff also takes into consideration locations that are specifically requested by residents for general repaving or rehabilitation.

Rehabilitation Costs

Road rehabilitation strategies can vary significantly in cost. Slurry seals and microsurfacing are surface treatments designed to work in conjunction with crack sealing to help seal the asphalt surface to protect the roadway from intrusion of water into the base layers, which could result in base and pavement failure. Slurry seals are generally a lower cost preventative maintenance measure. Asphalt overlays are more expensive due to the cost of the asphalt and the methods and equipment required to place the asphalt. Removals and replacements of asphalt are even more expensive due to the cost of equipment to remove and dispose of the material, and the increased cost to implement traffic control. Based on available budgets, rehabilitation of certain streets may be limited in a given year.

A list of the streets previously approved and a list of additional potential streets to be considered for the next year's project are included below.

- **Potential Streets to be Considered for the FY 2026/2027 Project (next year's project)**

- The Farm Road, 100' S of Bundy Canyon Road to Citrus Hill
- Harvest Way, Bundy Canyon Road to Citrus Hill
- Lemon Street, Mission Trail to Grape Street
- Gruwell Street, Union Street to Grand Avenue
- Cherry Street, Baxter Road to Canyon Drive
- Almond Street, Canyon Drive to Wesley Street
- Grand Avenue, McVicar Street to Jane Court
- Raynor Street, Orange St to end of City maintained road
- Wesley Street, Grand Avenue to Union Street
- ARAM, Chip Seals, and/or Slurry Seals through various residential streets
- Remove and Replace ("Deep Digout") locations Citywide
- CIP 025 Clinton Keith Road (Hidden Springs Rd. to Eastern City limits)
- CIP 026-2 Bundy Canyon Road (Oak Canyon Dr. to The Farm Rd.)
- CIP 044-3 Mission Trail (Malaga Rd. to Elberta Rd.)
- CIP 050-1 Pavement Management Program - Street Asset Inventory

To be eligible to use RMRA funds, the City is required to adopt a resolution each year identifying a list of the streets that are proposed for the next fiscal year's budget. This resolution must be submitted to the California Transportation Commission (CTC) before the City can receive its appropriation of RMRA funds for the fiscal year. It should be noted that depending on the type of pavement rehabilitation required for each street, total costs may exceed available funds, and so it is possible that the rehabilitation for some streets may need to be rescheduled in a future fiscal year.

The RMRA program also requires that there be a public input process on the selection of streets included in the resolution. While the City already accepts and considers public input throughout the year, staff would like to receive any additional input from the public or the City Council on the potential list of streets to be considered for next fiscal year's project. With this feedback, staff will complete the evaluation of streets and bring forward a resolution with a

final list of streets for City Council consideration and adoption at the June Council Meeting.

FISCAL IMPACT:

Road Rehab is included in the annual CIP Program Budget and typically makes use of RMRA, Measure AA, and Measure A funds. There is no impact to the General Fund.

ATTACHMENTS:

[Presentation - Road Maintenance and Rehabilitation](#)