



# City of Sandy

## Agenda

### City Council Meeting

Meeting Date: Monday, June 21, 2021

Meeting Time: 6:00 PM

Page

#### 1. MEETING FORMAT NOTICE

Members of the public listen, view, and/or participate in this public meeting electronically via the Zoom video conference platform. Using Zoom is free of charge. See the instructions below:

- To login to the electronic meeting online using your computer, click this link: <https://us02web.zoom.us/j/81597646497>
- If you would rather access the meeting via telephone, dial (253) 215-8782. When prompted, enter the following meeting number: 815 9764 6497
- If you do not have access to a computer or telephone and would like to take part in the meeting, please contact City Hall by Friday June 18th and arrangements will be made to facilitate your participation.

#### 2. CITY COUNCIL WORK SESSION - 6 PM

##### 2.1. Transportation Projects Update and Policy Options

4 - 118

[Transportation Projects Update and Policy Options - Pdf](#)

#### 3. CITY COUNCIL REGULAR MEETING - IMMEDIATELY FOLLOWING URBAN RENEWAL MEETING

#### 4. PLEDGE OF ALLEGIANCE

#### 5. ROLL CALL

#### 6. CHANGES TO THE AGENDA

#### 7. PUBLIC COMMENT

PLEASE NOTE: There will be an opportunity to comment on the Master Fee Schedule update later in the meeting. The Council welcomes your comments on other issues at this time. Please see the instructions below:

- If you are participating online, click the "raise hand" button and wait to be recognized.
- If you are participating via telephone, dial \*9 to "raise your hand" and wait to be recognized.

## **8. RESPONSE TO PREVIOUS PUBLIC COMMENTS**

(none at 6/7/21 meeting)

## **9. CONSENT AGENDA**

- |      |  |           |
|------|--|-----------|
| 9.1. | <b><u>City Council Minutes</u></b>                         | 119 - 126 |
|      | <a href="#">City Council - 07 Jun 2021 - Minutes - Pdf</a> |           |
| 9.2. | <b><u>Professional Audit Services Agreement</u></b>        | 127 - 142 |
|      | <a href="#">Professional Audit Services - Pdf</a>          |           |
| 9.3. | <b><u>Resolution 2021-17</u></b>                           | 143 - 146 |
|      | Sandy Enterprise Zone Renewal                              |           |
|      | <a href="#">Sandy Enterprise Zone Re-designation - Pdf</a> |           |

## **10. RESOLUTIONS**

- |       |  |           |
|-------|--|-----------|
| 10.1. | <b><u>Resolution 2021-18</u></b>                       | 147 - 165 |
|       | PUBLIC HEARING (continued): Master Fee Schedule Update |           |
|       | <a href="#">Master Fee Schedule Update - Pdf</a>       |           |
| 10.2. | <b><u>Resolution 2021-20</u></b>                       | 166 - 170 |
|       | Supplemental Budget - 2019-2021                        |           |
|       | <a href="#">Supplemental Budget BN 2019-21 - Pdf</a>   |           |

## **11. OLD BUSINESS**

- |       |  |           |
|-------|--|-----------|
| 11.1. | <b><u>Bull Run Water Supply Options Decision</u></b>                   | 171 - 173 |
|       | <a href="#">Water Supply Options Selection - Pdf</a>                   |           |
| 11.2. | <b><u>Pool Exploratory Task Force Bylaws Clarification</u></b>         | 174 - 176 |
|       | <a href="#">Pool Exploratory Task Force Bylaws Clarification - Pdf</a> |           |

## **12. NEW BUSINESS**

- |       |   |           |
|-------|---|-----------|
| 12.1. | <b><u>SandyNet Advisory Board Member Appointments</u></b>         | 177 - 186 |
|       | <a href="#">SandyNet Advisory Board Member Appointments - Pdf</a> |           |

12.2. **Wastewater Treatment Plant Improvements Project Schedule Update**

187 - 194

[Wastewater Treatment Plant Improvements Project Schedule Update - Pdf](#)

**13. REPORT FROM THE CITY MANAGER**

**14. COMMITTEE /COUNCIL REPORTS**

**15. STAFF UPDATES**

15.1. [Monthly Reports](#)

**16. ADJOURN**



## Staff Report

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**Meeting Date:** June 21, 2021  
**From** Mike Walker, Public Works Director  
**SUBJECT:** Transportation Projects Update and Policy Options

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### **BACKGROUND:**

#### **Work Session Goals**

- Receive update on Pavement Management Program and funding (information only)
- Discuss project schedule and policy options for water and wastewater utility lines for the 362nd/Bell St. project
- Provide direction to staff on reimbursement for transportation project expenses

#### **Pavement Condition Report**

Capitol Asset & Pavement Services completed a Pavement Management and Budget Options Report for us in December of last year. Capitol Asset provides these services to many agencies in Oregon and has performed pavement condition inventories and budget reports for the City roughly every five years since 2001. With revenue from the City's local motor vehicle fuel tax (\$0.01/gallon in 2002 and increased to the current rate of \$0.02/gallon in 2009) and other sources, we have been able to increase our Pavement Condition Index (PCI - a measure of overall pavement health) from 74 in 2001 to 80 in 2020. However, if we continue funding the pavement management program at the current level (approximately \$500K per biennium) the PCI is predicted to decline to 77 by 2025. The goal of our program is to maintain a PCI in the low to mid-80s range which is optimal.

The Pavement Management Report generates an annual list of street sections to be treated with recommended surfacing methods in five year increments based on the expected annual revenue from the local motor vehicle fuel tax . The 2021-2025 recommendations are listed in Scenario 2 in Appendix F of the report and depicted graphically on the Treatment Scenario 2 map in Appendix G. Joel Conder with Capitol Asset & Pavement Services will provide a brief presentation at the work session discussing the pavement condition rating methodology and the various treatment and budget scenarios for Sandy.

In order to cover debt service in the Street Fund for the 362nd/Bell St. project and maintain a PCI of 80 or above, the Street Fund would need an additional \$2.5M in revenue between 2021 and 2025. As revenue from the additional Statewide fuel tax

increase from HB 2017 grows over time, the gap in each biennium grows smaller so the additional funds necessary over five years total approximately \$315,000.

Revenue Source	2021-2023	2023-2025	2025-2027	Biennial Cost to Maintain PCI at 80 or Above (Scenario 3)	Biennial Debt Service	Gap
\$0.02/gal. Local Fuel Tax	\$600,000	\$600,000	\$600,000	\$1,000,000	\$730,000	\$190,000
HB 2017 State fuel tax	\$540,000	\$648,900	\$685,800	\$1,000,000	\$730,000	\$81,100
County Vehicle Registration Fee	\$400,000	\$400,000	\$400,000	\$1,000,000	\$730,000	\$44,200
						\$315,300

The City also receives approximately \$135K/year in Surface Transportation Block Grant (STBG) funds based on population. These funds must be spent on streets that are Federal Aid Eligible, basically Collector and Arterial streets, (see map). STBG money isn't distributed to the City directly but is held by ODOT and released for eligible projects based on a funding agreement between the City and ODOT. The City can spend 100% of our STBG funds if we comply with all Federal Highway Administration (FHWA) requirements - which can be onerous. We can 'exchange' these funds with ODOT at a 6% discount and spend them as State funds with far less burdensome requirements. The fund exchange discount goes up to 10% in 2022.

The Council has already obligated about \$900,000 of these funds to the Hwy 26-Ten Eyck to Vista Loop Pedestrian Project, the City's share of the bypass study (\$70,000), and the cost of the Transportation System Plan update (\$24,000) that exceeds the amount we received in Transportation Growth Management funding. We wouldn't be able to use this source until the 23-25 biennium when we will have accumulated more STBG funds and then only for surfacing projects on collector and arterial streets. We can do additional analysis and determine which streets programmed for treatment in the next five years fit this criteria and use STBG funds for this work.

Even if we are able to cover some or all of the gap with STBG dollars, very little if any money would be available for capital projects other than SDC revenue. Based on the declining PCI rating for the City's street network it may be necessary to seek additional revenue or shift revenue from other sources to the Street Maintenance Program to

maintain a PCI in the low to mid-80s and maintain funding for capital projects or additional debt service in the Street Fund.

### **362nd/Bell Project Schedule Update and Utility Options**

City staff met with the property owners in the project area in August 2020 and presented a draft alignment for the project. Based on feedback from the property owners, our consultant prepared an alternate alignment to address the concerns and ideas raised during the meeting. The revised alignment added approximately 1,000 LF of roadway, 2 additional acres of right-of-way and about \$1M in additional cost to the project. Additional survey, geotech, wetland delineation, cultural resources and hazardous materials analysis was required for the new alignment. This work was completed in March 2021 and the project team attended a preapplication conference with planning staff in early April to understand the land use requirements and conditions likely to be placed on the project.

Planning staff advised the team that a minor partition of the Lundeen property and annexation of the Miller property would be included in the proposed land use conditions along with the required FSH and tree removal review. Our consultant is preparing the land use application for the annexation with the intent of getting it on the July Planning Commission agenda. Depending on the outcome of the land use process and right-of-way acquisition, we expect to be able to solicit bids in August or September and hopefully complete the majority of the grading and earthwork before November with the goal of finishing the project in the Summer of 2022.

The project is funded through Street Fund sources: the recently Full Faith and Credit debt obligation that is backed by the state gas tax and the Clackamas County vehicle registration fee, and Street Fund fund balance. There are currently no funds identified for water or sewer utility lines in the project right-of-way. Installing utility lines after the roadway is constructed will be more expensive than installing utilities in conjunction with the road project and it is not a good practice to tear open new roads or pavement. However, the right-of-way needed to be acquired for the project would likely allow installation of water and sewer lines in the future with minimal disturbance to the roadway surface. The attached plan shows the location of existing water and sewer lines in and near the project area.

A preliminary estimate for adding approximately 4,325 lineal feet of water main, and about 2,500 lineal feet of sewer line including design, contingency and construction management, is \$1.2M.

The policy choice for Council is whether the city should pay for or contribute towards a portion of those costs to install the utility lines when the road is constructed. While it can help with the marketability of the properties for development, as shown in the map utility lines are still in the vicinity of most of the properties that will benefit from the new road extension. Further, contributing towards utility extensions could be an economic development incentive tool that the city could offer in the future.

The other factor is the matter of the costs to add the water and wastewater lines. The American Rescue Plan Act funds or Urban Renewal might be possible sources but would come at the cost of using those funds for other purposes. The city could also approach the property owners to see if there was an interest or necessity to include utility lines in the project (or a portion of it) at this time as part of the right of way acquisition process.

**Transportation System Development Charge Reimbursement Component and Advance Financed Public Improvement Reimbursement Districts**

There are two ways to recoup costs of public projects from benefitting properties, an Advance Financed Public Improvement Reimbursement District (AFRD) or including the cost of a project in the reimbursement component of the Systems Development Charge methodology.

The procedure for an AFRD is outlined in Section 12.14 of the Municipal Code. Essentially, an AFRD is similar to a "latecomer's" agreement where a developer (whether a private party or the City) builds an improvement that will benefit other properties. The developer may apply for a AFRD to recoup some of the project costs from benefitting property owners when they connect to the improvement. An AFRD typically has a limited life span (no more than 20 years) and interest may accrue on the reimbursement amounts. There is no guarantee that the developer will recover any or all the eligible costs. The City collects the reimbursement amount upon connection and forwards the collected funds to the developer less a small charge to cover our administrative costs. The original developer and benefitting property owners may reach other arrangements to satisfy the reimbursement obligation.

An AFRD reimbursement is generally limited to a smaller area (especially in the case of a road improvement) directly adjacent or near to the project area even if the project benefits a much larger area. We have current AFRDs for Jewelberry street improvements, a sewer line on Vista Loop and smaller projects elsewhere in the City for improvements installed by private developers and a public AFRD for recouping the cost of extending Ruben Lane and utility lines between Dubarko Rd. and US 26 constructed by the City in 2005.

Collection of AFRD reimbursements for City funded projects can trigger a reduction in SDCs collected if the improvement is included in the Capital Improvement Plan. It would not be fair to collect some of the cost of an improvement through the SDC and then try to recoup many of the same costs through an AFRD.

The City's current SDC methodology does not include a reimbursement component or 'buy-in' charge where the value of existing roadway capacity is recovered from new development over time. In the past, the City reimbursed or provided SDC credits to developers who constructed off-site or oversized transportation improvements. In addition, many of the City's larger transportation projects (in particular much of Dubarko Rd. between Melissa Ave. and Langensand Rd.) were funded with grants. As a result

many of the City's streets are considered contributed assets and not eligible to be included in the reimbursement component of an SDC.

Now that the City will be funding these larger transportation projects, the City can include the cost of these assets (once completed) as part of the reimbursement component of the SDC methodology. Since larger road projects have a city or area-wide benefit adding a reimbursement component to the Transportation SDC spreads the recoverable costs over a much larger area.

The addition of Gunderson Rd. to the SDC methodology could increase the Transportation SDC for a single family dwelling by about \$142 and the per trip cost for other types of uses by about \$10. Adding the cost of the 362nd/Bell Street improvements to the reimbursement component of the Transportation SDC could increase the SDC for a single family dwelling by about \$290 and the per trip cost for other types of uses by about \$21. A more through analysis would be required to verify these numbers.

For these reasons staff recommends recovering costs for transportation projects in our CIP by adding a reimbursement component to the Street SDC instead of creating an Advance Financed Public Improvement Reimbursement District for Gunderson/Hwy 211 or 362nd/Bell St. projects.

**BUDGETARY IMPACT:**

No direct budget impacts at this time. Depending on the Council's discussion and input, staff would return with Council actions with refined numbers.

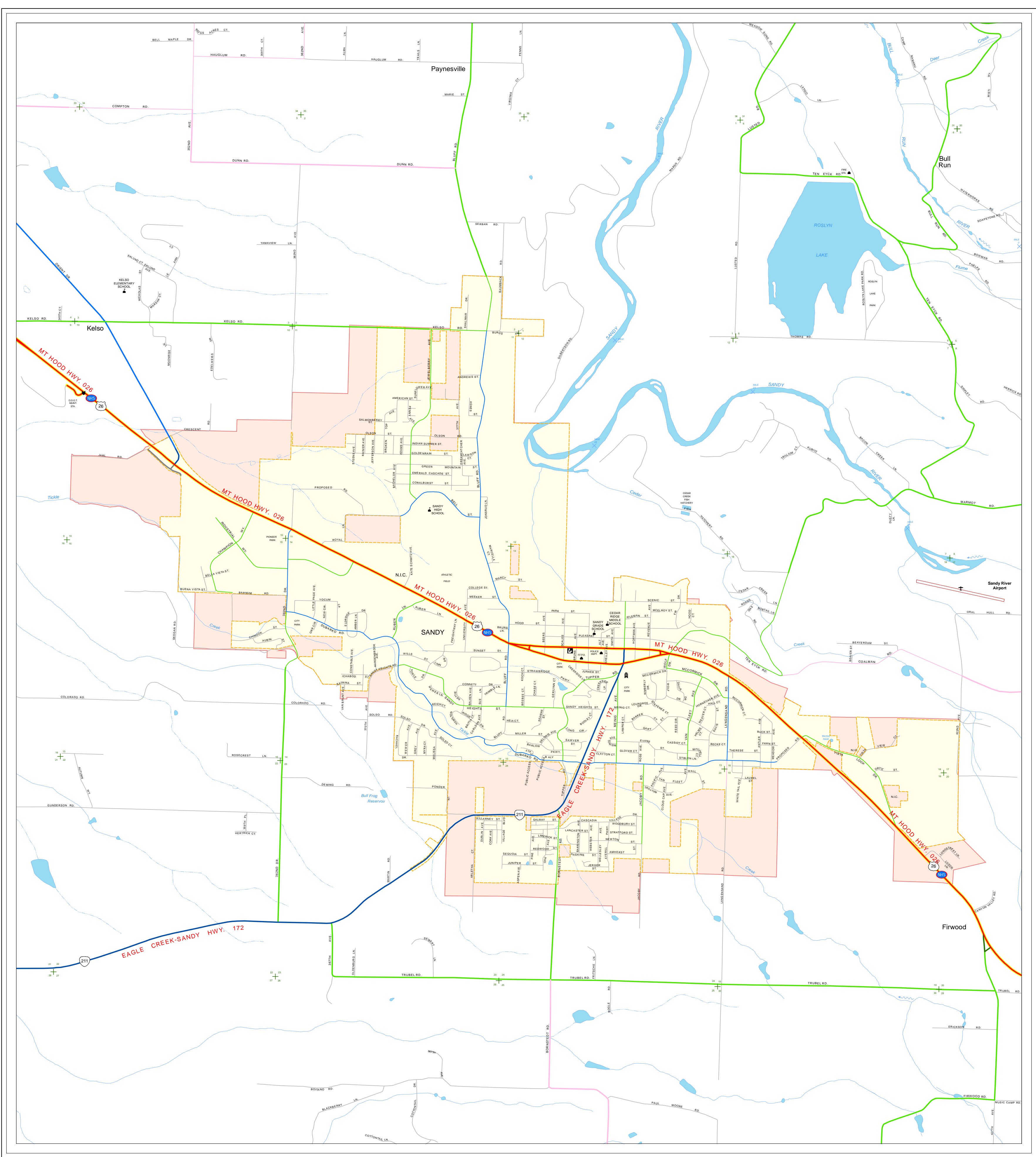
**RECOMMENDATION:**

- Discuss potential policy options for water and wastewater utilities for the 362nd/Bell St. project
- Direct staff to include the final project costs of the Hwy 211/Gunderson Rd. and 362nd/Bell St. projects to the reimbursement component of the Transportation SDC.

**LIST OF ATTACHMENTS/EXHIBITS:**

- Pavement Management and Budget Options Report - 2020
- Capitol Asset services presentation
- Federal Aid Eligible system map for Sandy
- 362nd/Bell existing water and sewer utility lines





<p><b>FUNCTIONAL CLASSIFICATION</b></p> <p>STATE HWY    OTHER JURISDICTION</p> <p>FOR FURTHER FUNCTIONAL CLASSIFICATION INFORMATION, CONTACT ODOT REGION OFFICE</p> <p>INTERSTATE PRINCIPAL ARTERIAL MINOR ARTERIAL MAJOR COLLECTOR MINOR COLLECTOR LOCAL ROAD</p> <p>INTERSTATE - US ROUTE - ORE. ROUTE NATIONAL HIGHWAY SYSTEM ROUTE CITY LIMIT URBAN GROWTH BOUNDARY RAILROAD - AMTRAK PASSENGER STATION GRAVEL PIT - QUARRY - ODOT STOCKPILE ODOT MAINTENANCE STATION</p>		<p><b>LEGEND</b></p> <p>PUBLIC BUILDING COURTHOUSE HOSPITAL CITY HALL ARMORY POST OFFICE SCHOOL LIBRARY SAFETY REST AREA WEIGH STATION PARK &amp; RIDE LOCATION INTERCITY - CITY TRANSIT COMMERCIAL - GENERAL AVIATION PORT FACILITY</p>		<p>Published by</p> <p>PREPARED DIGITALLY BY THE OREGON DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION</p>		<p><b>NORTH</b></p>		<p>"This product is for informational purposes and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user."</p>		<p>SANDY POPULATION 11,075</p> <p>T. 2-3 S. R. 4-5 E. W.M.</p>		<p><b>OREGON TRANSPORTATION MAP</b> Showing Federal Functional Classification of Roads City of <b>SANDY</b> CLACKAMAS COUNTY 2020 Edition</p>		<p><b>SCALE</b></p> <p>0 950 1,900 3,800 Feet</p> <p>0 245 490 980 Meters</p>		<p><b>AVAILABLE TRANSPORTATION SERVICES SHOWN WITH YELLOW BACKGROUND</b></p> <p>PARK &amp; RIDE    INTERBUS    AMTRAK</p> <p><b>AVAILABLE TRANSPORTATION SERVICES SHOWN WITH YELLOW BACKGROUND</b></p> <p>PORT    AIRPORT    COMM. AIR</p>	
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Digital copies available from the Oregon Department of Transportation, Geographic Information Services Unit, <https://www.oregon.gov/ODOT/Data/Pages/Maps.aspx>. Email [ODOTmaps@odot.state.or.us](mailto:ODOTmaps@odot.state.or.us) or write GIS Unit, Mill Creek Office Building, 555 13th St. NE, Salem, Oregon 97301  
Population numbers are based on current Oregon Population Report, College of Urban and Public Affairs, Portland State University, <https://pdx.edu/jprc>

# Pavement Management Budget Options Report



December, 2020



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## Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of Sandy Public Works to perform visual inspections of all of the paved streets maintained by the City of Sandy (City). All 36.83 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in July, 2020.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 36.83 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 80. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 80 places the City's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$3.43 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 81. Comparing this with the current funding level of \$1.25 million over the next five years shows that the average network PCI decreases by three points, to 77 by 2025. Scenario #3 was run to determine the funding level required to maintain the current overall network PCI of 80 over the next five years. Scenario #4 demonstrates the effects of ceasing all funding for street maintenance. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

**Table 1 – Summary of outcome of different funding levels (Scenarios)**

Average yearly budget	\$686,339 (1-Unconstrained)	\$250,000 (2-Current Funding)	\$500,000 (3-Maintain Current PCI)	\$0 (4-Zero Funding)
<b>Total budget for 5 years</b>	\$3.43 million	\$1.25 million	\$2.50 million	\$0
<b>Current PCI</b>	80	80	80	80
<b>Current % in 'Good' condition</b>	77.9%	77.9%	77.9%	77.9%
<b>PCI after 5 years (change)</b>	81 (+1)	77 (-3)	80 (0)	72 (-8)
<b>Backlog after 5 years</b>	\$0	\$1.92 million	\$0.78 million	\$3.03 million
<b>% 'Good' in 5 years</b>	86.7%	78.7%	83.4%	66.0%
<b>% 'Fair' in 5 years</b>	12.4%	14.4%	12.4%	24.8%
<b>% 'Poor' in 5 years</b>	0.9%	5.6%	4.2%	8.0%
<b>% 'Very Poor' in 5 years</b>	0.0%	1.3%	0.0%	1.3%

## Purpose

This report is intended to assist the City of Sandy with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over five years and at various funding levels.

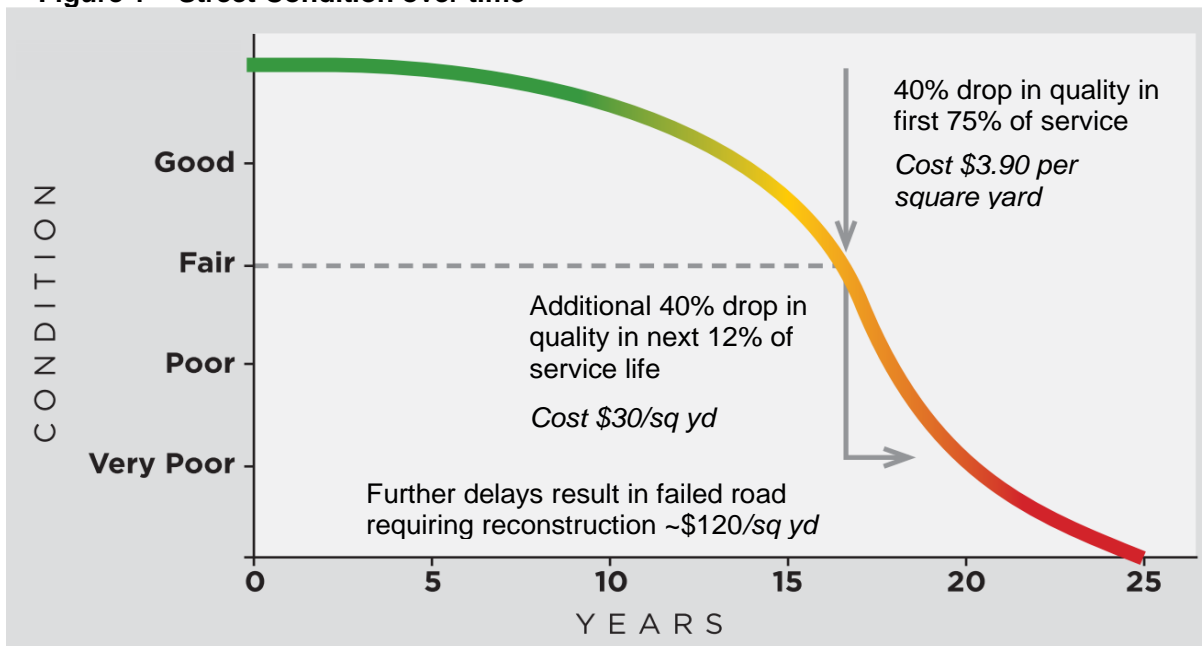
## Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement management systems are designed with a more cost-effective, “best-first” approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as slurry seals, microsurfacing, and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

**Figure 1 – Street Condition over time**



## Existing Pavement Condition

The City is responsible for the repair and maintenance of 36.83 centerline miles of paved streets. The City’s street network replacement value is estimated at \$45.5 million.<sup>1</sup> This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City’s street network is 80, which indicates that the street network is in ‘Good’ condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

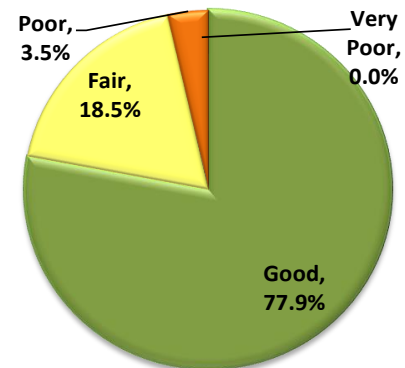
**Table 2 – Street Network Statistics and Average PCI by Functional Class**

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	42	7.70	17.38	74
Collector	38	6.63	13.27	80
Residential	235	22.50	44.45	82
<b>Totals</b>	<b>315</b>	<b>36.83</b>	<b>75.10</b>	<b>80</b>

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

**Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition**

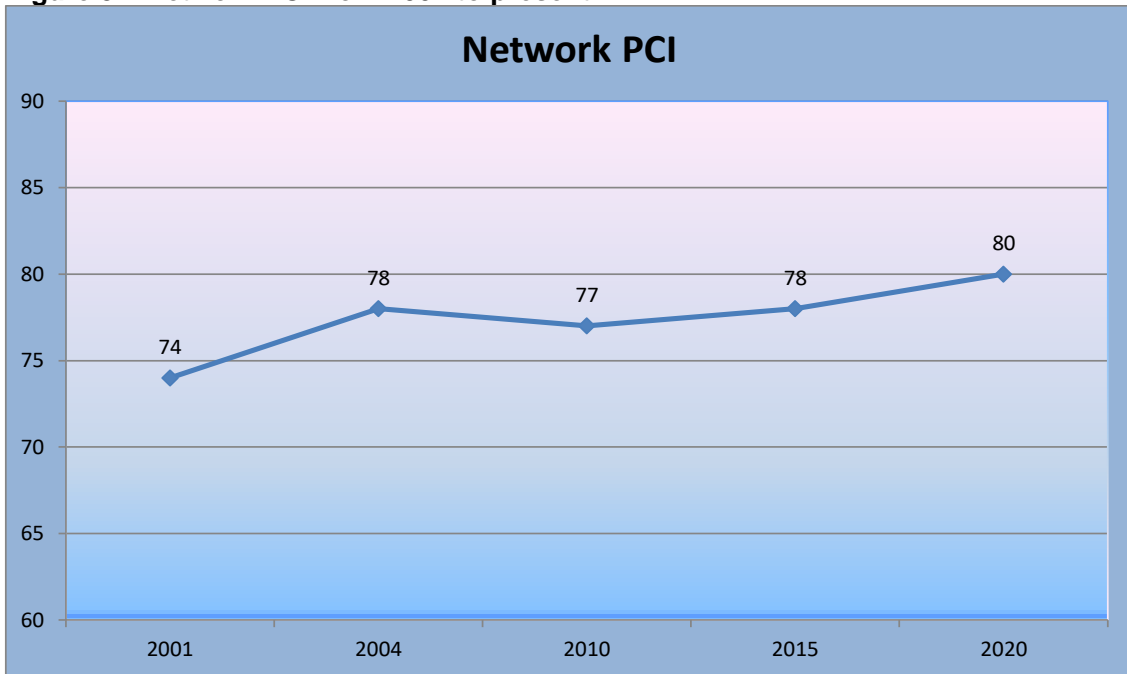
Condition Class	PCI Range	Arterial	Collector	Residential	Total
<b>Good (I)</b>	70-100	14.8%	14.3%	48.8%	77.9%
<b>Fair (II/III)</b>	50-70	7.7%	3.6%	7.2%	18.5%
<b>Poor (IV)</b>	25-50	0.7%	0.4%	2.4%	3.5%
<b>Very Poor (V)</b>	0-25	0.0%	0.0%	0.0%	0.0%
<b>Totals</b>		<b>23.2%</b>	<b>18.3%</b>	<b>58.4%</b>	



<sup>1</sup> Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Figure 3 shows the network PCI values in the five years that pavement inspections were completed.

**Figure 3 – Network PCI from 2001 to present**





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## Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$3.43 million<sup>2</sup> over the next five-year period (2021–2025) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$1.60 million is needed in the first year alone. The five-year cost of \$3.43 million exceeds the City's planned five-year funding level of \$1.25 million by approximately \$2.2 million.

As mentioned earlier, the average PCI for the City's streets is 80, which is in the 'Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

The cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal or chip seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$3.70 per square yard<sup>3</sup>. 77.9% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

18.5% of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal or thin overlay (depending on functional class, and the extent of load related distresses), at a cost of \$3.90 to \$11/sq yd.

3.5% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a thin overlay or grind and thick overlay, at a cost of \$13 to \$30/sq yd.

Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface or street surface and subgrade structure. Estimated costs to reconstruct the street

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<sup>2</sup> Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2021.

<sup>3</sup> For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

surface are approximately \$113 to \$122/sq yd. None of the City’s street network is currently in the ‘Very Poor’ condition category.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the ‘Poor’ to ‘Very Poor’ range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', ‘Poor’, and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the ‘Very Poor’ category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in ‘Good’ condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

### Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$1.25 million on pavement maintenance rehabilitation during the next five years (2021-2025) as detailed on Table 4.

**Table 4. Projected Pavement Budget for 2021 to 2025**

2021	2022	2023	2024	2025	Total
\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	<b>\$1,250,000</b>

### Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the City is 80, which is in the 'Good' condition category. Current funding strategies demonstrate there is a \$1.35 million deferred maintenance backlog<sup>4</sup> in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the City’s street network. Using the PMP budget needs module; street maintenance needs are estimated at \$3.43 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 81. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to

<sup>4</sup> Definition of deferred maintenance backlog can be found in Appendix A

deteriorate, and the network PCI will drop to 72. The results of the budget needs analysis are summarized in Table 5.<sup>5</sup>

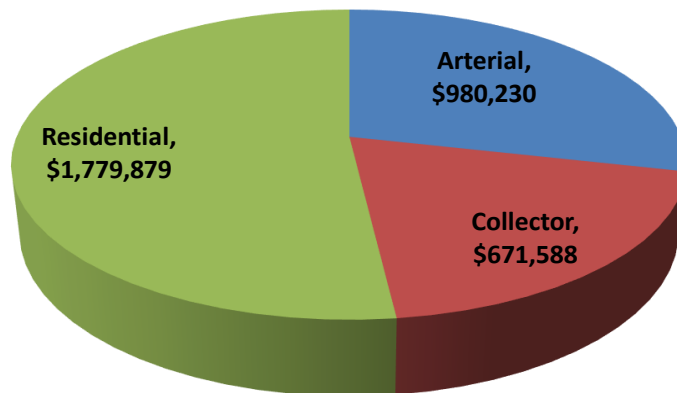
**Table 5. Summary of Results from Needs Analysis**

<i>Fiscal Years</i>	2021	2022	2023	2024	2025	Total
<b>PCI with Treatment</b>	84	84	82	82	81	---
<b>PCI, no Treatment</b>	80	78	76	74	72	---
<b>Budget Needs Total</b>	\$1,599,890	\$537,710	\$151,214	\$639,352	\$503,531	<b>\$3,431,697</b>
<b>Rehabilitation Portion</b>	\$700,725	\$222,153	\$90,548	\$587,837	\$503,531	<b>\$2,104,794</b>
<b>Preventative Maintenance Portion</b>	\$899,165	\$315,557	\$60,666	\$51,515	\$0	<b>\$1,326,903</b>

Table 5 shows the level of expenditure required to raise the City’s pavement condition to an optimal network PCI of 81 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$3.43 million in maintenance and rehabilitation needs shown, approximately \$1.3 million or 38.7% is earmarked for preventative maintenance or life-extending treatments, while \$2.1 million or 61.3% is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$3.43 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

**Figure 4. Budget Needs Funding Distribution by Functional Classification**



<sup>5</sup> Actual program outputs are included in Appendixes B through F

## Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2021-2025). The results are summarized in Table 6.

1. *Unconstrained (zero “deferred maintenance”)* — The annual amounts, as identified in the budget needs analysis totaling \$3.43 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$250,000 was evaluated over five years, for a total of \$1.25 million, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI decreases by three points, to 77, under this funding level.
3. *Maintain Current PCI* — An annual funding level of \$500,000 per year, for a five year total of \$2.50 million, should maintain the overall network PCI at the current level of 80 through . The overall network PCI remains the same, at 80 through 2025.
4. *Zero Funding* — This scenario examines the effects of ceasing all funding for street maintenance. The PCI would decline to 72 over the duration of the five-year analysis period.

**Table 6. Scenario Summary**

Scenario Name	5 Year Budget	2025 PCI (change)	2025 Deferred Maintenance	2025 % Good	2025 % Poor or Very Poor
1 – Unconstrained	\$3.43 million	81 (+1)	\$0	86.7%	0.0%
2 – Current Investment	\$1.25 million	77 (-3)	\$1.92 million	78.7%	6.9%
3 – Maintain Current PCI	\$2.50 million	80 (0)	\$0.78 million	83.4%	4.2%
4 – Zero Funding	\$0	72 (-8)	\$3.03 million	66.0%	9.3%

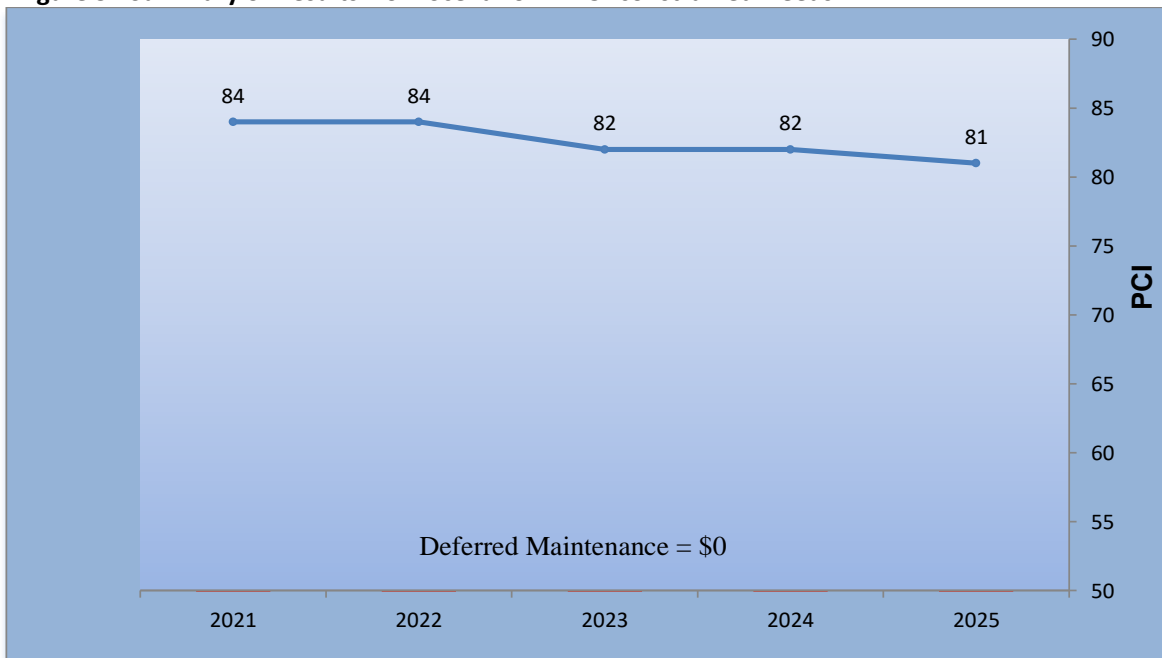
**Scenario 1 — Unconstrained Needs (zero deferred maintenance)**

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 84. By 2025, 86.7% of the network improves into the 'Good' condition category, a significant increase from the current level of 77.9% in 'Good' condition. These results are shown in both Table 7 and Figure 5.

**Table 7. Summary of Results from Scenario 1 — Unconstrained Needs**

	2021	2022	2023	2024	2025	Total
<b>Budget Total</b>	\$1,599,890	\$537,710	\$151,214	\$639,352	\$503,531	<b>\$3,431,697</b>
<b>Rehabilitation budget</b>	\$700,725	\$222,153	\$90,548	\$587,837	\$503,531	<b>\$2,104,794</b>
<b>Preventative Maintenance budget</b>	\$899,165	\$315,557	\$60,666	\$51,515	\$0	<b>\$1,326,903</b>
<b>Deferred Maintenance</b>	\$0	\$0	\$0	\$0	\$0	---
<b>PCI</b>	84	84	82	82	81	

**Figure 5. Summary of Results from Scenario 1 — Unconstrained Needs**



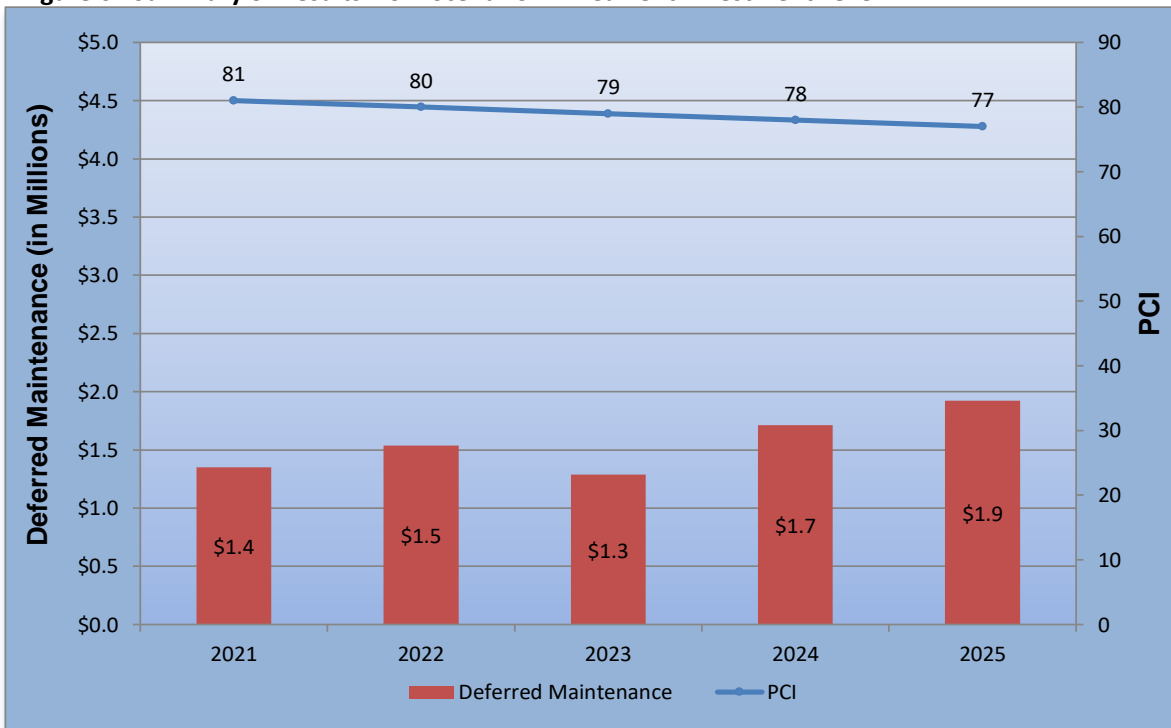
**Scenario 2 — Current Investment Level**

This scenario shows the effects of the City’s current budget for street maintenance of \$1.25 million over five years. Under this scenario, the overall network PCI decreases by three points, from 80 currently, to 77 by 2025. Under this investment level, the deferred maintenance backlog increases from \$1.35 million in 2021, to \$1.92 million in 2025. The street network in ‘Poor’ to ‘Very Poor’ condition increases from 3.5% currently, to 6.9% in 2025. The percentage of the street network in ‘Good’ condition decreases, from 77.9% currently, to 78.7% in 2025. Results are illustrated in Table 8 and Figure 6.

**Table 8. Summary of Results from Scenario 2 — Current Investment Level**

	2021	2022	2023	2024	2025	Total
<b>Budget Total</b>	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	<b>\$1,250,000</b>
<b>Rehabilitation budget</b>	\$145,920	\$150,671	\$155,589	\$158,007	\$157,013	<b>\$767,200</b>
<b>Preventative Maintenance budget</b>	\$103,692	\$104,016	\$104,183	\$105,790	\$112,843	<b>\$530,524</b>
<b>Deferred Maintenance</b>	\$1,350,226	\$1,538,431	\$1,288,513	\$1,713,052	\$1,920,646	---
<b>PCI</b>	81	80	79	78	77	

**Figure 6. Summary of Results from Scenario 2 — Current Investment Level**



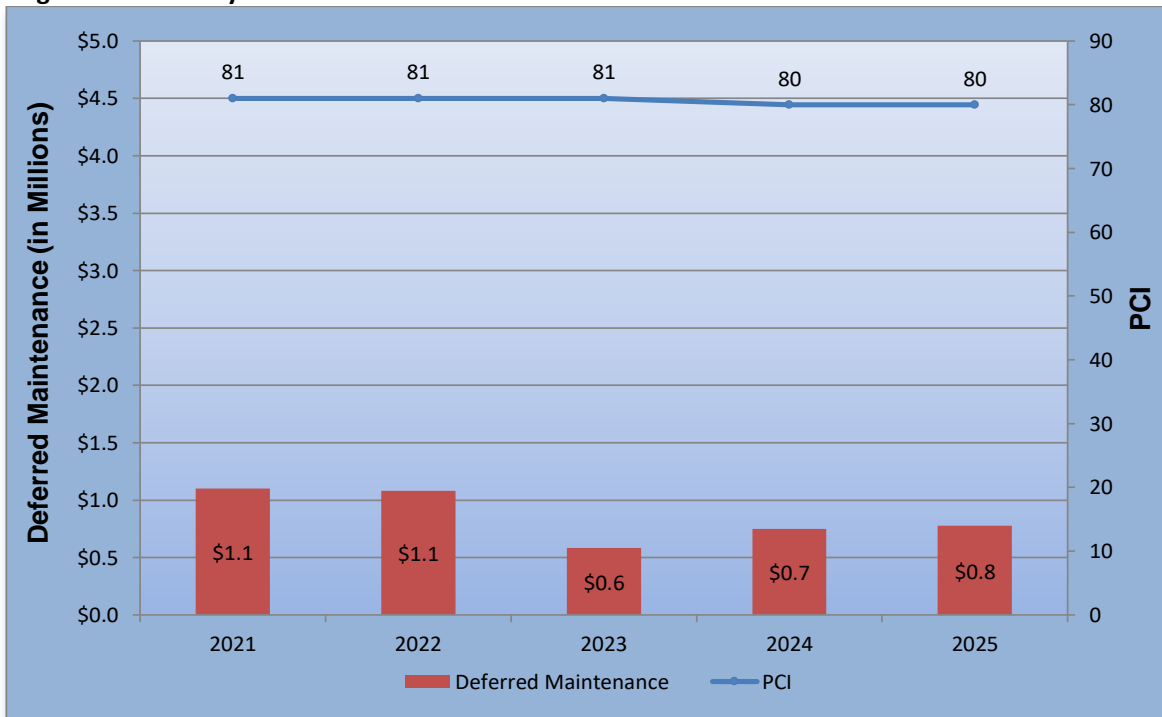
**Scenario 3 — Maintain Current PCI**

This scenario analyzes the funding level that would be required to maintain the current network PCI of 80 over the next five years. An annual investment level of \$500,000, for a total of \$2.50 million over five years, would be needed. Under this scenario, the PCI remains at the current level of 80 through 2025. The deferred maintenance backlog decreases from \$1.10 million in 2021, to \$0.78 million by 2025. The percentage of the street network in the ‘Good’ condition category increases to 83.4% in 2025, from the current level of 77.9%. The street network in ‘Poor’ to ‘Very Poor’ condition increases from 3.5% currently, to 4.2% in 2025. These results are illustrated in Table 9 and Figure 7.

**Table 9. Summary of Results, Scenario 3 — Maintain Current PCI**

	2021	2022	2023	2024	2025	Total
<b>Budget Total</b>	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	<b>\$2,500,000</b>
<b>Rehabilitation budget</b>	\$299,164	\$280,705	\$180,407	\$271,259	\$296,589	<b>\$1,328,124</b>
<b>Preventative Maintenance budget</b>	\$200,691	\$219,280	\$319,106	\$228,702	\$202,568	<b>\$1,170,347</b>
<b>Deferred Maintenance</b>	\$1,099,993	\$1,079,843	\$581,699	\$748,876	\$775,731	---
<b>PCI</b>	81	81	81	80	80	

**Figure 7. Summary of Results from Scenario 3 — Maintain Current PCI**



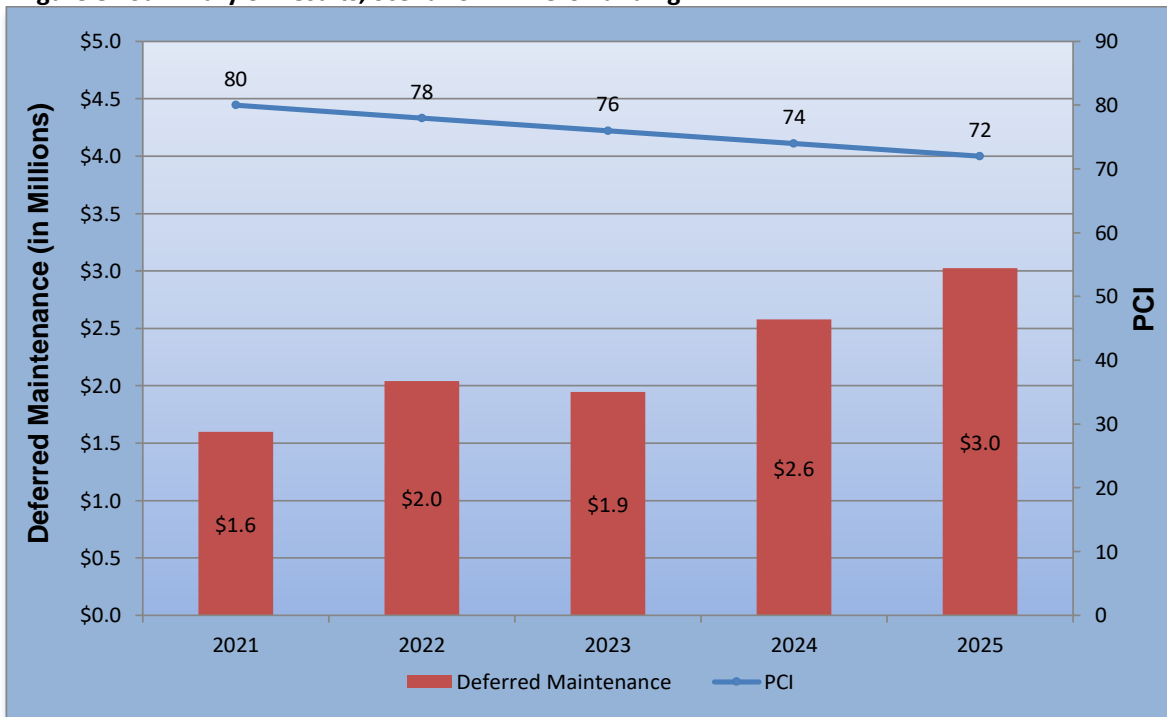
**Scenario 4 — Zero Funding**

This scenario was run to determine effects of ceasing all street maintenance funding over the next ten years. Under this scenario the PCI decreases by eight points, from the current level of 80, to 72 in 2024. At this funding level, the deferred maintenance backlog increases from \$1.60 million in 2021, to \$3.03 million in 2025. The percentage of the street network in the ‘Good’ condition category decreases to 66.0% in 2025, from the current level of 77.9%. The street network in ‘Poor’ to ‘Very Poor’ condition increases from 3.5% currently, to 9.3% in 2025. This highlights the importance of maintaining a well funding street maintenance program. These results are illustrated in Table 10 and Figure 8.

**Table 10. Summary of Results, Scenario 4 — Zero Funding**

	2021	2022	2023	2024	2025	Total
<b>Budget Total</b>	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Rehabilitation budget</b>	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Preventative Maintenance budget</b>	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>Deferred Maintenance</b>	\$1,599,833	\$2,042,060	\$1,947,161	\$2,579,817	\$3,026,439	---
<b>PCI</b>	80	78	76	74	72	

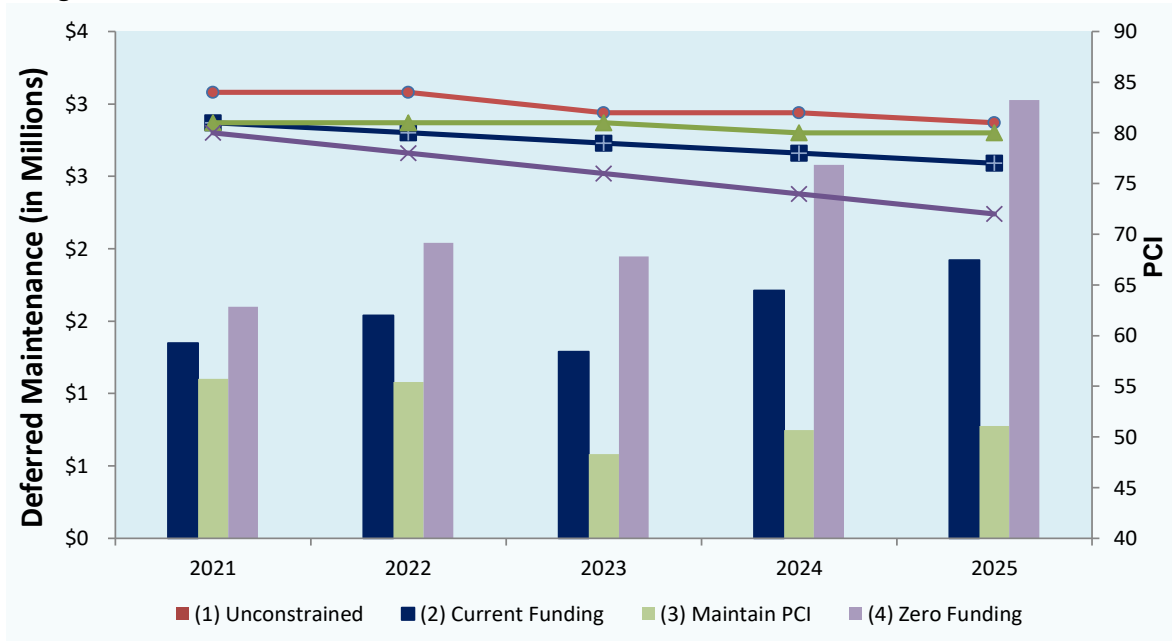
**Figure 8. Summary of Results, Scenario 4 — Zero Funding**



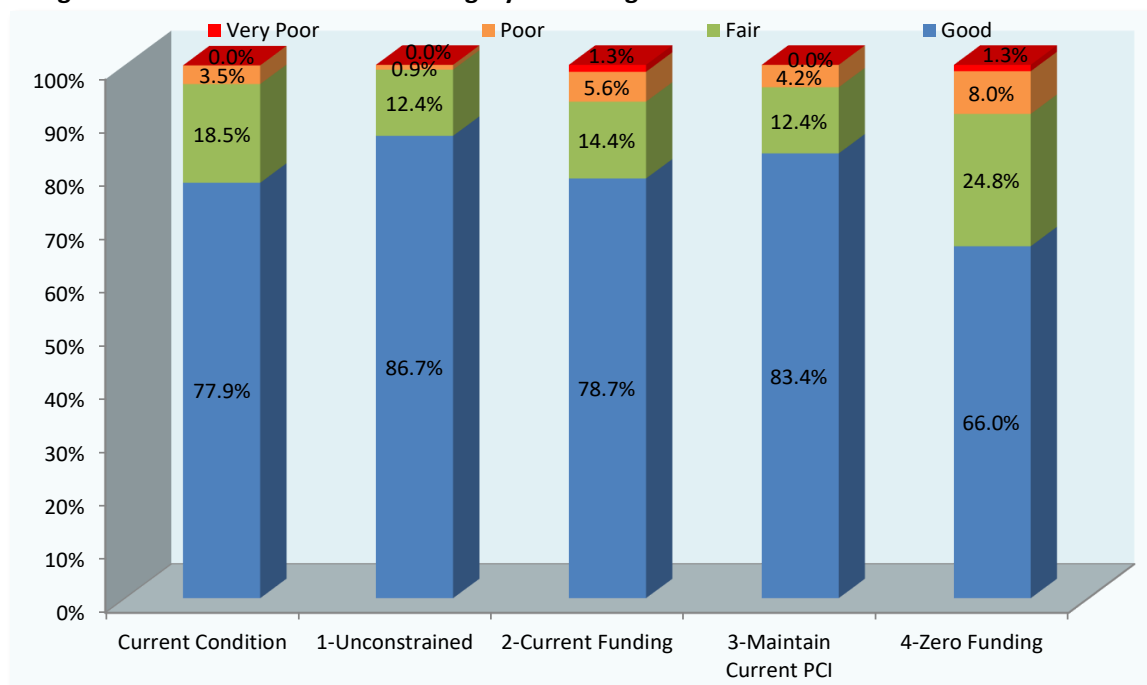


A comparison of the four scenarios is summarized in Figures 9 and 10. Figure 9 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 10 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

**Figure 9 - Deferred Maintenance and PCI of Scenarios 1-4**



**Figure 10 – Pavement Condition Category Percentages in 2025 – Scenarios 1-4**



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## Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$3.43 million. Not only does this surface management plan improve the network to an optimal level of 81, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$1.60 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

Under current five-year funding level ( \$1.25 million over five years) the current network PCI of 80 will decline by three point over the course of five years. The deferred maintenance price tag will increase, from \$1.35 million in 2021, to \$1.92 million in 2025. By following this strategy through 2025, 78.7% of the City's street will be in the 'Good' condition category, an increase from the current level of 77.9% in 'Good' condition. However, the percentage of the street network in 'Poor' to 'Very Poor' condition increases from 3.5% currently, to 6.9% in 2025. . At the City's current funding level, the street network condition will decline over the foreseeable future.

Scenario and Needs analyses assume that the City will follow a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective slurry and crack seal program, the City will save money in the long run. The use of slurry seals or thin AC overlays to rehabilitate streets in Fair condition should be the second priority, followed by thick overlays on Poor streets. Failed streets should be the lowest priority, as the reconstruction that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending \$1.61 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 46.9% of the planned costs, as estimated by the PMP. This places the City in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant ten year shortfall projection. Currently, none of the street network is in 'Very Poor' condition. This is likely to increase to 1.3% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Many of the City's streets are in failed conditions, and this will continue to get worse unless increased funding is allocated for street maintenance and rehabilitation. The City should seek to increase funding for street maintenance.

One strategy to increase funding for street maintenance may be to implement a local fee dedicated solely to street maintenance and rehabilitation, such as a Transportation Utility Fee. A Transportation Utility Fee (sometimes known as a Street Maintenance Fee, Street User Fee, or Street Utility Fee) is a monthly fee based on use of the transportation system that is collected from residences and businesses within the City limits. The fee is based on the number of trips a particular land use generates and is collected through the City's regular utility bill. Adjustments can also be made for certain business types based on the nature of the traffic they create. The fee is designated for use in the maintenance and repair of the City's transportation system. Users of the street system share the costs of the rehabilitative and preventive maintenance needed to keep the street system operating at an adequate level.

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As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as crack sealing and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition will likely decline, and the deferred maintenance backlog will likely increase as more streets fall into 'Poor' and 'Very Poor' condition. To reduce the deferred maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$45.5 million.

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## **Appendix A**

### Definitions

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The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

*Network* is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

*Urban Arterial street* system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

*Urban Collector Street* provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

*Urban Local Street* system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

*Preventive Maintenance* refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

*Deferred Maintenance* refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

*Stop Gap* refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

*Surface Types* – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

*Load related distress* - Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

*Non-load related distress* - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

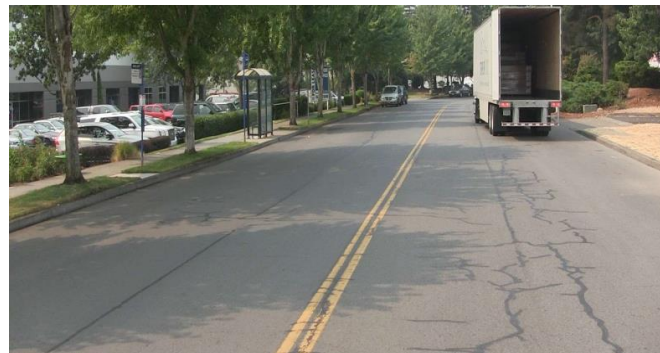
*'Good' Condition Category* – Streets in 'Good' condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

Pavement is stable. New or lightly worn appearance. Minor cracking may be present, but cracks are generally less than ¼" wide or are well sealed. May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no spalling or pumping. Minor patching and possibly some minor deformation evident. Good riding qualities. Rutting may be present but is generally less than ½".



*'Fair' Condition Category* – Streets in 'Fair' condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – 'non-load' and Category III – 'load-related', based on whether a majority of the distresses found had load or environmental related causes

Pavement structure is generally stable with only minor areas of structural weakness or pavement deterioration evident. Cracks, if present, have widths generally less than ¾". Wheel paths may have widespread, but not continuous, cracking with no or only a few interconnecting cracks and no spalling or pumping. Interconnected alligator cracks forming complete patterns, or with spalling, are very small localized areas and are not representative of the rest of the section. The pavement may be patched but not excessively. Rutting may be present but is generally less than ¾".



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*'Poor' Condition Category* – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

Areas of instability, structural deficiency, or advanced pavement deterioration present in small areas (generally <10% of total pavement area). Continuous, interconnected alligator cracking often present (mostly in wheel paths). Wheel paths may have widespread, and continuous, cracking with some interconnecting cracks and/or spalling (none or isolated areas of pumping). Deformation may be somewhat noticeable.



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*'Very Poor' Condition Category* - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Areas of instability, structural deficiency, or advanced pavement deterioration are frequent. Large crack patterns (alligating), heavy and numerous patches, potholes, or deformation is very noticeable. Rutting, if present, is generally greater than 3/4".



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**Appendix B**

Network Summary Statistics

Network Replacement Cost



## Network Summary Statistics

Printed: 12/08/2020

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	42	7.70	17.38	1,459,250	74
Collector	38	6.63	13.27	1,149,666	80
Residential/Local	235	22.49	44.45	3,661,620	82
Total	315	36.82	75.10	6,270,536	
Overall Network PCI as of 12/8/2020:					80

## Network Replacement Cost

Printed: 12/08/2020

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	9.2	\$13.61	822,469	\$11,195
	AC/AC	8.2	\$13.61	636,781	\$8,667
Collector	AC	6.8	\$12.64	602,480	\$7,615
	AC/AC	6.5	\$12.64	547,186	\$6,916
Proposed; Private; Non-County	PCC	0.5	\$17.22	31,488	\$542
Residential/Local	AC	28.0	\$2.82	2,352,554	\$6,626
	AC/AC	15.9	\$2.82	1,274,194	\$3,589
	PCC	0.4	\$17.22	14,960	\$258
	ST	0.2	\$2.82	19,912	\$56
Grand Total:		75.6		6,302,024	\$45,464

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## **Appendix C**

### Needs Analysis Reports

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CITY OF SANDY  
 39250 Pioneer Blvd  
 Sandy, OR 97055  
 (503) 668-5533

## Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 12/08/2020

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost	
2021	84	80	\$899,165	\$700,725	\$1,599,890	
2022	84	78	\$315,557	\$222,153	\$537,710	
2023	82	76	\$60,666	\$90,548	\$151,214	
2024	82	74	\$51,515	\$587,837	\$639,352	
2025	81	72	\$0	\$503,531	\$503,531	
			% PM	PM Total Cost	Rehab Total Cost	Total Cost
			38.67%	\$1,326,903	\$2,104,794	\$3,431,697

CITY OF SANDY  
 39250 Pioneer Blvd  
 Sandy, OR 97055  
 (503) 668-5533

## Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 %    Printed: 12/08/2020

Treatment	Year	Area Treated	Cost
SLURRY AND CRACK SEAL	2021	211,557.33 sq.yd.	\$899,165
	2022	72,081.33 sq.yd.	\$315,557
	2023	13,453.89 sq.yd.	\$60,666
	2024	11,092.44 sq.yd.	\$51,515
	Total	308,185	\$1,326,903
Total Quantity		308,185	\$1,326,903

## Needs - Rehabilitation Treatment/Cost Summary



Inflation Rate = 3.00 % Printed: 12/08/2020

Treatment	Year	Area Treated	Cost
2 INCH OVERLAY	2021	1,515.56 sq.yd.	\$19,703
	2023	1,858.67 sq.yd.	\$25,635
	2024	9,195.11 sq.yd.	\$130,622
	2025	2,040 sq.yd.	\$29,849
	Total	14,609.33 sq.yd.	\$205,809
GRIND AND 3 IN OVERLAY	2022	5,024.44 sq.yd.	\$131,191
	2024	1,303.33 sq.yd.	\$36,104
	2025	2,432.89 sq.yd.	\$69,415
	Total	8,760.67 sq.yd.	\$236,710
GRIND AND 4 IN OVERLAY	2021	8,083.11 sq.yd.	\$260,015
	2022	2,800 sq.yd.	\$87,241
	2024	11,299.67 sq.yd.	\$410,554
	2025	10,632 sq.yd.	\$397,884
	Total	32,814.78 sq.yd.	\$1,155,694
THIN AC OVERLAY(1.5 INCHES)	2021	28,805.44 sq.yd.	\$316,866
	2023	2,666.67 sq.yd.	\$31,120
	2024	878.22 sq.yd.	\$10,557
	Total	32,350.33 sq.yd.	\$358,543
SLURRY AND CRACK SEAL	2021	24,503.11 sq.yd.	\$104,141
	2022	850 sq.yd.	\$3,721
	2023	7,494.22 sq.yd.	\$33,793
	2025	1,334.22 sq.yd.	\$6,383
	Total	34,181.56 sq.yd.	\$148,038
Total Cost			\$2,104,794

# Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	DO NOTHING	\$0.00				6
			Restoration Treatment	DO NOTHING	\$0.00				
		II - Good, Non-Load Related		DO NOTHING	\$0.00				
		III - Good, Load Related		2 INCH OVERLAY	\$13.00				
		IV - Poor		GRIND AND 4 IN OVERLAY	\$33.25				
		V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$122.50				
		AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
				Surface Treatment	DO NOTHING	\$0.00			
	Restoration Treatment			DO NOTHING	\$0.00	3			
	II - Good, Non-Load Related			DO NOTHING	\$0.00				
	III - Good, Load Related			2 INCH OVERLAY	\$13.00				
	IV - Poor			GRIND AND 4 IN OVERLAY	\$33.25				
	V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$122.50					
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
Surface Treatment			DO NOTHING	\$0.75	6				
Restoration Treatment			2 INCH OVERLAY WITH FABRIC	\$7.00					2
II - Good, Non-Load Related			SLURRY AND CRACK SEAL	\$4.25					
III - Good, Load Related			THIN AC OVERLAY(1.5 INCHES)	\$11.00					
IV - Poor			2 INCH OVERLAY WITH FABRIC	\$7.00					
V - Very Poor			MILL AND THICK OVERLAY	\$15.00					



 Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal

Criteria:

# Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25			7	
			Restoration Treatment	2 INCH OVERLAY	\$13.00				2
			II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25			7
			III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
			IV - Poor		GRIND AND 4 IN OVERLAY	\$30.25			
			V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$113.75			
		AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
				Surface Treatment	SLURRY AND CRACK SEAL	\$4.25			7
	Restoration Treatment			2 INCH OVERLAY	\$13.00				2
			II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25			7
			III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
			IV - Poor		GRIND AND 4 IN OVERLAY	\$30.25			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	DO NOTHING	\$0.75			7	
Restoration Treatment			MILL AND THIN OVERLAY	\$12.00				3	
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25				
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00				
		IV - Poor		2 INCH OVERLAY WITH FABRIC	\$7.00				
		V - Very Poor		MILL AND THIN OVERLAY	\$12.00				

 Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal



Criteria:



# Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25		8		
			Restoration Treatment	2 INCH OVERLAY	\$13.00			3	
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		8		
			III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
			IV - Poor		2 INCH OVERLAY	\$13.00			
	V - Very Poor		GRIND AND 3 IN OVERLAY	\$25.35					
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25		8		
			Restoration Treatment	2 INCH OVERLAY	\$13.00			3	
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		8		
			III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
			IV - Poor		2 INCH OVERLAY	\$13.00			
	V - Very Poor		GRIND AND 3 IN OVERLAY	\$25.35					
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4			
			Surface Treatment	DO NOTHING	\$0.75		8		
			Restoration Treatment	THIN AC OVERLAY(1.5 INCHES)	\$11.00			3	
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25				
III - Good, Load Related			DO NOTHING	\$0.00					
IV - Poor			2 INCH OVERLAY WITH FABRIC	\$7.00					
V - Very Poor		2 INCH OVERLAY WITH FABRIC	\$10.00						
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99				
		Surface Treatment	DO NOTHING	\$0.00		99			
		Restoration Treatment	DO NOTHING	\$0.00			100		
	II - Good, Non-Load Related		DO NOTHING	\$0.00					
	III - Good, Load Related		DO NOTHING	\$0.00					
	IV - Poor		DO NOTHING	\$0.00					
V - Very Poor		RECONSTRUCT STRUCTURE (PCC)	\$155.00						

 Functional Class and Surface combination not used  
 Selected Treatment is not a Surface Seal

Criteria:



3

MTC StreetSaver

# Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		8	
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		V - Very Poor		GRIND AND 3 IN OVERLAY	\$25.35			

-  Functional Class and Surface combination not used
-  Selected Treatment is not a Surface Seal

Criteria:

4

MTC StreetSaver

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## **Appendix D**

### Scenario Analysis Reports

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## Scenarios - Network Condition Summary

Interest: 2%      Inflation: 3%      Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$1,599,890	0%	2023	\$151,214	0%	2025	\$503,531	0%
2022	\$537,710	0%	2024	\$639,352	0%			

### Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	80	84	15.14	30.17
2022	78	84	4.62	9.03
2023	76	82	1.38	2.75
2024	74	82	1.58	3.23
2025	72	81	0.89	1.78

### Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	15.5%	17.9%	53.4%	0.0%	86.9%
II / III	7.7%	0.4%	2.8%	0.0%	10.9%
IV	0.0%	0.0%	2.2%	0.0%	2.2%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	13.6%	17.1%	56.0%	0.0%	86.7%
II / III	9.7%	1.2%	1.5%	0.0%	12.4%
IV	0.0%	0.0%	0.9%	0.0%	0.9%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Criteria:

1

MTC StreetSaver

SS1035

Scenarios Criteria:

## Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2021	0%	\$1,599,890	II	\$104,141	Non-Project	\$899,165	\$0	Funded	\$0
			III	\$316,866				Unmet	\$0
			IV	\$279,718	Project	\$0			
			V	\$0					
			Total	\$700,725					
Project	\$0								
2022	0%	\$537,710	II	\$3,721	Non-Project	\$315,557	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$87,241	Project	\$0			
			V	\$131,191					
			Total	\$222,153					
Project	\$0								
2023	0%	\$151,214	II	\$33,793	Non-Project	\$60,666	\$0	Funded	\$0
			III	\$31,120				Unmet	\$0
			IV	\$25,635	Project	\$0			
			V	\$0					
			Total	\$90,548					
Project	\$0								
2024	0%	\$639,352	II	\$0	Non-Project	\$51,515	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$551,733	Project	\$0			
			V	\$36,104					
			Total	\$587,837					
Project	\$0								
2025	0%	\$503,531	II	\$6,383	Non-Project	\$0	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$427,733	Project	\$0			
			V	\$69,415					
			Total	\$503,531					
Project	\$0								

<b>Summary</b>				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$980,230	\$0	\$0	\$0
Collector	\$342,978	\$328,610	\$0	\$0
Residential/Local	\$781,586	\$998,293	\$0	\$0
<b>Grand Total:</b>	<b>\$2,104,794</b>	<b>\$1,326,903</b>	<b>\$0</b>	<b>\$0</b>

## Scenarios - Network Condition Summary

Interest: 2%      Inflation: 3%      Printed: 12/08/2020

Scenario: (2) Current Budget

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$250,000	40%	2023	\$260,100	40%	2025	\$270,608	40%
2022	\$255,000	40%	2024	\$265,302	40%			

### Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	80	81	2.07	4.14
2022	78	80	2.39	4.68
2023	76	79	2.32	4.65
2024	74	78	1.86	3.72
2025	72	77	2.65	5.25

### Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	15.8%	49.2%	0.0%	79.8%
II / III	7.7%	2.1%	7.0%	0.0%	16.9%
IV	0.7%	0.4%	2.2%	0.0%	3.4%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.7%	15.2%	53.9%	0.0%	78.7%
II / III	9.7%	2.4%	2.3%	0.0%	14.4%
IV	3.9%	0.8%	0.9%	0.0%	5.6%
V	0.0%	0.0%	1.3%	0.0%	1.3%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Criteria:

1

MTC StreetSaver

SS1035

Scenarios Criteria:

## Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2021	40%	\$250,000	II	\$0	Non-Project	\$103,692	\$0	\$1,350,226	Funded	\$0
			III	\$126,217					Unmet	\$7,055
			IV	\$19,703	Project	\$0	\$0	\$1,538,431	Funded	\$0
			V	\$0						
			Total	\$145,920						
Project	\$0									
2022	40%	\$255,000	II	\$38,511	Non-Project	\$104,016	\$0	\$1,538,431	Funded	\$0
			III	\$112,160					Unmet	\$4,727
			IV	\$0	Project	\$0	\$0	\$1,288,513	Funded	\$0
			V	\$0						
			Total	\$150,671						
Project	\$0									
2023	40%	\$260,100	II	\$43,180	Non-Project	\$104,183	\$0	\$1,288,513	Funded	\$0
			III	\$86,774					Unmet	\$786
			IV	\$25,635	Project	\$0	\$0	\$1,713,052	Funded	\$0
			V	\$0						
			Total	\$155,589						
Project	\$0									
2024	40%	\$265,302	II	\$0	Non-Project	\$105,790	\$331	\$1,713,052	Funded	\$0
			III	\$16,828					Unmet	\$4,665
			IV	\$141,179	Project	\$0	\$0	\$1,920,646	Funded	\$0
			V	\$0						
			Total	\$158,007						
Project	\$0									
2025	40%	\$270,608	II	\$86,192	Non-Project	\$112,843	\$0	\$1,920,646	Funded	\$0
			III	\$40,972					Unmet	\$5,859
			IV	\$29,849	Project	\$0	\$0	\$0	Funded	\$0
			V	\$0						
			Total	\$157,013						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$5,896
Collector	\$183,705	\$178,706	\$0	\$3,862
Residential/Local	\$583,495	\$351,818	\$0	\$13,335
<b>Grand Total:</b>	<b>\$767,200</b>	<b>\$530,524</b>	<b>\$0</b>	<b>\$23,093</b>

## Scenarios - Network Condition Summary

Interest: 2%

Inflation: 3%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$500,000	40%	2023	\$500,000	40%	2025	\$500,000	40%
2022	\$500,000	40%	2024	\$500,000	40%			

### Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	80	81	4.61	9.12
2022	78	81	4.04	8.08
2023	76	81	4.85	9.65
2024	74	81	3.34	6.63
2025	72	80	2.99	5.85

### Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	17.3%	50.9%	0.0%	83.0%
II / III	7.7%	0.6%	5.3%	0.0%	13.6%
IV	0.7%	0.4%	2.2%	0.0%	3.4%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	10.7%	16.7%	56.0%	0.0%	83.4%
II / III	9.7%	1.2%	1.5%	0.0%	12.4%
IV	2.9%	0.4%	0.9%	0.0%	4.2%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Criteria:

1

MTC StreetSaver

SS1035

Scenarios Criteria:



## Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2021	40%	\$500,000	II	\$60,253	Non-Project	\$200,691	\$0	\$1,099,993	Funded	\$0
			III	\$219,208					Unmet	\$4,113
			IV	\$19,703	Project	\$0	\$0	\$0	\$0	\$0
			V	\$0						
			Total	\$299,164						
Project	\$0									
2022	40%	\$500,000	II	\$48,927	Non-Project	\$219,280	\$0	\$1,079,843	Funded	\$0
			III	\$100,587					Unmet	\$577
			IV	\$0	Project	\$0	\$0	\$0	\$0	\$0
			V	\$131,191						
			Total	\$280,705						
Project	\$0									
2023	40%	\$500,000	II	\$33,793	Non-Project	\$319,106	\$0	\$581,699	Funded	\$0
			III	\$31,120					Unmet	\$0
			IV	\$115,494	Project	\$0	\$0	\$0	\$0	\$0
			V	\$0						
			Total	\$180,407						
Project	\$0									
2024	40%	\$500,000	II	\$0	Non-Project	\$228,702	\$0	\$748,876	Funded	\$0
			III	\$16,828					Unmet	\$2,005
			IV	\$218,327	Project	\$0	\$0	\$0	\$0	\$0
			V	\$36,104						
			Total	\$271,259						
Project	\$0									
2025	40%	\$500,000	II	\$6,383	Non-Project	\$202,568	\$0	\$775,731	Funded	\$0
			III	\$0					Unmet	\$2,393
			IV	\$220,791	Project	\$0	\$0	\$0	\$0	\$0
			V	\$69,415						
			Total	\$296,589						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$268,090	\$0	\$0	\$5,432
Collector	\$274,396	\$333,436	\$0	\$1,358
Residential/Local	\$785,638	\$836,911	\$0	\$2,298
<b>Grand Total:</b>	<b>\$1,328,124</b>	<b>\$1,170,347</b>	<b>\$0</b>	<b>\$9,089</b>

## Scenarios - Network Condition Summary

Interest: 2%      Inflation: 3%      Printed: 12/08/2020

Scenario: (4) Zero Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$0	0%	2023	\$0	0%	2025	\$0	0%
2022	\$0	0%	2024	\$0	0%			

### Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2021	80	80	0	0
2022	78	78	0	0
2023	76	76	0	0
2024	74	74	0	0
2025	72	72	0	0

### Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.7%	11.6%	44.6%	0.0%	66.0%
II / III	9.7%	5.7%	9.4%	0.0%	24.8%
IV	3.9%	1.0%	3.2%	0.0%	8.0%
V	0.0%	0.0%	1.3%	0.0%	1.3%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Criteria:

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Scenarios Criteria:

## Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (4) Zero Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2021	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$1,599,833	Funded	\$0
			III	\$0					Unmet	\$8,850
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2022	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$2,042,060	Funded	\$0
			III	\$0					Unmet	\$4,727
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2023	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$1,947,161	Funded	\$0
			III	\$0					Unmet	\$1,796
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2024	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$2,579,817	Funded	\$0
			III	\$0					Unmet	\$7,066
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						
2025	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$3,026,439	Funded	\$0
			III	\$0					Unmet	\$8,466
			IV	\$0					Project	\$0
			V	\$0						
			Total	\$0						
			Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$5,896
Collector	\$0	\$0	\$0	\$6,778
Residential/Local	\$0	\$0	\$0	\$18,231
<b>Grand Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,905</b>

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**Appendix E**

Section PCI/Remaining Service Life (RSL) Listing Report

## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
362ND	1A	362ND AV	DUBARKO RD	INDUSTRIAL WAY	1,056	36	38,016	A - Arterial	A - AC	68	15.43
362ND	1B	362ND AV	INDUSTRIAL WAY	HWY 26	930	50	46,500	A - Arterial	A - AC	46	5.9
ADAMS	140	ADAMS AVE	GOLDENRAIN ST	OLSON ST	437	28	12,236	R - Residential/Local	A - AC	92	32.98
AGNES	2	AGNES ST	BLUFF RD	DEAD END	307	17	5,219	C - Collector	A - AC	85	18.23
ALLEY	114A	ALLEY	CASCADIA VILLAGE DR	WALLINGFORD	336	15	5,040	R - Residential/Local	P - PCC	77	45.85
ALLEY	114B	ALLEY	STRATFORD ST	NEWTON ST	180	16	2,880	R - Residential/Local	P - PCC	63	28.62
ALLEY	114C	ALLEY	NEWTON ST	AMHERST ST	440	16	7,040	R - Residential/Local	P - PCC	56	21.76
ALTAV	3	ALT AV	PROCTOR BLVD	PLEASANT ST	213	32	6,816	R - Residential/Local	O - AC/AC	80	33.19
AMBER	4	AMBER LN	DUBARKO RD	ELDRIDGE DR	420	33	13,860	R - Residential/Local	A - AC	82	27.64
AMERIC	141	AMERICAN ST	SALMONBERRY AVE	DEAD END E. OF SUNVLOWER AVE	568	28	15,904	R - Residential/Local	A - AC	92	32.98
AMHERS	112	AMHERST ST	AVERILL PKWY	NEWTON ST	879	32	28,128	R - Residential/Local	A - AC	88	31.21
ANTLER	127A	ANTLER AVE	150 FT S OF DUBARKO	385 FT N OF DUBARKO	535	28	14,980	R - Residential/Local	O - AC/AC	94	37.79
ANTLER	127B	ANTLER AVE	385 FT N OF DUBARKO	MEADOW AVE	770	28	21,560	R - Residential/Local	O - AC/AC	90	36.29
AUBIN	142	AUBIN ST	CHINOOK ST	SKOGAN RD	1,041	28	29,148	R - Residential/Local	A - AC	87	30.67
AVERIL	6A	AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	520	20	10,400	R - Residential/Local	O - AC/AC	81	36.18
AVERIL	6B	AVERILL PKWY	50 FT S OF NEWTON	100 FT S JERGER	691	32	22,112	R - Residential/Local	A - AC	86	30.1
BACHEL	143A	BACHELOR AVE	GOLDENRAIN ST	OLSON ST	446	28	12,488	R - Residential/Local	A - AC	92	32.98
BACHEL	143B	BACHELOR AVE	DEAD END S. OF CORALBURST ST	GREEN MOUNTAIN ST	612	28	17,136	R - Residential/Local	A - AC	92	32.98
BALKEN	144	BALKEN AVE	NETTIE CONNET DR	SANDY HEIGHTS ST	457	28	12,796	R - Residential/Local	A - AC	90	32.2
BARKER	7A	BARKER CT	MEINIG AVE	GARY ST	1,090	32	34,880	R - Residential/Local	O - AC/AC	87	42.34
BARKER	7B	BARKER CT	GARY ST	CUL DE SAC	254	32	8,128	R - Residential/Local	A - AC	59	14.99
BARLOA	125A	BARLOW ALLEY	TUPPER RD	DEAD END	314	24	7,536	NCR - Proposed; Private; Non-County	P - PCC	74	41.68
BARLOB	125B	BARLOW ALLEY	DUBARKO	TUPPER RD	564	24	13,536	NCR - Proposed; Private; Non-County	P - PCC	70	36.55
BARLOC	125C	BARLOW ALLEY	DUBARKO RD	DEAD END	384	24	9,216	NCR - Proposed; Private; Non-County	P - PCC	57	22.68
BARLOW	118 A	BARLOW PKY	TUPPER RD	SAWYER ST	466	28	13,048	R - Residential/Local	A - AC	88	31.21
BARLOW	118B	BARLOW PKY	TUPPER RD	DEAD END	817	28	22,876	R - Residential/Local	A - AC	90	32.2
BARRIN	8A	BARRINGTON AVE	100FT S OF LANCASTER	DEAD END (NORTH) OF CASCADIA V	450	32	14,400	R - Residential/Local	O - AC/AC	92	37.18
BARRIN	8B	BARRINGTON AVE	HASKINS ST	100 FT S OF LANCASTER ST	416	32	13,312	R - Residential/Local	A - AC	92	32.98

Criteria:

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## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BECKEC	9	BECKE CT	DAVIS ST	CUL DE SAC	260	34	8,840	R - Residential/Local	O - AC/AC	88	35.18
BEEBEE	10	BEEBEE CT	SANDY HEIGHTS ST	CUL DE SAC	522	34	17,748	R - Residential/Local	A - AC	68	18.93
BEERS	11A	BEERS AV	PIONEER ST	PROCTOR BLVD	154	38	5,852	R - Residential/Local	O - AC/AC	78	31.52
BEERS	11B	BEERS AV	PROCTOR BLVD	HOOD ST	500	28	14,000	R - Residential/Local	A - AC	64	16.66
BEERS	11C	BEERS AV	HOOD ST	PARK ST	308	28	8,624	R - Residential/Local	A - AC	85	29.5
BELLST	12	BELL ST	BLUFF RD	BEGIN MEDIAN	578	40	23,120	A - Arterial	O - AC/AC	79	21.32
BELLST	12A	BELL ST	BEGIN MEDIAN	JEWELBERRY AVE	1,373	26	35,698	A - Arterial	A - AC	83	20.81
BELLST	12B	BELL ST	JEWELBERRY AVE	PROP LINE 540 FT W OF JEWELBERRY	540	35	18,900	A - Arterial	A - AC	92	24.36
BELLA	145	BELLA VISTA ST	CHULA VISTA AVE	CHAMPION WAY	185	24	4,440	R - Residential/Local	A - AC	86	30.1
BICKFO	13	BICKFORD ST	BEEBEE CT	EAST DEAD END	492	34	16,728	R - Residential/Local	A - AC	52	11.09
BLUFF	14	BLUFF RD	DUBARKO RD	100' S. OF MILLER RD	385	32	12,320	A - Arterial	A - AC	83	25.51
BLUFF	14A	BLUFF RD	100' S. OF MILLER RD	HEIA CT	366	34	12,444	A - Arterial	O - AC/AC	81	23.16
BLUFF	14B	BLUFF RD	HEIA CT	SANDY HEIGHTS ST	400	34	13,600	A - Arterial	O - AC/AC	83	24.4
BLUFF	14C	BLUFF RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	860	40	34,400	A - Arterial	O - AC/AC	83	24.4
BLUFF	14D	BLUFF RD	STRAWBRIDGE PKWY	HWY 26	643	41	26,363	A - Arterial	O - AC/AC	81	23.11
BLUFF	14E	BLUFF RD	HWY 26	HOOD ST	418	41	17,138	A - Arterial	A - AC	94	25
BLUFF	14F1	BLUFF RD	HOOD ST	185' S OF MARCY ST	925	32	29,600	A - Arterial	A - AC	90	23.75
BLUFF	14F2	BLUFF RD	185' S OF MARCY ST	NORTH SIDE OF #16530	798	40	31,920	A - Arterial	A - AC	88	23
BLUFF	14G1	BLUFF RD	NORTH SIDE OF #16530 (END OF CURB)	DRIVEWAY FOR #16405	540	32	17,280	A - Arterial	O - AC/AC	88	27.18
BLUFF	14G2	BLUFF RD	DRIVEWAY FOR #16405	BELL ST	410	44	18,040	A - Arterial	O - AC/AC	90	28.03
BLUFF	14G3	BLUFF RD	BELL ST	NORTH SIDE OF HOUSE #15880	1,040	32	33,280	A - Arterial	O - AC/AC	74	18.83
BLUFF	14H	BLUFF RD	HOUSE #15880	AGNES ST	1,435	32	45,920	A - Arterial	A - AC	56	9.99
BLUFF	14I	BLUFF RD	AGNES ST	ANDREWS ST	991	37	36,667	A - Arterial	A - AC	56	10
BLUFF	14J	BLUFF RD	ANDREWS ST	BURGS LN	1,110	32	35,520	A - Arterial	A - AC	59	11.33
BLUFF	14K	BLUFF RD	BURGS LN	CITY LIMITS (HOUSE #13989)	1,402	24	33,648	A - Arterial	A - AC	59	10.3
BODLEY	15	BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	316	34	10,744	R - Residential/Local	O - AC/AC	83	38.97
BORNST	157A	BORNSTEDT RD	ST HWY 211	CASCADIA VILLAGE	479	36	17,244	A - Arterial	O - AC/AC	70	16.55
BORNST	157B	BORNSTEDT RD	CASCADIA VILLAGE	CITY LIMITS (HOUSE#19525)	1,336	25	33,400	A - Arterial	O - AC/AC	77	21.14
BRITAL	129	BRITTA ALLEY	BRITTA CT	DEAD END	60	20	1,200	NCR - Proposed; Private; Non-County	P - PCC	53	19.09

Criteria:

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## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BRITTA	119	BRITTA CT	HAMILTON RIDGE	DEAD END	192	28	5,376	R - Residential/Local	O - AC/AC	92	37.18
BROKEN	146	BROKEN TOP AVE	GOLDENRAIN ST	OLSON ST	448	28	12,544	R - Residential/Local	A - AC	92	32.98
BRUNS	16A	BRUNS AV	DEAD END (SOUTH)	PIONEER BLVD	137	35	4,795	R - Residential/Local	A - AC	93	33.49
BRUNS	16B	BRUNS AV	PIONEER BLVD	PROCTOR BLVD	298	38	11,324	R - Residential/Local	O - AC/AC	68	21.66
BRUNS	16C	BRUNS AV	PROCTOR BLVD	PLEASANT ST	205	28	5,740	R - Residential/Local	O - AC/AC	81	34.89
BRUNS	16D	BRUNS AV	PLEASANT ST	HOOD ST	235	16	3,760	R - Residential/Local	A - AC	86	30.1
BUCK	132	BUCK ST	ANTLER AVE	MEADOW AVE	266	28	7,448	R - Residential/Local	O - AC/AC	90	36.29
BUENA	147	BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	373	24	8,952	R - Residential/Local	A - AC	86	37.2
CARLSO	120	CARLSON AVE	HAMILTON RIDGE DR	SANDY HEIGHTS	470	28	13,160	R - Residential/Local	O - AC/AC	88	35.18
CASCAD	17A	CASCADIA VILLAGE DR	JACOBY RD	AVERILL PARKWAY	815	36	29,340	C - Collector	O - AC/AC	61	12.73
CASCAD	17B	CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	1,230	36	44,280	C - Collector	O - AC/AC	75	20.97
CASCAD	17C	CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	640	28	17,920	C - Collector	O - AC/AC	83	25.15
CASSID	18	CASSIDY CT	VAN FLEET AVE	CUL DE SAC	250	25	6,250	R - Residential/Local	A - AC	92	32.98
CHAMPI	19A	CHAMPION WAY	HWY 26	INDUSTRIAL WAY	772	34	26,248	C - Collector	A - AC	44	4.09
CHAMPI	19B	CHAMPION WAY	INDUSTRIAL WAY	BELLA VISTA ST	1,115	41	45,715	C - Collector	A - AC	90	20.84
CHAMPI	19C	CHAMPION WAY	BELLA VISTA ST	BUENA VISTA ST	412	41	16,892	C - Collector	A - AC	88	19.79
CHASE	20	CHASE CT	BICKFORD ST	CUL DE SAC	253	34	8,602	R - Residential/Local	A - AC	84	28.9
CHINOO	148	CHINOOK ST	362ND AVE	DEAD END WEST	1,365	28	38,220	R - Residential/Local	A - AC	87	38.46
CHULA	149	CHULA VISTA AVE	BUENA VISTA AVE	DEAD END W. OF BELLA VISTA	628	24	15,072	R - Residential/Local	A - AC	87	30.67
CLAYTO	21	CLAYTON CT	DAHLAGER ST	CUL DE SAC	250	34	8,500	R - Residential/Local	O - AC/AC	92	37.18
CLOUDC	133	CLOUD CAP AVE	VAN FLEET AVE	TRILLIUM ST	250	28	7,000	R - Residential/Local	O - AC/AC	88	35.18
CONSTABL EA	161	CONSTABLE AVE	ICHABOD ST	DEAD END 250 FT N OF ICHABOD ST	250	28	7,000	R - Residential/Local	A - AC	92	32.98
CORALB	113	CORALBURST ST	JEWELBERRY AVE	DREAMCATCHER	1,340	34	45,560	R - Residential/Local	A - AC	85	29.51
CORALB	113A	CORALBURST ST	BACHELOR AVE	JEWELBERRY AVE	289	28	8,092	R - Residential/Local	A - AC	92	32.98
CREEKSID EL	158A	CREEKSIDE LP	TUPPER RD	1-WAY LOOP	400	28	11,200	R - Residential/Local	A - AC	88	31.21
CREEKSID EL	158B	CREEKSIDE LP	CREEKSIDE LOOP 2- WAY	CREEKSIDE LOOP 2- WAY	700	26	18,200	R - Residential/Local	A - AC	90	32.2
DAHLAG	22	DAHLAGER ST	DUBARKO RD	MEINIG AVE	1,090	34	37,060	R - Residential/Local	A - AC	54	12.1
DAVIS	23	DAVIS DR	WOLF DR	DAVIS ST	586	34	19,924	R - Residential/Local	A - AC	73	21.94

Criteria:

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## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
DAVISS	24A	DAVIS ST	WOLF DR	VAN FLEET AVE	720	34	24,480	R - Residential/Local	O - AC/AC	90	36.29
DAVISS	24B	DAVIS ST	VAN FLEET AVE	170 FT. SOUTH OF GARY ST	1,470	34	49,980	R - Residential/Local	A - AC	93	33.49
DAVISS	24C	DAVIS ST	170 FT. SOUTH OF GARY ST	BECKE CT	165	32	5,280	R - Residential/Local	A - AC	85	29.51
DAVISS	24D	DAVIS ST	BECKE CT	163ft south of Becke ct	163	32	5,216	R - Residential/Local	A - AC	86	30.1
DAVISS	24E	DAVIS ST	163 FT S OF BECKE CT	DUBARKO RD	195	28	5,460	R - Residential/Local	O - AC/AC	94	37.79
DELORI	116	DELORIS AVE	BARLOW PARKWAY	TUPPER RD 160 ft E OF MILLER	475	28	13,300	R - Residential/Local	A - AC	90	32.2
DOUBLE	25	DOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	390	33	12,870	R - Residential/Local	A - AC	80	30.9
DREAMC	26A	DREAMCATCHER AVE	100 FT S. OF GREEN MOUNTAIN	DEAD END N. OF GREEN MOUNTAIN	419	34	14,246	R - Residential/Local	A - AC	84	28.9
DREAMC	26B	DREAMCATCHER AVE	DREAMCATCHER AVE	CUL DE SAC	140	86	12,040	R - Residential/Local	A - AC	92	32.98
DREAMC	26C	DREAMCATCHER AVE	110ft S OF GREEN MOUNTAIN	CORALBURST ST	485	34	16,490	R - Residential/Local	A - AC	88	31.21
DUBARK	27A	DUBARKO RD	362ND AVE	YOCUM LP	1,250	39	48,750	A - Arterial	A - AC	93	24.78
DUBARK	27B	DUBARKO RD	YOKUM LP	ELDRIDGE DR	680	39	26,520	A - Arterial	A - AC	60	11.48
DUBARK	27C	DUBARKO RD	ELDRIDGE DRIVE	310 FT N OF SANDY HEIGHTS	1,128	36	40,608	A - Arterial	A - AC	61	11.89
DUBARK	27D	DUBARKO RD	310 FT N OF SANDY HEIGHTS	SANDY HEIGHTS ST	310	40	12,400	A - Arterial	O - AC/AC	83	24.66
DUBARK	27E	DUBARKO RD	SANDY HEIGHTS ST	100 FT. NORTH OF REICH CT	1,244	40	49,760	A - Arterial	O - AC/AC	73	18.36
DUBARK	27F	DUBARKO RD	100 FT. NORTH OF REICH CT	HOUSE #37658	997	40	39,880	A - Arterial	O - AC/AC	65	13.83
DUBARK	27F1	DUBARKO RD	HOUSE #37658	BLUFF RD	885	32	28,320	A - Arterial	A - AC	79	22.78
DUBARK	27F2	DUBARKO RD	BLUFF RD	508' E. OF BLUFF RD	508	32	16,256	A - Arterial	A - AC	80	19.41
DUBARK	27F3	DUBARKO RD	508' E. OF BLUFF RD	150' W. OF TUPPER	1,414	32	45,248	A - Arterial	A - AC	77	18
DUBARK	27G	DUBARKO RD	150' W. OF TUPPER	HWY 211	590	32	18,880	A - Arterial	A - AC	82	20.35
DUBARK	27G1	DUBARKO RD	HWY 211	JACOBY RD SE	1,432	40	57,280	A - Arterial	A - AC	92	24.36
DUBARK	27H	DUBARKO RD	395TH(JACOBY RD)	260FT EAST OF VANFLEET	1,307	40	52,280	A - Arterial	A - AC	61	11.98
DUBARK	27I	DUBARKO RD	280FT E OF VAN FLEET AVE	LANGENSAND RD	675	40	27,000	A - Arterial	A - AC	70	16.81
DUBARK	27J	DUBARKO RD	LANGENSAND RD	133 FT E OF MEADOW AVE	1,192	40	47,680	A - Arterial	O - AC/AC	83	24.4
Dublin	165a	Dublin Ave	Cascadia Village Dr	Southern Terminus	400	28	11,200	R - Residential/Local	A - AC	92	32.98

Criteria:

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 SS1030

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## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ELDRID	28	ELDRIDGE DR	DUBARKO RD	DUBARKO RD	1,275	33	42,075	R - Residential/Local	A - AC	88	31.21
EMERAL	29	EMERALD CASCADE ST	JEWELBERRY AVE	JADE GLEN AVE	952	34	32,368	R - Residential/Local	O - AC/AC	56	12.96
EMERAL	29A	EMERALD CASCADE ST	BACHELOR AVE	JEWELBERRY AVE	317	28	8,876	R - Residential/Local	A - AC	92	32.98
EVANS	30A	EVANS ST	MEINIG AVE	HOUSE #39600	1,073	39	41,847	R - Residential/Local	O - AC/AC	94	38.06
EVANS	30B	EVANS ST	HOUSE #39600	HOUSE #39706	280	34	9,520	R - Residential/Local	A - AC	72	23.45
EVANS	30C	EVANS ST	HOUSE #39706	VAN FLEET AVE	380	34	12,920	R - Residential/Local	A - AC	73	23.88
FAWNST	135	FAWN ST	ANTLER AVE	130 FT E OF MEADOW AVE	390	28	10,920	R - Residential/Local	O - AC/AC	94	37.79
FIRDR	31A	FIR DR	HOOD ST	SCENIC ST	675	34	22,950	R - Residential/Local	A - AC	78	28.61
FIRDR	31B	FIR DR	SCENIC ST	DEAD END	314	34	10,676	R - Residential/Local	A - AC	93	33.5
GALWAY	134	GALWAY ST	DEAD END AT BORNSTEDT	PINE AVE	630	28	17,640	R - Residential/Local	O - AC/AC	86	33.94
GARYST	32A	GARY ST	BARKER CT	BARKER CT	790	28	22,120	R - Residential/Local	A - AC	68	20.55
GARYST	32B	GARY ST	BARKER CT	VAN FLEET AVE	850	32	27,200	R - Residential/Local	O - AC/AC	80	34.27
GARYST	32C	GARY ST	VAN FLEET AVE	LANGENSAND RD	970	34	32,980	R - Residential/Local	A - AC	38	4.66
GERILY	33	GERILYNN CT	SANDY HEIGHTS ST	CUL DE SAC	427	32	13,664	R - Residential/Local	A - AC	92	32.98
GLOVER	34	GLOVER CT	ROSS AVE	CUL DE SAC	225	34	7,650	R - Residential/Local	A - AC	70	20.12
GOLDEN	35	GOLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	966	34	32,844	R - Residential/Local	O - AC/AC	69	22.93
GOLDEN	35A	GOLDENRAIN ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	1,526	28	42,728	R - Residential/Local	A - AC	92	32.98
GREENM	36	GREEN MOUNTAIN ST	JEWELBERRY AVE	BLUFF RD	1,605	34	54,570	R - Residential/Local	O - AC/AC	95	38.1
GREENM	36A	GREEN MOUNTAIN ST	BACHELOR AVE	JEWELBERRY AVE	298	28	8,344	R - Residential/Local	A - AC	92	32.98
GREYAV	37	GREY AVE	RACHAEL DR	SOLSO DR	698	30	20,940	R - Residential/Local	A - AC	92	32.98
HALLCT	38	HALL CT	DAVIS ST	CUL DE SAC	200	34	6,800	R - Residential/Local	A - AC	49	9.15
HAMILT	121A	HAMILTON RIDGE DR	CARLSON AVE	99 FT W OF NETTIE CONNETT DR	618	28	17,304	R - Residential/Local	O - AC/AC	86	33.94
HAMILT	121B	HAMILTON RIDGE DR	99 FT W OF NETTIE CONNETT DR	330 FT E N.C. (END OF CURVE)	231	20	4,620	R - Residential/Local	O - AC/AC	88	35.18
HAMILT	121C	HAMILTON RIDGE DR	330 FT PAST NETTIE CONNETT	DEAD END	245	28	6,860	R - Residential/Local	O - AC/AC	92	37.18
HARDENB ROO	159	HARDENBROOK AVE	SANDY HEIGHTS ST	DEAD END	100	28	2,800	R - Residential/Local	A - AC	92	32.98
HASKIN	110A	HASKINS ST	WELLESLEY AVE	BARRINGTON AVE	432	32	13,824	R - Residential/Local	A - AC	88	31.21
HASKIN	110B	HASKINS ST	BARRINGTON AVE	DEAD END	210	32	6,720	R - Residential/Local	O - AC/AC	84	39.48

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## Section PCI/RSL Listing

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
HEIACT	39	HEIA CT	BLUFF RD	CUL DE SAC	345	34	11,730	R - Residential/Local	A - AC	34	3.05
HELMS	40	HELMS CT	GARY ST	CUL DE SAC	190	34	6,460	R - Residential/Local	A - AC	85	29.5
HOFFMA	41A	HOFFMAN AV	PIONEER ST	PROCTOR BLVD	250	35	8,750	R - Residential/Local	O - AC/AC	82	37.32
HOFFMA	41B	HOFFMAN AV	PROCTOR BLVD	PLEASANT ST	212	28	5,936	R - Residential/Local	A - AC	86	30.1
HOFFMA	41C	HOFFMAN AV	PLEASANT ST	HOOD ST	235	24	5,640	R - Residential/Local	O - AC/AC	87	40.22
HOFFMA	41D	HOFFMAN AV	SCENIC ST	NORTH TO DEAD END	260	16	4,160	R - Residential/Local	A - AC	88	31.21
HOODCT	43	HOOD CT	110' EAST OF FIR DR	DEAD END	540	34	18,360	R - Residential/Local	O - AC/AC	90	36.29
HOODST	44A	HOOD ST	BLUFF RD	BEERS AVE	845	40	33,800	R - Residential/Local	A - AC	72	21.33
HOODST	44B	HOOD ST	BEERS AVE	SCALES AVE	420	40	10,500	R - Residential/Local	A - AC	63	16.86
HOODST	44C	HOOD ST	SCALES AVE	STRAUSS AVE	560	36	20,160	R - Residential/Local	A - AC	92	32.98
HOODST	44D	HOOD ST	SMITH AVE	DEAD END EAST	113	24	2,712	R - Residential/Local	A - AC	86	30.1
HOODST	44E	HOOD ST	MEINIG AVE	REVENUE AVE	622	32	19,904	R - Residential/Local	O - AC/AC	80	33.7
HOODST	44F	HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	790	34	26,860	R - Residential/Local	A - AC	79	29.89
HOODST	44G	HOOD ST	TEN EYCK	DEAD END	556	16	8,896	R - Residential/Local	O - AC/AC	86	33.94
HORNEC	45	HORNECKER AV	DAVIS ST	MCCORMICK DR	210	34	7,140	R - Residential/Local	A - AC	92	32.98
ICHABODS T	162	ICHABOD ST	SANDY HEIGHTS	82 FT W OF TRACT B (STAIRS)	813	28	22,764	R - Residential/Local	A - AC	92	32.98
IDLEMA	46	IDLEMAN ST	REVENUE AVE	HOUSE #39325	300	34	10,200	R - Residential/Local	A - AC	92	32.98
IDLEMA	46A	IDLEMAN ST	HOUSE #39325	MEING AVE	296	27	7,992	R - Residential/Local	A - AC	94	33.74
INDIAN	47	INDIAN SUMMER ST	JEWELBERRY AVE	DEAD END	427	34	14,518	R - Residential/Local	O - AC/AC	92	37.18
INDIAN	47A	INDIAN SUMMER ST	STEENS AVE	DEAD END WEST	197	28	5,516	R - Residential/Local	A - AC	92	32.98
INDIAN	47B	INDIAN SUMMER ST	ADAMS AVE	JEWELBERRY AVE	162	28	4,536	R - Residential/Local	A - AC	92	32.98
INDUST	48A	INDUSTRIAL WAY	DEAD END WEST OF CHAMPION WY	362ND DR	2,240	41	91,840	C - Collector	A - AC	87	19.27
INDUST	48B	INDUSTRIAL WAY	362ND DR	HWY 26	1,750	33	57,750	C - Collector	O - AC/AC	81	25.07
JACOBY	130A	JACOBY RD	DUBARKO RD	CASCADIA VILLAGE DR	1,182	34	40,188	C - Collector	O - AC/AC	92	29.25
JACOBY	130B	JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	1,094	32	35,008	C - Collector	O - AC/AC	66	15.36
JADEGL	49A	JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	540	34	18,360	R - Residential/Local	A - AC	58	12.99
JADEGL	49B	JADE GLEN AVE	90FT S OF EMERALD CASCADE	90FT S OF CORALBURST ST	245	34	8,330	R - Residential/Local	A - AC	92	32.98
JEFFER	150	JEFFERSON AVE	GOLDENRAIN ST	OLSON ST	445	28	12,460	R - Residential/Local	A - AC	92	32.98
JERGER	109	JERGER ST	AVERILL PKWY	DEAD END	684	32	21,888	R - Residential/Local	A - AC	86	30.1

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
JEWELB	50A	JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	950	32	30,400	C - Collector	A - AC	70	12.52
JEWELB	50B	JEWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	537	32	17,184	C - Collector	A - AC	84	17.73
JEWELB	50C	JEWELBERRY AVE	INDIAN SUMMER	PENNY ST	524	32	16,768	C - Collector	A - AC	83	17.23
JEWELB	50D	JEWELBERRY AVE	PENNY ST	KELSO RD	2,438	32	78,016	R - Residential/Local	A - AC	86	37.2
JONSRU	51	JONSRUD LN	BLUFF RD	CUL DE SAC	410	34	13,940	R - Residential/Local	O - AC/AC	89	45.07
JUNKER	52	JUNKER ST	STRAUSS AVE	EAST TO PIONEER	283	16	4,528	R - Residential/Local	A - AC	74	22.56
KATESC	53	KATE SCHMITZ AV	HWY 26	DEAD END	343	40	13,720	C - Collector	A - AC	70	11.59
KATRINAST	163	KATRINA ST	VAN TASSEL AVE	90 FT W OF VAN BRUNT AVE	515	28	14,420	R - Residential/Local	A - AC	92	32.98
KIMBER	54	KIMBERLY CT	WOLF DR	CUL DE SAC	725	34	24,650	R - Residential/Local	A - AC	93	33.49
KOCHCT	55A	KOCH CT	SOUTH CUL DE SAC	STRAWBRIDGE PKWY	113	62	7,006	R - Residential/Local	A - AC	92	32.98
KOCHCT	55B	KOCH CT	STRAWBRIDGE PKWY	NORTH CUL DE SAC	180	34	6,120	R - Residential/Local	O - AC/AC	90	36.29
LAMPER	56	LAMPER CT	BARKER CT	CUL DE SAC	188	34	6,392	R - Residential/Local	A - AC	66	19.46
LANCAS	57	LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	190	32	6,080	R - Residential/Local	O - AC/AC	73	27.09
LANGEN	58A	LANGENSAND RD	CITY LIMITS (HOUSE #18906)	THERESE ST	1,372	40	54,880	A - Arterial	A - AC	83	20.81
LANGEN	58B	LANGENSAND RD	THERESE ST	HOUSE #18070	615	40	24,600	A - Arterial	A - AC	72	15.7
LANGEN	58C	LANGENSAND RD	HOUSE #18070	HWY 26	1,093	40	43,720	A - Arterial	O - AC/AC	75	19.39
LAUREL	152	LAUREL ST	150' E. OF WHITETAIL AVE	230' E. OF WHITETAIL AVE	397	28	11,116	R - Residential/Local	A - AC	90	32.2
LIMERI	136	LIMERICK ST	OAK AVE	PINE AVE	365	28	10,220	R - Residential/Local	O - AC/AC	92	37.18
LITTLE	59	LITTLEPAGE AV	DUBARKO RD	YOCUM LP	402	34	13,668	R - Residential/Local	O - AC/AC	85	36.08
LONGCI	60	LONG CIR	TUPPER RD	CUL DE SAC	609	32	19,488	R - Residential/Local	A - AC	92	32.98
LOUNDR	61A	LOUNDREE DR	CUL DE SAC	KIMBERLEY AVE	312	28	8,736	R - Residential/Local	A - AC	92	32.98
LOUNDR	61B	LOUNDREE DR	KIMBERLEY CT	MCCORMICK AVE	680	34	23,120	R - Residential/Local	A - AC	92	32.98
MARCY	62	MARCY ST	BLUFF RD	DEAD END	602	32	19,264	R - Residential/Local	O - AC/AC	90	36.29
MCCORM	63	MCCORMICK CT	LANGENSAND RD	CUL DE SAC	450	34	15,300	R - Residential/Local	A - AC	83	28.27
MCCORM	64A	MCCORMICK DR	CUL DE SAC W. OF LOUNDREE DR	WOLF DR	545	34	18,530	R - Residential/Local	A - AC	92	32.98
MCCORM	64B	MCCORMICK DR	WOLF DR	LANGENSAND RD	1,706	40	68,240	C - Collector	A - AC	89	20.32
MCELRO	65	MCELROY ST	REVENUE AVE	220 EAST TO DEAD END	212	16	3,392	R - Residential/Local	A - AC	88	31.21
MEADOW	128A	MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	447	28	12,516	R - Residential/Local	O - AC/AC	84	39.87

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MEADOW	128B	MEADOW AVE	295 FT N OF DUBARKO	DEAD END E OF ANTLER	1,074	28	30,072	R - Residential/Local	O - AC/AC	90	36.29
MEEKER	66	MEEKER ST	UNIVERSITY AVE	BLUFF RD	720	19	13,680	R - Residential/Local	O - AC/AC	85	41.73
MEINIG	67A	MEINIG AV	DUBARKO RD	BARKER CT	971	40	38,840	C - Collector	O - AC/AC	83	27.02
MEINIG	67B	MEINIG AV	BARKER CT	HWY 211	1,053	32	33,696	C - Collector	A - AC	92	21.88
MEINIG	67C	MEINIG AV	PIONEER ST	PROCTOR BLVD	315	40	12,600	C - Collector	A - AC	76	14.01
MEINIG	67D	MEINIG AV	PROCTOR BLVD	PLEASANT ST	207	32	6,624	C - Collector	O - AC/AC	72	19.06
MEINIG	67E	MEINIG AV	PLEASANT ST	HOOD ST	227	36	8,172	C - Collector	O - AC/AC	82	26.04
MEINIG	67F	MEINIG AV	HOOD ST	SCENIC ST	610	36	21,960	C - Collector	O - AC/AC	83	25.15
MELISS	68	MELISSA AVE	DEAD END S OF RACHAEL DR	DUBARKO DR	720	32	23,040	R - Residential/Local	A - AC	91	32.62
MILLER	70A	MILLER ST	BLUFF RD	BARLOW RIDGE SUB	450	34	15,300	R - Residential/Local	A - AC	92	32.98
MILLER	70B	MILLER ST	BARLOW RIDGE SUB	DELORIS AVE	542	28	15,176	R - Residential/Local	A - AC	86	30.1
MILLER	70C	MILLER ST	DELORIS AVE	BARLOW PARKWAY	329	28	9,212	R - Residential/Local	A - AC	87	30.67
MYRACT	71	MYRA CT	RACHAEL DR	CUL DE SAC	241	29	6,989	R - Residential/Local	A - AC	92	32.98
NETTIE	72A	NETTIE CONNETT DR	SANDY HEIGHTS ST	100' WEST OF BALKEN AVE	707	34	24,038	R - Residential/Local	A - AC	92	32.98
NETTIE	72A2	NETTIE CONNETT DR	100' WEST OF BALKEN AVE	100' EAST OF BALKEN AVE	266	28	7,448	R - Residential/Local	O - AC/AC	92	37.18
NETTIE	72B	NETTIE CONNETT DR	100' E. OF BALKEN AVE	37975 NETTIE CONNETT	275	34	9,350	R - Residential/Local	A - AC	73	24.53
NETTIE	72B2	NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE LN	200	34	6,800	R - Residential/Local	A - AC	81	31.84
NETTIE	72C	NETTIE CONNETT DR	38090 TRIMBLE LN	BLUFF RD	328	34	11,152	R - Residential/Local	A - AC	92	32.98
NETTIE	72E	NETTIE CONNETT DR	HAMILTON RIDGE	SANDY HEIGHTS	200	28	5,600	R - Residential/Local	O - AC/AC	92	37.18
NEWCIR	73	NEW CIR	DUBARKO RD	CUL DE SAC	323	34	10,982	R - Residential/Local	O - AC/AC	85	36.08
NEWTON	74A	NEWTON ST	WEBSTER AVE	100 FT EAST OF AVERILL PKWY	506	32	16,192	R - Residential/Local	O - AC/AC	85	33.28
NEWTON	74B	NEWTON ST	100 E OF AVERILL PKWY	JACOBY RD	649	32	20,768	R - Residential/Local	A - AC	92	32.98
NORWAL	75A	NORWALK AVE	55 FT SOUTH OF STRATFORD ST	CASCADIA VILLAGE DR	434	32	13,888	R - Residential/Local	O - AC/AC	92	37.18
NORWAL	75B	NORWALK AVE	55FT S OF STRATFORD ST	NEWTON	92	32	2,944	R - Residential/Local	A - AC	92	32.98
OAKAVE	123A	OAK AVE	175 FT N REDWOOD	S END OF SANDY MEADOWS	343	28	9,604	R - Residential/Local	A - AC	92	32.98
OAKAVE	123B	OAK AVE	175 FT N OF REDWOOD	GALWAY	525	28	14,700	R - Residential/Local	O - AC/AC	84	39.43
OLSONS	110	OLSON ST	JEWELBERRY AVE	E DEAD END	429	34	14,586	R - Residential/Local	A - AC	82	27.65

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
OLSONS	110A	OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	1,507	22	33,154	C - Collector	A - AC	89	20.32
ORRCIR	76	ORR CIR	DUBARKO RD	CUL DE SAC	263	34	8,942	R - Residential/Local	O - AC/AC	86	38.08
ORTIZ	153	ORTIZ ST	VISTA LOOP DR	HOUSE #41545	516	28	14,448	R - Residential/Local	A - AC	90	32.2
PACIFI	137	PACIFIC AVE	DUBARKO RD	TRILLIUM ST	638	28	17,864	R - Residential/Local	O - AC/AC	94	37.79
PARKST	77	PARK ST	DEAD END (WEST)	STRAUSS AVE	1,325	19	25,175	R - Residential/Local	O - AC/AC	81	30.87
PENNYA	109	PENNY AVE	JEWELBERRY AVE	AMERICAN ST	578	34	19,652	R - Residential/Local	A - AC	92	32.98
PINEST	124A	PINE ST	PRIVATE DRIVE S. OF REDWOOD ST	175' N. OF REDWOOD ST	334	12	4,008	R - Residential/Local	A - AC	92	32.98
PINEST	124B	PINE ST	175 FT N REDWOOD	CASCADIA VILLAGE DR	315	12	3,780	R - Residential/Local	O - AC/AC	92	37.18
PLEASA	78A	PLEASANT ST	BEERS ST	SCALES AVE	420	32	13,440	R - Residential/Local	A - AC	86	30.1
PLEASA	78B	PLEASANT ST	SCALES AVE	BRUNS AVE	285	24	6,840	R - Residential/Local	O - AC/AC	48	10.04
PLEASA	78B1	PLEASANT ST	BRUNS AVE	STRAUSS AVE	284	44	12,496	R - Residential/Local	A - AC	59	13.98
PLEASA	78C	PLEASANT ST	STRAUSS AVE	SMITH AVE	584	44	25,696	R - Residential/Local	A - AC	40	5.21
PLEASA	78D	PLEASANT ST	SMITH AVE	MEINIG AVE	248	36	8,928	R - Residential/Local	A - AC	86	30.1
PLEASA	78E	PLEASANT ST	MEINIG AVE	REVENUE AVE	612	36	22,032	R - Residential/Local	O - AC/AC	92	44.6
PLEASA	78F	PLEASANT ST	REVENUE AVE	TEN EYCK RD	650	32	20,800	R - Residential/Local	A - AC	68	20.8
PLEASA	78G	PLEASANT ST	TEN EYCK RD	END OF PAVEMENT	644	34	21,896	R - Residential/Local	A - AC	35	3.51
RACHAE	79A	RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	874	30	26,220	R - Residential/Local	A - AC	67	19.76
RACHAE	79B	RACHAEL DR	SOLSO RD	95FT WEST OF GREY	1,195	30	35,850	R - Residential/Local	O - AC/AC	73	27.09
RACHAE	79C	RACHAEL DR	HOUSE #37642	NORTH DEAD END	341	30	10,230	R - Residential/Local	O - AC/AC	90	36.29
RAINIER	154	RAINIER AVE	GOLDENRAIN ST	OLSON ST	443	28	12,404	R - Residential/Local	A - AC	92	32.98
REDWOO	122A	REDWOOD ST	PINE ST	OAK AVE	373	28	10,444	R - Residential/Local	A - AC	92	32.98
REDWOO	122B	REDWOOD ST	OAK AVE	BORNSTEDT ROAD	255	28	7,140	R - Residential/Local	A - AC	82	32.42
REDWOO	122C	REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	254	28	7,112	R - Residential/Local	O - AC/AC	85	41.25
REEDCI	80	REED CIR	GARY ST	CUL DE SAC	392	34	13,328	R - Residential/Local	A - AC	55	12.7
REICH	81	REICH CT	DUBARKO RD	CUL DE SAC	350	32	11,200	R - Residential/Local	A - AC	84	28.9
REVENU	82A	REVENUE AV	PIONEER ST	PROCTOR BLVD	145	24	3,480	R - Residential/Local	A - AC	72	21.33
REVENU	82B	REVENUE AV	PROCTOR BLVD	PLEASANT ST	223	29	6,467	R - Residential/Local	A - AC	60	15.61
REVENU	82C	REVENUE AV	PLEASANT ST	SCENIC ST	876	34	29,784	R - Residential/Local	A - AC	75	25.94
ROSSAV	83	ROSS AV	DUBARKO RD	EVANS ST	492	34	16,728	R - Residential/Local	A - AC	90	32.19
RUBEN	109A	RUBEN LN	HWY 26	PRIVATE RD	438	39	17,082	R - Residential/Local	O - AC/AC	65	18.23
RUBEN	109B	RUBEN LN	PRIVATE ROAD	DUBARKO RD	1,148	32	36,736	C - Collector	O - AC/AC	76	21.93

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SANDYH	84A	SANDY HEIGHTS RD	DUBARKO RD	300 FT W. OF NETTIE CONNETT DR	1,745	40	69,800	C - Collector	A - AC	79	15.33
SANDYH	84A1	SANDY HEIGHTS RD	300 FT W. OF NETTIE CONNETT DR	150 FT W OF SUE DR	635	22	13,970	C - Collector	A - AC	92	21.88
SANDYH	84A2	SANDY HEIGHTS RD	150 FT W OF SUE LANE	HOUSE #38035	350	22	7,700	C - Collector	A - AC	92	21.88
SANDYH	84A3	SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	360	22	7,920	C - Collector	A - AC	78	14.88
SANDYH	84B	SANDY HEIGHTS RD	BLUFF RD	TUPPER RD	1,345	22	29,590	C - Collector	A - AC	91	21.37
SANDYH	84C	SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	823	22	18,106	R - Residential/Local	O - AC/AC	80	33.4
SAWYE	117	SAWYER ST	TUPPER RD	BARLOW PARKWAY	484	28	13,552	R - Residential/Local	A - AC	90	32.2
SCALES	85A	SCALES AV	PIONEER ST	PROCTOR BLVD	276	31	8,556	R - Residential/Local	O - AC/AC	85	36.08
SCALES	85B	SCALES AV	PROCTOR BLVD	PARK ST	800	34	27,200	R - Residential/Local	A - AC	90	32.19
SCENIC	86	SCENIC ST	MEINIG AVE	FIR DR	1,330	34	45,220	R - Residential/Local	A - AC	76	26.67
SEAMEN	87	SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	640	32	20,480	R - Residential/Local	A - AC	63	17.56
SHALIM	88	SHALIMAR DR	KELSO RD	END OF PAVEMENT	640	34	21,760	R - Residential/Local	O - AC/AC	92	37.18
SHELLE	89	SHELLEY AV	PIONEER ST	PROCTOR BLVD	330	43	14,190	R - Residential/Local	A - AC	77	24.46
SMITH	90A	SMITH AV	PROCTOR BLVD	PLEASANT ST	215	34	7,310	R - Residential/Local	O - AC/AC	95	38.1
SMITH	90B	SMITH AV	PLEASANT ST	HOOD ST	258	34	8,772	R - Residential/Local	A - AC	92	32.98
SOLSOC	91	SOLSO CT	MELISSA AVE	CUL DE SAC	275	29	7,975	R - Residential/Local	A - AC	84	28.89
SOLSOD	92	SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	1,166	34	39,644	R - Residential/Local	A - AC	66	19
HWY211	10	ST HWY 211	ARLETHA CT	420 FT. NORTH OF BORNSTEDT RD	2,420	48	116,160	A - Arterial	O - AC/AC	67	14.82
HWY211	20	ST HWY 211	420 FT. NORTH OF BORNSTEDT RD	MEINIG AVE	3,156	25	78,900	A - Arterial	O - AC/AC	74	18.6
HWY211	30	ST HWY 211	MEINIG AVE	PIONEER BLVD (HWY 26)	390	49	19,110	A - Arterial	O - AC/AC	56	9.66
STEENS	155	STEENS AVE	GOLDENRAIN ST	OLSON ST	427	28	11,956	R - Residential/Local	A - AC	92	32.98
STEFEN	93	STEFENEE CT	LOUNDREE DR	CUL DE SAC	156	28	4,368	R - Residential/Local	A - AC	66	18.65
STRATF	94	STRATFORD ST	NORWALK AVE	WALLINGFORD AVE	383	32	12,256	R - Residential/Local	O - AC/AC	92	37.18
STRAUS	95A	STRAUSS AV	JUNKER ST	PIONEER ST	165	24	3,960	R - Residential/Local	A - AC	81	31.57
STRAUS	95B	STRAUSS AV	PIONEER ST	PROCTOR BLVD	316	38	12,008	R - Residential/Local	S - ST	79	18.85
STRAUS	95C	STRAUSS AV	PROCTOR BLVD	PLEASANT ST	208	38	7,904	R - Residential/Local	S - ST	60	4.73
STRAUS	95D	STRAUSS AV	PLEASANT ST	HOOD ST	240	38	9,120	R - Residential/Local	A - AC	85	35.57
STRAUS	95E	STRAUSS AV	HOOD ST	PARK ST	303	21	6,363	R - Residential/Local	A - AC	88	38.17

Criteria:

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 SS1030

MTC StreetSaver

## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
STRAWB	96A	STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	630	36	22,680	R - Residential/Local	O - AC/AC	84	39.87
STRAWB	96B	STRAWBRIDGE PKWY	HOUSE #38667	TUPPER RD	312	36	11,232	R - Residential/Local	O - AC/AC	94	47.91
STRAWB	96C	STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	775	36	27,900	R - Residential/Local	A - AC	73	21.94
SUNFLO	141A	SUNFLOWER AVE	AMERICAN ST	JEWELBERRY AVE	574	27	15,498	R - Residential/Local	A - AC	93	33.5
SUNSET	97A	SUNSET ST	TOWLE DR	UNIVERSITY AVE	550	40	22,000	R - Residential/Local	A - AC	65	17.21
SUNSET	97B	SUNSET ST	UNIVERSITY AVE	BLUFF RD	1,000	24	24,000	R - Residential/Local	A - AC	72	23.94
THERES	115A	THERESE ST	LANGENSAND RD	EAST 660FT	660	28	18,480	R - Residential/Local	A - AC	82	27.65
THERES	115B	THERESE ST	660 FT E OF LANGENSAND	ANTLER AVE	130	28	3,640	R - Residential/Local	O - AC/AC	94	37.79
TOWLE	98A	TOWLE DR	SANDY HEIGHTS RD	SANDY HEIGHTS RD	705	34	23,970	R - Residential/Local	A - AC	61	16.24
TOWLE	98B	TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	640	40	25,600	R - Residential/Local	A - AC	78	28.77
TRILLI	138	TRILLIUM ST	JACOBY RD	CUL DE SAC E OF CLOUD CAP	730	28	20,440	R - Residential/Local	O - AC/AC	90	36.29
TUPPER	99A	TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS ST	690	32	22,080	C - Collector	O - AC/AC	90	28.66
TUPPER	99B	TUPPER RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	720	25	18,000	C - Collector	O - AC/AC	88	27.84
TUPPER	99C	TUPPER RD	STRAWBRIDGE PKWY	HWY 211	1,080	25	27,000	C - Collector	O - AC/AC	87	31.39
TUPPER	99D	TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	830	32	26,560	C - Collector	A - AC	77	16.2
UNIVER	100A	UNIVERSITY AV	SUNSET ST	HWY 26	684	22	15,048	R - Residential/Local	O - AC/AC	89	45.07
UNIVER	100B	UNIVERSITY AV	HWY 26	MEEKER ST	481	34	16,354	R - Residential/Local	A - AC	92	32.98
VANBRUNT AV	164	VAN BRUNT AVE	KATRINA ST	130 FT S OF KATRINA ST (DEAD END)	230	28	6,440	R - Residential/Local	A - AC	93	33.27
VANFLE	101A	VAN FLEET AVE	140FT N OF CASSIDY CT	DUBARKO RD	630	40	25,200	C - Collector	A - AC	54	6.32
VANFLE	101B	VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	435	40	17,400	C - Collector	O - AC/AC	90	28.67
VANFLE	101C	VAN FLEET AVE	GARY ST	MCCORMICK DR	1,088	40	43,520	C - Collector	O - AC/AC	90	28.67
VANFLE	101D	VAN FLEET AVE	DUBARKO RD	PACIFIC AVE	1,070	28	29,960	R - Residential/Local	O - AC/AC	87	34.58
VANTASSE LA	160	VAN TASSEL AVE	130 FT S OF KATRINA ST	245 FT N OF ICHABOD ST	642	28	17,976	R - Residential/Local	A - AC	92	32.98
VISTAL	131	VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	3,168	26	82,368	C - Collector	O - AC/AC	63	13.63
WALLST	139	WALL ST	PACIFIC AVE	CUL DE SAC	1,220	28	34,160	R - Residential/Local	O - AC/AC	86	43.23
WALLIN	102	WALLINGFORD AVE	STRATFORD ST	CASCADIA VILLAGE DR	450	32	14,400	R - Residential/Local	O - AC/AC	92	37.18
WEAVER	103	WEAVER CT	GARY ST	CUL DE SAC	232	34	7,888	R - Residential/Local	A - AC	93	33.49
WEBSTE	104A	WEBSTER AVE	CASCADIA VILLAGE DR	100FT SOUTH OF NEWTON	550	32	17,600	R - Residential/Local	O - AC/AC	84	32.61

Criteria:

MTC StreetSaver

## Section PCI/RSL Listing

Printed: 12/08/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
WEBSTE	104B	WEBSTER AVE	100 FT S OF NEWTON	HASKINS ST	236	32	7,552	R - Residential/Local	O - AC/AC	92	37.18
WELLES	105A	WELLSELEY AVE	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	505	32	16,160	R - Residential/Local	O - AC/AC	92	37.18
WELLES	105B	WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	540	32	17,280	R - Residential/Local	A - AC	80	30.51
WEWER	111	WEWER AVE	RACHAEL DR	SOLSO DR	786	30	23,580	R - Residential/Local	O - AC/AC	75	28.23
WHITET	126A	WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)	200	28	5,600	R - Residential/Local	O - AC/AC	81	34.94
WHITET	126B	WHITETAIL AVE	135' N OF LAUREL ST	95' N OF PRIVATE DR	95	28	2,660	R - Residential/Local	O - AC/AC	92	37.18
WHITET	126C	WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	270	28	7,560	R - Residential/Local	O - AC/AC	87	44.72
WOLFDR	106A	WOLF DR	VAN FLEET AVE	MCCORMICK DR	1,330	34	45,220	R - Residential/Local	A - AC	27	0.59
WOLFDR	106B	WOLF DR	MCCORMICK DR	HWY 26	296	34	10,064	C - Collector	A - AC	65	8.76
WOODBUR	107	WOODBURY ST	NORWALK AVE	WALLINGFORD AVE	378	32	12,096	R - Residential/Local	O - AC/AC	92	37.18
YOCUM	108	YOCUM LP	DUBARKO RD	DUBARKO RD	1,960	34	66,640	R - Residential/Local	O - AC/AC	95	38.1

Total Section Length: 195,791

Total Section Area: 6,302,024



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## **Appendix F**

### **Scenarios - Sections Selected for Treatment**

*Scenario 1 - Unconstrained Needs*

*Scenario 2 - Current Budget Scenario*

*Scenario 3 - Maintain Current PCI*

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$1,599,890	0%	2023	\$151,214	0%	2025	\$503,531	0%
2022	\$537,710	0%	2024	\$639,352	0%			

### Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
AGNES ST	BLUFF RD	DEAD END	AGNES	2	307	17	5,219	C	AC		85	85	91	\$2,465	29,915	SLURRY AND CRACK SEAL
ALT AV	PROCTOR BLVD	PLEASANT ST	ALTAV	3	213	32	6,816	R	AC/AC		79	79	87	\$3,219	38,753	SLURRY AND CRACK SEAL
AMBER LN	DUBARKO RD	ELDRIDGE DR	AMBER	4	420	33	13,860	R	AC		82	82	89	\$6,545	24,813	SLURRY AND CRACK SEAL
AMHERST ST	AVERILL PKWY	NEWTON ST	AMHERS	112	879	32	28,128	R	AC		88	88	93	\$13,283	15,477	SLURRY AND CRACK SEAL
AUBIN ST	CHINOOK ST	SKOGAN RD	AUBIN	142	1,041	28	29,148	R	AC		87	87	93	\$13,765	21,095	SLURRY AND CRACK SEAL
AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	AVERIL	6A	520	20	10,400	R	AC/AC		80	80	88	\$4,912	48,373	SLURRY AND CRACK SEAL
AVERILL PKWY	50 FT S OF NEWTON	100 FT S JERGER	AVERIL	6B	691	32	22,112	R	AC		86	86	92	\$10,442	19,283	SLURRY AND CRACK SEAL
BARKER CT	MEINIG AVE	GARY ST	BARKER	7A	1,090	32	34,880	R	AC/AC		86	86	92	\$16,472	40,800	SLURRY AND CRACK SEAL
BARLOW PKY	TUPPER RD	SAWYER ST	BARLOW	118 A	466	28	13,048	R	AC		88	88	93	\$6,162	16,621	SLURRY AND CRACK SEAL
BECKE CT	DAVIS ST	CUL DE SAC	BECKEC	9	260	34	8,840	R	AC/AC		88	88	94	\$4,175	16,661	SLURRY AND CRACK SEAL
BEEBEE CT	SANDY HEIGHTS ST	CUL DE SAC	BEEBEE	10	522	34	17,748	R	AC		68	68	77	\$8,381	27,651	SLURRY AND CRACK SEAL
BEERS AV	PIONEER ST	PROCTOR BLVD	BEERS	11A	154	38	5,852	R	AC/AC		77	77	85	\$2,764	43,296	SLURRY AND CRACK SEAL
BEERS AV	HOOD ST	PARK ST	BEERS	11C	308	28	8,624	R	AC		85	85	91	\$4,073	20,902	SLURRY AND CRACK SEAL
BELLA VISTA ST	CHULA VISTA AVE	CHAMPION WAY	BELLA	145	185	24	4,440	R	AC		86	86	92	\$2,097	22,944	SLURRY AND CRACK SEAL
BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	BODLEY	15	316	34	10,744	R	AC/AC		82	82	89	\$5,074	49,971	SLURRY AND CRACK SEAL
BRUNS AV	PIONEER BLVD	PROCTOR BLVD	BRUNS	16B	298	38	11,324	R	AC/AC		68	68	77	\$5,348	33,798	SLURRY AND CRACK SEAL
BRUNS AV	PROCTOR BLVD	PLEASANT ST	BRUNS	16C	205	28	5,740	R	AC/AC		80	80	88	\$2,711	43,754	SLURRY AND CRACK SEAL
BRUNS AV	PLEASANT ST	HOOD ST	BRUNS	16D	235	16	3,760	R	AC		86	86	92	\$1,776	22,791	SLURRY AND CRACK SEAL
BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	BUENA	147	373	24	8,952	R	AC		85	85	92	\$4,228	45,076	SLURRY AND CRACK SEAL
CARLSON AVE	HAMILTON RIDGE DR	SANDY HEIGHTS	CARLSON	120	470	28	13,160	R	AC/AC		88	88	94	\$6,215	18,691	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	JACOBY RD	AVERILL PARKWAY	CASCAD	17A	815	36	29,340	C	AC/AC		61	61	71	\$13,855	37,531	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	CASCAD	17B	1,230	36	44,280	C	AC/AC		75	75	83	\$20,910	56,706	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	CASCAD	17C	640	28	17,920	C	AC/AC		83	83	90	\$8,463	32,593	SLURRY AND CRACK SEAL
CHAMPION WAY	BELLA VISTA ST	BUENA VISTA ST	CHAMPI	19C	412	41	16,892	C	AC		88	88	93	\$7,977	26,777	SLURRY AND CRACK SEAL
CHINOOK ST	362ND AVE	DEAD END WEST CHINOO		148	1,365	28	38,220	R	AC		86	86	92	\$18,049	43,933	SLURRY AND CRACK SEAL
CHULA VISTA AVE	BUENA VISTA AVE	DEAD END W. OF CHULA BELLA VISTA		149	628	24	15,072	R	AC		87	87	93	\$7,118	21,095	SLURRY AND CRACK SEAL
CLOUD CAP AVE	VAN FLEET AVE	TRILLIUM ST	CLOUDC	133	250	28	7,000	R	AC/AC		88	88	94	\$3,306	21,814	SLURRY AND CRACK SEAL
CORALBURST ST	JEWELBERRY AVE	DREAMCATCHER	CORALB	113	1,340	34	45,560	R	AC		85	85	91	\$21,515	25,602	SLURRY AND CRACK SEAL
CREEKSIDE LP	TUPPER RD	1-WAY LOOP	CREEKSIDE L	158A	400	28	11,200	R	AC		88	88	93	\$5,289	20,821	SLURRY AND CRACK SEAL
DAVIS ST	170 FT. SOUTH OF GARY ST	BECKE CT	DAVISS	24C	165	32	5,280	R	AC		85	85	91	\$2,494	20,896	SLURRY AND CRACK SEAL
DAVIS ST	BECKE CT	163ft south of Becke ct	DAVISS	24D	163	32	5,216	R	AC		86	86	92	\$2,464	23,976	SLURRY AND CRACK SEAL
DOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	DOUBLE	25	390	33	12,870	R	AC		79	79	87	\$6,078	45,369	SLURRY AND CRACK SEAL
DREAMCATCHER AVE	100 FT S. OF GREEN MOUNTAIN	DEAD END N. OF GREEN MOUNTAIN	DREAMC	26A	419	34	14,246	R	AC		84	84	91	\$6,728	27,506	SLURRY AND CRACK SEAL
DREAMCATCHER AVE	110ft S OF GREEN MOUNTAIN	CORALBURST ST	DREAMC	26C	485	34	16,490	R	AC		88	88	93	\$7,787	20,264	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39706	VAN FLEET AVE	EVANS	30C	380	34	12,920	R	AC		73	73	81	\$6,102	38,474	SLURRY AND CRACK SEAL
FIR DR	HOOD ST	SCENIC ST	FIRDR	31A	675	34	22,950	R	AC		77	77	85	\$10,838	42,335	SLURRY AND CRACK SEAL
GALWAY ST	DEAD END AT BORNSTEDT	PINE AVE	GALWAY	134	630	28	17,640	R	AC/AC		86	86	92	\$8,330	23,175	SLURRY AND CRACK SEAL
GARY ST	BARKER CT	VAN FLEET AVE	GARYST	32B	850	32	27,200	R	AC/AC		79	79	87	\$12,845	45,960	SLURRY AND CRACK SEAL
GOLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	GOLDEN	35	966	34	32,844	R	AC/AC		69	69	78	\$15,510	36,079	SLURRY AND CRACK SEAL
HAMILTON RIDGE DR	CARLSON AVE	99 FT W OF NETTIE CONNETT DR	HAMILT	121A	618	28	17,304	R	AC/AC		86	86	92	\$8,172	22,666	SLURRY AND CRACK SEAL
HASKINS ST	WELLESLEY AVE	BARRINGTON AVE	HASKIN	110A	432	32	13,824	R	AC		88	88	93	\$6,528	15,477	SLURRY AND CRACK SEAL
HASKINS ST	BARRINGTON AVE	DEAD END	HASKIN	110B	210	32	6,720	R	AC/AC		83	83	90	\$3,174	44,787	SLURRY AND CRACK SEAL
HELMS CT	GARY ST	CUL DE SAC	HELMS	40	190	34	6,460	R	AC		85	85	91	\$3,051	20,902	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

2

MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
HOFFMAN AV	PIONEER ST	PROCTOR BLVD	HOFFMA	41A	250	35	8,750	R	AC/AC		81	81	88	\$4,132	48,593	SLURRY AND CRACK SEAL
HOFFMAN AV	PROCTOR BLVD	PLEASANT ST	HOFFMA	41B	212	28	5,936	R	AC		86	86	92	\$2,804	22,791	SLURRY AND CRACK SEAL
HOFFMAN AV	PLEASANT ST	HOOD ST	HOFFMA	41C	235	24	5,640	R	AC/AC		86	86	92	\$2,664	35,708	SLURRY AND CRACK SEAL
HOFFMAN AV	SCENIC ST	NORTH TO DEAD END	HOFFMA	41D	260	16	4,160	R	AC		88	88	93	\$1,965	18,740	SLURRY AND CRACK SEAL
HOOD ST	BEERS AVE	SCALES AVE	HOODST	44B	420	40	10,500	R	AC		63	63	73	\$4,959	28,870	SLURRY AND CRACK SEAL
HOOD ST	SMITH AVE	DEAD END EAST	HOODST	44D	113	24	2,712	R	AC		86	86	92	\$1,281	19,280	SLURRY AND CRACK SEAL
HOOD ST	MEINIG AVE	REVENUE AVE	HOODST	44E	622	32	19,904	R	AC/AC		79	79	87	\$9,400	40,223	SLURRY AND CRACK SEAL
HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	HOODST	44F	790	34	26,860	R	AC		78	78	86	\$12,684	44,912	SLURRY AND CRACK SEAL
HOOD ST	TEN EYCK	DEAD END	HOODST	44G	556	16	8,896	R	AC/AC		86	86	92	\$4,201	24,460	SLURRY AND CRACK SEAL
INDUSTRIAL WAY	362ND DR	HWY 26	INDUST	48B	1,750	33	57,750	C	AC/AC		80	80	88	\$27,271	59,123	SLURRY AND CRACK SEAL
JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	JACOBY	130B	1,094	32	35,008	C	AC/AC		66	66	75	\$16,532	36,230	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	JEWELB	50A	950	32	30,400	C	AC		70	69	79	\$14,356	36,902	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	JEWELB	50B	537	32	17,184	C	AC		84	84	90	\$8,115	37,069	SLURRY AND CRACK SEAL
JEWELBERRY AVE	INDIAN SUMMER	PENNY ST	JEWELB	50C	524	32	16,768	C	AC		83	83	90	\$7,919	30,744	SLURRY AND CRACK SEAL
JEWELBERRY AVE	PENNY ST	KELSO RD	JEWELB	50D	2,438	32	78,016	R	AC		85	85	92	\$36,841	45,076	SLURRY AND CRACK SEAL
JONSRUD LN	BLUFF RD	CUL DE SAC	JONSRU	51	410	34	13,940	R	AC/AC		88	88	94	\$6,583	36,866	SLURRY AND CRACK SEAL
JUNKER ST	STRAUSS AVE	EAST TO PIONEER	JUNKER	52	283	16	4,528	R	AC		74	74	82	\$2,139	30,868	SLURRY AND CRACK SEAL
KATE SCHMITZ AV	HWY 26	DEAD END	KATESC	53	343	40	13,720	C	AC		69	69	78	\$6,479	26,382	SLURRY AND CRACK SEAL
LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	LANCAS	57	190	32	6,080	R	AC/AC		73	73	82	\$2,872	39,525	SLURRY AND CRACK SEAL
LITTLEPAGE AV	DUBARKO RD	YOCUM LP	LITTLE	59	402	34	13,668	R	AC/AC		84	84	91	\$6,455	34,353	SLURRY AND CRACK SEAL
MCCORMICK CT	LANGENSAND RD	CUL DE SAC	MCCORM	63	450	34	15,300	R	AC		83	83	90	\$7,225	23,724	SLURRY AND CRACK SEAL
MCELROY ST	REVENUE AVE	220 EAST TO DEAD END	MCELRO	65	212	16	3,392	R	AC		88	88	93	\$1,602	19,466	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

3

MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	MEADOW	128A	447	28	12,516	R	AC/AC		83	83	90	\$5,911	47,457	SLURRY AND CRACK SEAL
MEEKER ST	UNIVERSITY AVE	BLUFF RD	MEEKER	66	720	19	13,680	R	AC/AC		84	84	91	\$6,460	48,703	SLURRY AND CRACK SEAL
MEINIG AV	DUBARKO RD	BARKER CT	MEINIG	67A	971	40	38,840	C	AC/AC		82	82	89	\$18,342	65,447	SLURRY AND CRACK SEAL
MEINIG AV	PIONEER ST	PROCTOR BLVD	MEINIG	67C	315	40	12,600	C	AC		76	75	84	\$5,950	29,510	SLURRY AND CRACK SEAL
MEINIG AV	PLEASANT ST	HOOD ST	MEINIG	67E	227	36	8,172	C	AC/AC		81	81	88	\$3,859	59,557	SLURRY AND CRACK SEAL
MEINIG AV	HOOD ST	SCENIC ST	MEINIG	67F	610	36	21,960	C	AC/AC		83	83	90	\$10,370	29,181	SLURRY AND CRACK SEAL
MILLER ST	BARLOW RIDGE SUB	DELORIS AVE	MILLER	70B	542	28	15,176	R	AC		86	86	92	\$7,167	20,433	SLURRY AND CRACK SEAL
MILLER ST	DELORIS AVE	BARLOW PARKWAY	MILLER	70C	329	28	9,212	R	AC		87	87	93	\$4,351	18,577	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' E. OF BALKEN AVE	37975 NETTIE CONNETT	NETTIE	72B	275	34	9,350	R	AC		73	73	82	\$4,416	37,004	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE LN	NETTIE	72B2	200	34	6,800	R	AC		80	80	88	\$3,212	48,174	SLURRY AND CRACK SEAL
NEW CIR	DUBARKO RD	CUL DE SAC	NEWCIR	73	323	34	10,982	R	AC/AC		84	84	91	\$5,186	34,353	SLURRY AND CRACK SEAL
NEWTON ST	WEBSTER AVE	100 FT EAST OF AVERILL PKWY	NEWTON	74A	506	32	16,192	R	AC/AC		85	85	91	\$7,647	26,935	SLURRY AND CRACK SEAL
OAK AVE	175 FT N OF REDWOOD	GALWAY	OAKAVE	123B	525	28	14,700	R	AC/AC		83	83	90	\$6,942	45,099	SLURRY AND CRACK SEAL
OLSON ST	JEWELBERRY AVE E DEAD END		OLSONS	110	429	34	14,586	R	AC		82	82	89	\$6,888	24,809	SLURRY AND CRACK SEAL
OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	OLSONS	110A	1,507	22	33,154	C	AC		89	89	94	\$15,657	30,597	SLURRY AND CRACK SEAL
ORR CIR	DUBARKO RD	CUL DE SAC	ORRCIR	76	263	34	8,942	R	AC/AC		85	85	92	\$4,223	35,063	SLURRY AND CRACK SEAL
PARK ST	DEAD END (WEST)	STRAUSS AVE	PARKST	77	1,325	19	25,175	R	AC/AC		81	81	88	\$11,889	32,085	SLURRY AND CRACK SEAL
PLEASANT ST	BEERS ST	SCALES AVE	PLEASA	78A	420	32	13,440	R	AC		86	86	92	\$6,347	19,283	SLURRY AND CRACK SEAL
PLEASANT ST	SMITH AVE	MEINIG AVE	PLEASA	78D	248	36	8,928	R	AC		86	86	92	\$4,216	19,283	SLURRY AND CRACK SEAL
RACHAEL DR	SOLSO RD	95FT WEST OF GREY	RACHAE	79B	1,195	30	35,850	R	AC/AC		73	73	82	\$16,930	39,525	SLURRY AND CRACK SEAL
REDWOOD ST	OAK AVE	BORNSTEDT ROAD	REDWOO	122B	255	28	7,140	R	AC		81	81	88	\$3,372	44,351	SLURRY AND CRACK SEAL
REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	REDWOO	122C	254	28	7,112	R	AC/AC		84	84	91	\$3,359	46,600	SLURRY AND CRACK SEAL
REICH CT	DUBARKO RD	CUL DE SAC	REICH	81	350	32	11,200	R	AC		84	84	91	\$5,289	22,430	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
REVENUE AV	PLEASANT ST	SCENIC ST	REVENU	82C	876	34	29,784	R	AC		74	74	82	\$14,065	40,823	SLURRY AND CRACK SEAL
RUBEN LN	PRIVATE ROAD	DUBARKO RD	RUBEN	109B	1,148	32	36,736	C	AC/AC		76	76	84	\$17,348	54,610	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	DUBARKO RD	300 FT W. OF NETTIE CONETT DR	SANDYH	84A	1,745	40	69,800	C	AC		79	78	86	\$32,962	30,494	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	SANDYH	84A3	360	22	7,920	C	AC		78	77	85	\$3,740	30,285	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	SANDYH	84C	823	22	18,106	R	AC/AC		79	79	87	\$8,551	42,532	SLURRY AND CRACK SEAL
SCALES AV	PIONEER ST	PROCTOR BLVD	SCALES	85A	276	31	8,556	R	AC/AC		84	84	91	\$4,041	34,353	SLURRY AND CRACK SEAL
SCENIC ST	MEINIG AVE	FIR DR	SCENIC	86	1,330	34	45,220	R	AC		75	75	83	\$21,354	40,511	SLURRY AND CRACK SEAL
SHELLEY AV	PIONEER ST	PROCTOR BLVD	SHELLE	89	330	43	14,190	R	AC		77	77	85	\$6,701	27,979	SLURRY AND CRACK SEAL
SOLSO CT	MELISSA AVE	CUL DE SAC	SOLSOC	91	275	29	7,975	R	AC		84	84	91	\$3,766	22,432	SLURRY AND CRACK SEAL
SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	SOLSOD	92	1,166	34	39,644	R	AC		66	66	75	\$18,721	31,270	SLURRY AND CRACK SEAL
STRAUSS AV	JUNKER ST	PIONEER ST	STRAUS	95A	165	24	3,960	R	AC		80	80	88	\$1,870	47,558	SLURRY AND CRACK SEAL
STRAUSS AV	PLEASANT ST	HOOD ST	STRAUS	95D	240	38	9,120	R	AC		84	84	91	\$4,307	43,631	SLURRY AND CRACK SEAL
STRAUSS AV	HOOD ST	PARK ST	STRAUS	95E	303	21	6,363	R	AC		87	87	93	\$3,005	37,396	SLURRY AND CRACK SEAL
STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	STRAWB	96A	630	36	22,680	R	AC/AC		83	83	90	\$10,710	47,457	SLURRY AND CRACK SEAL
THERESE ST	LANGENSAND RD	EAST 660FT	THERES	115A	660	28	18,480	R	AC		82	82	89	\$8,727	29,396	SLURRY AND CRACK SEAL
TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	TOWLE	98B	640	40	25,600	R	AC		77	77	85	\$12,089	43,362	SLURRY AND CRACK SEAL
TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS ST	TUPPER	99A	690	32	22,080	C	AC/AC		89	89	95	\$10,427	17,617	SLURRY AND CRACK SEAL
TUPPER RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	TUPPER	99B	720	25	18,000	C	AC/AC		88	88	93	\$8,500	22,938	SLURRY AND CRACK SEAL
TUPPER RD	STRAWBRIDGE PKWY	HWY 211	TUPPER	99C	1,080	25	27,000	C	AC/AC		86	86	92	\$12,750	59,744	SLURRY AND CRACK SEAL
TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	TUPPER	99D	830	32	26,560	C	AC		77	77	85	\$12,543	40,982	SLURRY AND CRACK SEAL
UNIVERSITY AV	SUNSET ST	HWY 26	UNIVER	100A	684	22	15,048	R	AC/AC		88	88	94	\$7,106	36,866	SLURRY AND CRACK SEAL
VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	VANFLE	101B	435	40	17,400	C	AC/AC		89	89	95	\$8,217	16,059	SLURRY AND CRACK SEAL
VAN FLEET AVE	GARY ST	MCCORMICK DR	VANFLE	101C	1,088	40	43,520	C	AC/AC		89	89	95	\$20,552	16,059	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
VAN FLEET AVE	DUBARKO RD	PACIFIC AVE	VANFLE	101D	1,070	28	29,960	R	AC/AC		87	87	93	\$14,148	21,757	SLURRY AND CRACK SEAL		
WALL ST	PACIFIC AVE	CUL DE SAC	WALLST	139	1,220	28	34,160	R	AC/AC		85	85	92	\$16,132	47,775	SLURRY AND CRACK SEAL		
WEBSTER AVE	CASCADIA VILLAGE DR	100FT SOUTH OF WEBSTE NEWTON	104A		550	32	17,600	R	AC/AC		84	84	91	\$8,312	28,370	SLURRY AND CRACK SEAL		
WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	WELLES	105B	540	32	17,280	R	AC		79	79	87	\$8,160	42,934	SLURRY AND CRACK SEAL		
WEWER AVE	RACHAEL DR	SOLSO DR	WEWER	111	786	30	23,580	R	AC/AC		74	74	82	\$11,135	40,676	SLURRY AND CRACK SEAL		
WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)	WHITET	126A	200	28	5,600	R	AC/AC		80	80	88	\$2,645	43,423	SLURRY AND CRACK SEAL		
WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	WHITET	126C	270	28	7,560	R	AC/AC		86	86	92	\$3,570	47,140	SLURRY AND CRACK SEAL		
												<b>Treatment Total</b>		<b>\$1,003,306</b>				
HALL CT	DAVIS ST	CUL DE SAC	HALLCT	38	200	34	6,800	R	AC		49	48	100	\$9,823	39,469	2 INCH OVERLAY		
PLEASANT ST	SCALES AVE	BRUNS AVE	PLEASA	78B	285	24	6,840	R	AC/AC		48	48	100	\$9,880	39,296	2 INCH OVERLAY		
												<b>Treatment Total</b>		<b>\$19,703</b>				
362ND AV	INDUSTRIAL WAY	HWY 26	362ND	1B	930	50	46,500	A	AC		45	45	100	\$171,792	24,646	GRIND AND 4 IN OVERLAY		
CHAMPION WAY	HWY 26	INDUSTRIAL WAY CHAMPI	19A		772	34	26,248	C	AC		44	44	100	\$88,223	19,879	GRIND AND 4 IN OVERLAY		
												<b>Treatment Total</b>		<b>\$260,015</b>				
BEERS AV	PROCTOR BLVD	HOOD ST	BEERS	11B	500	28	14,000	R	AC		64	64	100	\$17,112	38,362	THIN AC OVERLAY(1.5 INCHES)		
GARY ST	BARKER CT	BARKER CT	GARYST	32A	790	28	22,120	R	AC		68	68	100	\$27,036	33,366	THIN AC OVERLAY(1.5 INCHES)		
LAMPER CT	BARKER CT	CUL DE SAC	LAMPER	56	188	34	6,392	R	AC		66	66	100	\$7,813	35,036	THIN AC OVERLAY(1.5 INCHES)		
PLEASANT ST	REVENUE AVE	TEN EYCK RD	PLEASA	78F	650	32	20,800	R	AC		68	68	100	\$25,423	33,054	THIN AC OVERLAY(1.5 INCHES)		
RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	RACHAE	79A	874	30	26,220	R	AC		67	67	100	\$32,047	34,496	THIN AC OVERLAY(1.5 INCHES)		
REVENUE AV	PROCTOR BLVD	PLEASANT ST	REVENU	82B	223	29	6,467	R	AC		60	60	100	\$7,905	40,147	THIN AC OVERLAY(1.5 INCHES)		
SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	SEAMEN	87	640	32	20,480	R	AC		63	63	100	\$25,032	37,596	THIN AC OVERLAY(1.5 INCHES)		
STEFENEE CT	LOUNDREE DR	CUL DE SAC	STEFEN	93	156	28	4,368	R	AC		66	66	100	\$5,339	35,929	THIN AC OVERLAY(1.5 INCHES)		
SUNSET ST	TOWLE DR	UNIVERSITY AVE	SUNSET	97A	550	40	22,000	R	AC		65	65	100	\$26,889	37,605	THIN AC OVERLAY(1.5 INCHES)		
TOWLE DR	SANDY HEIGHTS RD	SANDY HEIGHTS TOWLE RD	98A		705	34	23,970	R	AC		61	61	100	\$29,297	39,364	THIN AC OVERLAY(1.5 INCHES)		

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

### Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment	
												PCI Before	PCI After				
VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	VISTAL	131	3,168	26	82,368	C	AC/AC		63	63	100	\$100,672	42,658	THIN AC OVERLAY(1.5 INCHES)	
WOLF DR	MCCORMICK DR	HWY 26	WOLFDR	106B	296	34	10,064	C	AC		64	64	100	\$12,301	47,562	THIN AC OVERLAY(1.5 INCHES)	
												<b>Treatment Total</b>	<b>\$316,866</b>				
<b>Year 2021 Area Total</b>										<b>2,470,181</b>	<b>Year 2021 Total</b>		<b>\$1,599,890</b>				

### Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
ADAMS AVE	GOLDENRAIN ST	OLSON ST	ADAMS	140	437	28	12,236	R	AC		91	89	94	\$5,952	15,609	SLURRY AND CRACK SEAL
AMERICAN ST	SALMONBERRY AVE	DEAD END E. OF SUNFLOWER AVE	AMERIC	141	568	28	15,904	R	AC		91	89	94	\$7,736	15,609	SLURRY AND CRACK SEAL
ANTLER AVE	385 FT N OF DUBARKO	MEADOW AVE	ANTLER	127B	770	28	21,560	R	AC/AC		90	88	94	\$10,487	21,830	SLURRY AND CRACK SEAL
BACHELOR AVE	GOLDENRAIN ST	OLSON ST	BACHEL	143A	446	28	12,488	R	AC		91	89	94	\$6,075	15,609	SLURRY AND CRACK SEAL
BACHELOR AVE	DEAD END S. OF CORALBURST ST	GREEN MOUNTAIN ST	BACHEL	143B	612	28	17,136	R	AC		91	89	94	\$8,335	15,609	SLURRY AND CRACK SEAL
BALKEN AVE	NETTIE CONNET DR	SANDY HEIGHTS ST	BALKEN	144	457	28	12,796	R	AC		90	88	93	\$6,224	18,698	SLURRY AND CRACK SEAL
BARLOW PKY	TUPPER RD	DEAD END	BARLOW	118B	817	28	22,876	R	AC		90	88	93	\$11,127	16,206	SLURRY AND CRACK SEAL
BROKEN TOP AVE	GOLDENRAIN ST	OLSON ST	BROKEN	146	448	28	12,544	R	AC		91	89	94	\$6,102	15,609	SLURRY AND CRACK SEAL
BUCK ST	ANTLER AVE	MEADOW AVE	BUCK	132	266	28	7,448	R	AC/AC		90	88	94	\$3,623	21,830	SLURRY AND CRACK SEAL
CLAYTON CT	DAHLAGER ST	CUL DE SAC	CLAYTO	21	250	34	8,500	R	AC/AC		92	89	95	\$4,135	16,362	SLURRY AND CRACK SEAL
CONSTABLE AVE	ICHABOD ST	DEAD END 250 FT N OF ICHABOD ST	CONSTABLE A	161	250	28	7,000	R	AC		91	89	94	\$3,405	14,334	SLURRY AND CRACK SEAL
CORALBURST ST	BACHELOR AVE	JEWELBERRY AVE	CORALB	113A	289	28	8,092	R	AC		91	89	94	\$3,936	16,644	SLURRY AND CRACK SEAL
CREEKSIDE LP	CREEKSIDE LOOP 2-WAY	CREEKSIDE LOOP 2-WAY	CREEKSIDE L	158B	700	26	18,200	R	AC		90	88	93	\$8,853	20,282	SLURRY AND CRACK SEAL
DAVIS ST	WOLF DR	VAN FLEET AVE	DAVISS	24A	720	34	24,480	R	AC/AC		90	88	94	\$11,907	19,017	SLURRY AND CRACK SEAL
DELORIS AVE	BARLOW PARKWAY	TUPPER RD 160 ft E OF MILLER	DELORI	116	475	28	13,300	R	AC		90	88	93	\$6,469	16,206	SLURRY AND CRACK SEAL
Dublin Ave	Cascadia Village Dr	Southern Terminus	Dublin	165a	400	28	11,200	UL	AC		91	89	94	\$5,448	15,082	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:



## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
EMERALD CASCADE ST	BACHELOR AVE	JEWELBERRY AVE	EMERAL	29A	317	28	8,876	R	AC		91	89	94	\$4,318	15,609	SLURRY AND CRACK SEAL
GERILYNN CT	SANDY HEIGHTS ST	CUL DE SAC	GERILY	33	427	32	13,664	R	AC		91	89	94	\$6,647	11,955	SLURRY AND CRACK SEAL
GLOVER CT	ROSS AVE	CUL DE SAC	GLOVER	34	225	34	7,650	R	AC		70	68	77	\$3,721	26,916	SLURRY AND CRACK SEAL
GOLDENRAIN ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	GOLDEN	35A	1,526	28	42,728	R	AC		91	89	94	\$20,783	15,609	SLURRY AND CRACK SEAL
GREEN MOUNTAIN ST	BACHELOR AVE	JEWELBERRY AVE	GREENM	36A	298	28	8,344	R	AC		91	89	94	\$4,059	15,609	SLURRY AND CRACK SEAL
HARDENBROOK AVE	SANDY HEIGHTS ST	DEAD END	HARDENBR OO	159	100	28	2,800	R	AC		91	89	94	\$1,362	14,334	SLURRY AND CRACK SEAL
HOOD CT	110' EAST OF FIR DR	DEAD END	HOODCT	43	540	34	18,360	R	AC/AC		90	88	94	\$8,931	15,799	SLURRY AND CRACK SEAL
HOOD ST	SCALES AVE	STRAUSS AVE	HOODST	44C	560	36	20,160	R	AC		91	89	94	\$9,806	11,951	SLURRY AND CRACK SEAL
ICHABOD ST	SANDY HEIGHTS	82 FT W OF TRACT B (STAIRS)	ICHABODST	162	813	28	22,764	R	AC		91	89	94	\$11,073	14,334	SLURRY AND CRACK SEAL
INDIAN SUMMER ST	STEENS AVE	DEAD END WEST INDIAN		47A	197	28	5,516	R	AC		91	89	94	\$2,683	15,609	SLURRY AND CRACK SEAL
INDIAN SUMMER ST	ADAMS AVE	JEWELBERRY AVE	INDIAN	47B	162	28	4,536	R	AC		91	89	94	\$2,207	15,609	SLURRY AND CRACK SEAL
JEFFERSON AVE	GOLDENRAIN ST	OLSON ST	JEFFER	150	445	28	12,460	R	AC		91	89	94	\$6,061	15,609	SLURRY AND CRACK SEAL
KATRINA ST	VAN TASSEL AVE	90 FT W OF VAN BRUNT AVE	KATRINAST	163	515	28	14,420	R	AC		91	89	94	\$7,014	14,334	SLURRY AND CRACK SEAL
KOCH CT	STRAWBRIDGE PKWY	NORTH CUL DE SAC	KOCHCT	55B	180	34	6,120	R	AC/AC		90	88	94	\$2,977	19,797	SLURRY AND CRACK SEAL
LAUREL ST	150' E. OF WHITETAIL AVE	230' E. OF WHITETAIL AVE	LAUREL	152	397	28	11,116	R	AC		90	88	93	\$5,407	18,698	SLURRY AND CRACK SEAL
LONG CIR	TUPPER RD	CUL DE SAC	LONGCI	60	609	32	19,488	R	AC		91	89	94	\$9,479	11,947	SLURRY AND CRACK SEAL
LOUNDREE DR	KIMBERLEY CT	MCCORMICK AVE	LOUNDR	61B	680	34	23,120	R	AC		91	89	94	\$11,246	11,951	SLURRY AND CRACK SEAL
MCCORMICK DR	CUL DE SAC W. OF LOUNDREE DR	WOLF DR	MCCORM	64A	545	34	18,530	R	AC		91	89	94	\$9,013	11,955	SLURRY AND CRACK SEAL
MEADOW AVE	295 FT N OF DUBARKO	DEAD END E OF ANTLER	MEADOW	128B	1,074	28	30,072	R	AC/AC		90	88	94	\$14,627	21,830	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' WEST OF BALKEN AVE	100' EAST OF BALKEN AVE	NETTIE	72A2	266	28	7,448	R	AC/AC		92	89	95	\$3,623	15,882	SLURRY AND CRACK SEAL
NORWALK AVE	55FT S OF STRATFORD ST	NEWTON	NORWAL	75B	92	32	2,944	R	AC		91	89	94	\$1,432	11,951	SLURRY AND CRACK SEAL
ORTIZ ST	VISTA LOOP DR	HOUSE #41545	ORTIZ	153	516	28	14,448	R	AC		90	88	93	\$7,028	18,159	SLURRY AND CRACK SEAL
PINE ST	PRIVATE DRIVE S. OF REDWOOD ST	175' N. OF REDWOOD ST	PINEST	124A	334	12	4,008	R	AC		91	89	94	\$1,950	14,005	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

### Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
RACHAEL DR	HOUSE #37642	NORTH DEAD END	RACHAE	79C	341	30	10,230	R	AC/AC		90	88	94	\$4,976	15,799	SLURRY AND CRACK SEAL		
RAINIER AVE	GOLDENRAIN ST	OLSON ST	RAINIER	154	443	28	12,404	R	AC		91	89	94	\$6,034	15,609	SLURRY AND CRACK SEAL		
SAWYER ST	TUPPER RD	BARLOW PARKWAY	SAWYE	117	484	28	13,552	R	AC		90	88	93	\$6,592	16,206	SLURRY AND CRACK SEAL		
SHALIMAR DR	KELSO RD	END OF PAVEMENT	SHALIM	88	640	34	21,760	R	AC/AC		92	89	95	\$10,584	16,362	SLURRY AND CRACK SEAL		
SMITH AV	PLEASANT ST	HOOD ST	SMITH	90B	258	34	8,772	R	AC		91	89	94	\$4,267	11,955	SLURRY AND CRACK SEAL		
STEENS AVE	GOLDENRAIN ST	OLSON ST	STEENS	155	427	28	11,956	R	AC		91	89	94	\$5,816	15,609	SLURRY AND CRACK SEAL		
VAN TASSEL AVE	130 FT S OF KATRINA ST	245 FT N OF ICHABOD ST	VANTASSEL A	160	642	28	17,976	R	AC		91	89	94	\$8,744	14,334	SLURRY AND CRACK SEAL		
WALLINGFORD AVE	STRATFORD ST	CASCADIA VILLAGE DR	WALLIN	102	450	32	14,400	R	AC/AC		92	89	95	\$7,004	16,803	SLURRY AND CRACK SEAL		
												<b>Treatment Total</b>		<b>\$319,278</b>				
VAN FLEET AVE	140FT N OF CASSIDY CT	DUBARKO RD	VANFLE	101A	630	40	25,200	C	AC		53	49	100	\$87,241	18,815	GRIND AND 4 IN OVERLAY		
												<b>Treatment Total</b>		<b>\$87,241</b>				
WOLF DR	VAN FLEET AVE	MCCORMICK DR	WOLFDR	106A	1,330	34	45,220	R	AC		26	23	100	\$131,191	21,321	GRIND AND 3 IN OVERLAY		
												<b>Treatment Total</b>		<b>\$131,191</b>				
<b>Year 2022 Area Total</b>										<b>726,802</b>		<b>Year 2022 Total</b>		<b>\$537,710</b>				

### Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
BRUNS AV	DEAD END (SOUTH)	PIONEER BLVD	BRUNS	16A	137	35	4,795	R	AC		93	88	94	\$2,403	13,526	SLURRY AND CRACK SEAL
DAVIS DR	WOLF DR	DAVIS ST	DAVIS	23	586	34	19,924	R	AC		73	69	79	\$9,982	26,404	SLURRY AND CRACK SEAL
DAVIS ST	VAN FLEET AVE	170 FT. SOUTH OF GARY ST	DAVISS	24B	1,470	34	49,980	R	AC		93	88	94	\$25,040	13,523	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39600	HOUSE #39706	EVANS	30B	280	34	9,520	R	AC		71	68	78	\$4,770	34,820	SLURRY AND CRACK SEAL
FIR DR	SCENIC ST	DEAD END	FIRDR	31B	314	34	10,676	R	AC		93	88	94	\$5,349	13,519	SLURRY AND CRACK SEAL
MEINIG AV	BARKER CT	HWY 211	MEINIG	67B	1,053	32	33,696	C	AC		92	88	94	\$16,882	25,022	SLURRY AND CRACK SEAL
MEINIG AV	PROCTOR BLVD	PLEASANT ST	MEINIG	67D	207	32	6,624	C	AC/AC		72	69	78	\$3,319	39,140	SLURRY AND CRACK SEAL
REVENUE AV	PIONEER ST	PROCTOR BLVD	REVENU	82A	145	24	3,480	R	AC		72	68	78	\$1,744	26,167	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

### Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	STRAWB	96C	775	36	27,900	R	AC		73	69	79	\$13,978	26,404	SLURRY AND CRACK SEAL		
SUNFLOWER AVE	AMERICAN ST	JEWELBERRY AVE	SUNFLO	141A	574	27	15,498	R	AC		93	88	94	\$7,765	13,519	SLURRY AND CRACK SEAL		
VAN BRUNT AVE	KATRINA ST	130 FT S OF KATRINA ST (DEAD END)	VANBRUNTA V	164	230	28	6,440	R	AC		92	88	94	\$3,227	16,624	SLURRY AND CRACK SEAL		
													<b>Treatment Total</b>		<b>\$94,459</b>			
BICKFORD ST	BEEBEE CT	EAST DEAD END	BICKFO	13	492	34	16,728	R	AC		52	48	100	\$25,635	37,324	2 INCH OVERLAY		
													<b>Treatment Total</b>		<b>\$25,635</b>			
SUNSET ST	UNIVERSITY AVE	BLUFF RD	SUNSET	97B	1,000	24	24,000	R	AC		72	69	100	\$31,120	29,544	THIN AC OVERLAY(1.5 INCHES)		
													<b>Treatment Total</b>		<b>\$31,120</b>			
<b>Year 2023 Area Total</b>										<b>229,261</b>		<b>Year 2023 Total</b>		<b>\$151,214</b>				

### Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
IDLEMAN ST	HOUSE #39325	MEING AVE	IDLEMA	46A	296	27	7,992	R	AC		94	87	93	\$4,124	15,723	SLURRY AND CRACK SEAL		
INDUSTRIAL WAY	DEAD END WEST OF CHAMPION WY	362ND DR	INDUST	48A	2,240	41	91,840	C	AC		87	81	88	\$47,391	28,240	SLURRY AND CRACK SEAL		
													<b>Treatment Total</b>		<b>\$51,515</b>			
DAHLAGER ST	DUBARKO RD	MEINIG AVE	DAHLAG	22	1,090	34	37,060	R	AC		54	48	100	\$58,495	36,234	2 INCH OVERLAY		
EMERALD CASCADE ST	JEWELBERRY AVE	JADE GLEN AVE	EMERAL	29	952	34	32,368	R	AC/AC		56	49	100	\$51,090	35,785	2 INCH OVERLAY		
REED CIR	GARY ST	CUL DE SAC	REEDCI	80	392	34	13,328	R	AC		55	49	100	\$21,037	35,833	2 INCH OVERLAY		
													<b>Treatment Total</b>		<b>\$130,622</b>			
BLUFF RD	HOUSE #15880	AGNES ST	BLUFF	14H	1,435	32	45,920	A	AC		56	48	100	\$185,380	22,090	GRIND AND 4 IN OVERLAY		
BLUFF RD	AGNES ST	ANDREWS ST	BLUFF	14I	991	37	36,667	A	AC		56	48	100	\$148,026	22,086	GRIND AND 4 IN OVERLAY		
ST HWY 211	MEINIG AVE	PIONEER BLVD (HWY 26)	HWY211	30	390	49	19,110	A	AC/AC		56	48	100	\$77,148	22,170	GRIND AND 4 IN OVERLAY		
													<b>Treatment Total</b>		<b>\$410,554</b>			
HEIA CT	BLUFF RD	CUL DE SAC	HEIACT	39	345	34	11,730	R	AC		33	24	100	\$36,104	20,097	GRIND AND 3 IN OVERLAY		
													<b>Treatment Total</b>		<b>\$36,104</b>			
STRAUSS AV	PROCTOR BLVD	PLEASANT ST	STRAUS	95C	208	38	7,904	R	ST		59	44	100	\$10,557	42,229	THIN AC OVERLAY(1.5 INCHES)		

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

											Treatment Total		\$10,557					
											Year 2024 Area Total		303,919		Year 2024 Total		\$639,352	
Year: 2025																		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	PCI After	Cost	Rating	Treatment		
STRAUSS AV	PIONEER ST	PROCTOR BLVD	STRAUS	95B	316	38	12,008	R	ST		79	68	100	\$6,383	21,453	SLURRY AND CRACK SEAL		
											Treatment Total		\$6,383					
JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	JADEGL	49A	540	34	18,360	R	AC		58	49	100	\$29,849	35,103	2 INCH OVERLAY		
											Treatment Total		\$29,849					
BLUFF RD	ANDREWS ST	BURGS LN	BLUFF	14J	1,110	32	35,520	A	AC		59	49	100	\$147,697	21,282	GRIND AND 4 IN OVERLAY		
BLUFF RD	BURGS LN	CITY LIMITS (HOUSE #13989)	BLUFF	14K	1,402	24	33,648	A	AC		58	47	100	\$139,913	21,700	GRIND AND 4 IN OVERLAY		
DUBARKO RD	YOKUM LP	ELDRIDGE DR	DUBARK	27B	680	39	26,520	A	AC		60	49	100	\$110,274	21,203	GRIND AND 4 IN OVERLAY		
											Treatment Total		\$397,884					
PLEASANT ST	TEN EYCK RD	END OF PAVEMENT	PLEASA	78G	644	34	21,896	R	AC		34	23	100	\$69,415	19,512	GRIND AND 3 IN OVERLAY		
											Treatment Total		\$69,415					
											Year 2025 Area Total		147,952		Year 2025 Total		\$503,531	
											Total Section Area:		3,878,115		Grand Total		\$3,431,697	

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

### Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$250,000	40%	2023	\$260,100	40%	2025	\$270,608	40%
2022	\$255,000	40%	2024	\$265,302	40%			

#### Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	CASCAD	17B	1,230	36	44,280	C	AC/AC		75	75	83	\$20,910	56,706	SLURRY AND CRACK SEAL
INDUSTRIAL WAY	362ND DR	HWY 26	INDUST	48B	1,750	33	57,750	C	AC/AC		80	80	88	\$27,271	59,123	SLURRY AND CRACK SEAL
MEINIG AV	DUBARKO RD	BARKER CT	MEINIG	67A	971	40	38,840	C	AC/AC		82	82	89	\$18,342	65,447	SLURRY AND CRACK SEAL
MEINIG AV	PLEASANT ST	HOOD ST	MEINIG	67E	227	36	8,172	C	AC/AC		81	81	88	\$3,859	59,557	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	37975 NETTIE CONNETT LN	38090 TRIMBLE LN	NETTIE	72B2	200	34	6,800	R	AC		80	80	88	\$3,212	48,174	SLURRY AND CRACK SEAL
RUBEN LN	PRIVATE ROAD	DUBARKO RD	RUBEN	109B	1,148	32	36,736	C	AC/AC		76	76	84	\$17,348	54,610	SLURRY AND CRACK SEAL
TUPPER RD	STRAWBRIDGE PKWY	HWY 211	TUPPER	99C	1,080	25	27,000	C	AC/AC		86	86	92	\$12,750	59,744	SLURRY AND CRACK SEAL
<b>Treatment Total</b>													<b>\$103,692</b>			
HALL CT	DAVIS ST	CUL DE SAC	HALLCT	38	200	34	6,800	R	AC		49	48	100	\$9,823	39,469	2 INCH OVERLAY
PLEASANT ST	SCALES AVE	BRUNS AVE	PLEASA	78B	285	24	6,840	R	AC/AC		48	48	100	\$9,880	39,296	2 INCH OVERLAY
<b>Treatment Total</b>													<b>\$19,703</b>			
REVENUE AV	PROCTOR BLVD	PLEASANT ST	REVENU	82B	223	29	6,467	R	AC		60	60	100	\$7,905	40,147	THIN AC OVERLAY(1.5 INCHES)
STEFENEE CT	LOUNDREE DR	CUL DE SAC	STEFEN	93	156	28	4,368	R	AC		66	66	100	\$5,339	35,929	THIN AC OVERLAY(1.5 INCHES)
VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	VISTAL	131	3,168	26	82,368	C	AC/AC		63	63	100	\$100,672	42,658	THIN AC OVERLAY(1.5 INCHES)
WOLF DR	MCCORMICK DR	HWY 26	WOLFDR	106B	296	34	10,064	C	AC		64	64	100	\$12,301	47,562	THIN AC OVERLAY(1.5 INCHES)
<b>Treatment Total</b>													<b>\$126,217</b>			
<b>Year 2021 Area Total</b>										<b>336,485</b>	<b>Year 2021 Total</b>		<b>\$249,612</b>			

#### Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	AVERIL	6A	520	20	10,400	R	AC/AC		80	79	87	\$5,059	46,971	SLURRY AND CRACK SEAL
BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	BODLEY	15	316	34	10,744	R	AC/AC		82	81	89	\$5,226	48,792	SLURRY AND CRACK SEAL
BRUNS AV	PIONEER BLVD	PROCTOR BLVD	BRUNS	16B	298	38	11,324	R	AC/AC		68	66	76	\$5,508	32,404	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

CITY OF SANDY  
 39250 Pioneer Blvd  
 Sandy, OR 97055  
 (503) 668-5533

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	BUENA	147	373	24	8,952	R	AC		85	84	91	\$4,355	44,717	SLURRY AND CRACK SEAL	
DOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	DOUBLE	25	390	33	12,870	R	AC		79	78	86	\$6,260	43,625	SLURRY AND CRACK SEAL	
GARY ST	BARKER CT	VAN FLEET AVE	GARYST	32B	850	32	27,200	R	AC/AC		79	78	86	\$13,230	44,615	SLURRY AND CRACK SEAL	
GOLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	GOLDEN	35	966	34	32,844	R	AC/AC		69	67	77	\$15,975	34,581	SLURRY AND CRACK SEAL	
HASKINS ST	BARRINGTON AVE	DEAD END	HASKIN	110B	210	32	6,720	R	AC/AC		83	82	89	\$3,269	44,110	SLURRY AND CRACK SEAL	
HOFFMAN AV	PIONEER ST	PROCTOR BLVD	HOFFMA	41A	250	35	8,750	R	AC/AC		81	80	88	\$4,256	47,346	SLURRY AND CRACK SEAL	
HOOD ST	SMITH AVE	DEAD END EAST	HOODST	44D	113	24	2,712	R	AC		86	84	91	\$1,320	21,330	SLURRY AND CRACK SEAL	
JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	JACOBY	130B	1,094	32	35,008	C	AC/AC		66	64	74	\$17,028	34,120	SLURRY AND CRACK SEAL	
MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	MEADOW	128A	447	28	12,516	R	AC/AC		83	82	89	\$6,088	46,635	SLURRY AND CRACK SEAL	
MEEKER ST	UNIVERSITY AVE	BLUFF RD	MEEKER	66	720	19	13,680	R	AC/AC		84	83	90	\$6,654	47,975	SLURRY AND CRACK SEAL	
OAK AVE	175 FT N OF REDWOOD	GALWAY	OAKAVE	123B	525	28	14,700	R	AC/AC		83	82	89	\$7,150	44,418	SLURRY AND CRACK SEAL	
REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	REDWOOD	122C	254	28	7,112	R	AC/AC		84	83	90	\$3,460	46,013	SLURRY AND CRACK SEAL	
STRAUSS AV	JUNKER ST	PIONEER ST	STRAUS	95A	165	24	3,960	R	AC		80	79	87	\$1,927	46,011	SLURRY AND CRACK SEAL	
STRAUSS AV	PLEASANT ST	HOOD ST	STRAUS	95D	240	38	9,120	R	AC		84	83	90	\$4,436	43,144	SLURRY AND CRACK SEAL	
STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	STRAWB	96A	630	36	22,680	R	AC/AC		83	82	89	\$11,032	46,635	SLURRY AND CRACK SEAL	
WALL ST	PACIFIC AVE	CUL DE SAC	WALLST	139	1,220	28	34,160	R	AC/AC		85	84	91	\$16,616	47,288	SLURRY AND CRACK SEAL	
WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	WHITET	126C	270	28	7,560	R	AC/AC		86	85	92	\$3,678	46,931	SLURRY AND CRACK SEAL	
											<b>Treatment Total</b>			<b>\$142,527</b>			
BEERS AV	PROCTOR BLVD	HOOD ST	BEERS	11B	500	28	14,000	R	AC		64	62	100	\$17,625	38,531	THIN AC OVERLAY(1.5 INCHES)	
LAMPER CT	BARKER CT	CUL DE SAC	LAMPER	56	188	34	6,392	R	AC		66	64	100	\$8,047	35,380	THIN AC OVERLAY(1.5 INCHES)	
RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	RACHAE	79A	874	30	26,220	R	AC		67	65	100	\$33,009	34,888	THIN AC OVERLAY(1.5 INCHES)	
SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	SEAMEN	87	640	32	20,480	R	AC		63	61	100	\$25,783	37,763	THIN AC OVERLAY(1.5 INCHES)	
SUNSET ST	TOWLE DR	UNIVERSITY AVE	SUNSET	97A	550	40	22,000	R	AC		65	63	100	\$27,696	37,830	THIN AC OVERLAY(1.5 INCHES)	

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

											Treatment Total		\$112,160			
Year 2022 Area Total											382,104		Year 2022 Total		\$254,687	
Year: 2023																
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	PCI After	Cost	Rating	Treatment
BARKER CT	MEINIG AVE	GARY ST	BARKER	7A	1,090	32	34,880	R	AC/AC		86	84	91	\$17,475	41,168	SLURRY AND CRACK SEAL
BEERS AV	PIONEER ST	PROCTOR BLVD	BEERS	11A	154	38	5,852	R	AC/AC		77	75	83	\$2,932	40,402	SLURRY AND CRACK SEAL
BRUNS AV	PROCTOR BLVD	PLEASANT ST	BRUNS	16C	205	28	5,740	R	AC/AC		80	78	86	\$2,876	41,500	SLURRY AND CRACK SEAL
CHINOOK ST	362ND AVE	DEAD END WEST CHINOO		148	1,365	28	38,220	R	AC		86	84	91	\$19,148	43,557	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39600	HOUSE #39706	EVANS	30B	280	34	9,520	R	AC		71	68	78	\$4,770	34,820	SLURRY AND CRACK SEAL
HOFFMAN AV	PLEASANT ST	HOOD ST	HOFFMA	41C	235	24	5,640	R	AC/AC		86	84	91	\$2,826	36,830	SLURRY AND CRACK SEAL
HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	HOODST	44F	790	34	26,860	R	AC		78	76	84	\$13,457	41,153	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	JEWELB	50A	950	32	30,400	C	AC		70	64	74	\$15,230	31,066	SLURRY AND CRACK SEAL
JEWELBERRY AVE	PENNY ST	KELSO RD	JEWELB	50D	2,438	32	78,016	R	AC		85	83	90	\$39,085	44,086	SLURRY AND CRACK SEAL
MEINIG AV	PROCTOR BLVD	PLEASANT ST	MEINIG	67D	207	32	6,624	C	AC/AC		72	69	78	\$3,319	39,140	SLURRY AND CRACK SEAL
REDWOOD ST	OAK AVE	BORNSTEDT ROAD	REDWOO	122B	255	28	7,140	R	AC		81	79	87	\$3,578	41,777	SLURRY AND CRACK SEAL
SOLSOD DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	SOLSOD	92	1,166	34	39,644	R	AC		66	63	73	\$19,861	28,124	SLURRY AND CRACK SEAL
WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)		126A	200	28	5,600	R	AC/AC		80	78	86	\$2,806	41,182	SLURRY AND CRACK SEAL
											Treatment Total		\$147,363			
BICKFORD ST	BEEBEE CT	EAST DEAD END	BICKFO	13	492	34	16,728	R	AC		52	48	100	\$25,635	37,324	2 INCH OVERLAY
											Treatment Total		\$25,635			
GARY ST	BARKER CT	BARKER CT	GARYST	32A	790	28	22,120	R	AC		68	65	100	\$28,683	34,182	THIN AC OVERLAY(1.5 INCHES)
PLEASANT ST	REVENUE AVE	TEN EYCK RD	PLEASA	78F	650	32	20,800	R	AC		68	65	100	\$26,971	33,892	THIN AC OVERLAY(1.5 INCHES)
SUNSET ST	UNIVERSITY AVE	BLUFF RD	SUNSET	97B	1,000	24	24,000	R	AC		72	69	100	\$31,120	29,544	THIN AC OVERLAY(1.5 INCHES)
											Treatment Total		\$86,774			
Year 2023 Area Total											377,784		Year 2023 Total		\$259,772	

\*\* - Treatment from Project Selection

Scenarios Criteria:

**Scenarios - Sections Selected for Treatment**

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

**Year: 2024**

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
ALT AV	PROCTOR BLVD	PLEASANT ST	ALTAV	3	213	32	6,816	R	AC/AC		79	76	84	\$3,518	35,516	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	CASCAD	17C	640	28	17,920	C	AC/AC		83	78	86	\$9,247	35,317	SLURRY AND CRACK SEAL
FIR DR	HOOD ST	SCENIC ST	FIRDR	31A	675	34	22,950	R	AC		77	74	82	\$11,843	36,941	SLURRY AND CRACK SEAL
HOOD ST	MEINIG AVE	REVENUE AVE	HOODST	44E	622	32	19,904	R	AC/AC		79	76	84	\$10,271	36,689	SLURRY AND CRACK SEAL
JONSRUD LN	BLUFF RD	CUL DE SAC	JONSRU	51	410	34	13,940	R	AC/AC		88	86	92	\$7,194	38,984	SLURRY AND CRACK SEAL
ORR CIR	DUBARKO RD	CUL DE SAC	ORRCIR	76	263	34	8,942	R	AC/AC		85	82	89	\$4,615	35,794	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	SANDYH	84C	823	22	18,106	R	AC/AC		79	76	84	\$9,343	38,840	SLURRY AND CRACK SEAL
SCALES AV	PIONEER ST	PROCTOR BLVD	SCALES	85A	276	31	8,556	R	AC/AC		84	81	88	\$4,415	34,677	SLURRY AND CRACK SEAL
STRAUSS AV	HOOD ST	PARK ST	STRAUS	95E	303	21	6,363	R	AC		87	84	91	\$3,284	38,642	SLURRY AND CRACK SEAL
TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	TOWLE	98B	640	40	25,600	R	AC		77	74	82	\$13,210	37,699	SLURRY AND CRACK SEAL
UNIVERSITY AV	SUNSET ST	HWY 26	UNIVER	100A	684	22	15,048	R	AC/AC		88	86	92	\$7,765	38,984	SLURRY AND CRACK SEAL
WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	WELLES	105B	540	32	17,280	R	AC		79	76	84	\$8,917	38,121	SLURRY AND CRACK SEAL
WEWER AVE	RACHAEL DR	SOLSO DR	WEWER	111	786	30	23,580	R	AC/AC		74	70	79	\$12,168	36,002	SLURRY AND CRACK SEAL
												<b>Treatment Total</b>	<b>\$105,790</b>			
DAHLAGER ST	DUBARKO RD	MEINIG AVE	DAHLAG	22	1,090	34	37,060	R	AC		54	48	100	\$58,495	36,234	2 INCH OVERLAY
EMERALD CASCADE ST	JEWELBERRY AVE	JADE GLEN AVE	EMERAL	29	952	34	32,368	R	AC/AC		56	49	100	\$51,090	35,785	2 INCH OVERLAY
REED CIR	GARY ST	CUL DE SAC	REEDCI	80	392	34	13,328	R	AC		55	49	100	\$21,037	35,833	2 INCH OVERLAY
												<b>Treatment Total</b>	<b>\$130,622</b>			
MEINIG AV	PIONEER ST	PROCTOR BLVD	MEINIG	67C	315	40	12,600	C	AC		76	68	100	\$16,828	40,106	THIN AC OVERLAY(1.5 INCHES)
STRAUSS AV	PROCTOR BLVD	PLEASANT ST	STRAUS	95C	208	38	7,904	R	ST		59	44	100	\$10,557	42,229	THIN AC OVERLAY(1.5 INCHES)
												<b>Treatment Total</b>	<b>\$27,385</b>			
<b>Year 2024 Area Total</b>										<b>308,265</b>	<b>Year 2024 Total</b>		<b>\$263,797</b>			

\*\* - Treatment from Project Selection

Scenarios Criteria:



## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BRUNS AV	PLEASANT ST	HOOD ST	BRUNS	16D	235	16	3,760	R	AC		86	79	87	\$1,999	26,815	SLURRY AND CRACK SEAL
DAVIS DR	WOLF DR	DAVIS ST	DAVIS	23	586	34	19,924	R	AC		73	66	76	\$10,590	24,198	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39706	VAN FLEET AVE	EVANS	30C	380	34	12,920	R	AC		73	67	77	\$6,867	31,815	SLURRY AND CRACK SEAL
GLOVER CT	ROSS AVE	CUL DE SAC	GLOVER	34	225	34	7,650	R	AC		70	63	73	\$4,066	23,429	SLURRY AND CRACK SEAL
HOOD ST	TEN EYCK	DEAD END	HOODST	44G	556	16	8,896	R	AC/AC		86	80	88	\$4,729	28,309	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	JEWELB	50B	537	32	17,184	C	AC		84	75	83	\$9,134	31,373	SLURRY AND CRACK SEAL
JUNKER ST	STRAUSS AVE	EAST TO PIONEER	JUNKER	52	283	16	4,528	R	AC		74	67	76	\$2,407	26,444	SLURRY AND CRACK SEAL
LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	LANCAS	57	190	32	6,080	R	AC/AC		73	68	77	\$3,232	33,364	SLURRY AND CRACK SEAL
LITTLEPAGE AV	DUBARKO RD	YOCUM LP	LITTLE	59	402	34	13,668	R	AC/AC		84	79	87	\$7,265	34,240	SLURRY AND CRACK SEAL
MEINIG AV	HOOD ST	SCENIC ST	MEINIG	67F	610	36	21,960	C	AC/AC		83	76	84	\$11,672	32,078	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' E. OF BALKEN AVE	37975 NETTIE CONNETT	NETTIE	72B	275	34	9,350	R	AC		73	67	77	\$4,970	30,198	SLURRY AND CRACK SEAL
NEW CIR	DUBARKO RD	CUL DE SAC	NEWCIR	73	323	34	10,982	R	AC/AC		84	79	87	\$5,837	34,240	SLURRY AND CRACK SEAL
OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	OLSONS	110A	1,507	22	33,154	C	AC		89	81	88	\$17,622	32,012	SLURRY AND CRACK SEAL
RACHAEL DR	SOLSO RD	95FT WEST OF GREY	RACHAE	79B	1,195	30	35,850	R	AC/AC		73	68	77	\$19,054	33,364	SLURRY AND CRACK SEAL
REVENUE AV	PIONEER ST	PROCTOR BLVD	REVENU	82A	145	24	3,480	R	AC		72	65	75	\$1,850	23,911	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	SANDYH	84A3	360	22	7,920	C	AC		78	67	77	\$4,210	22,627	SLURRY AND CRACK SEAL
SCENIC ST	MEINIG AVE	FIR DR	SCENIC	86	1,330	34	45,220	R	AC		75	70	79	\$24,034	33,147	SLURRY AND CRACK SEAL
STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	STRAWB	96C	775	36	27,900	R	AC		73	66	76	\$14,829	24,198	SLURRY AND CRACK SEAL
TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS ST	TUPPER	99A	690	32	22,080	C	AC/AC		89	82	89	\$11,736	32,230	SLURRY AND CRACK SEAL
TUPPER RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	TUPPER	99B	720	25	18,000	C	AC/AC		88	81	88	\$9,567	33,982	SLURRY AND CRACK SEAL
TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	TUPPER	99D	830	32	26,560	C	AC		77	68	78	\$14,117	29,199	SLURRY AND CRACK SEAL
VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	VANFLE	101B	435	40	17,400	C	AC/AC		89	82	89	\$9,248	30,903	SLURRY AND CRACK SEAL
<b>Treatment Total</b>													<b>\$199,035</b>			

\*\* - Treatment from Project Selection

Scenarios Criteria:

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	JADEGL	49A	540	34	18,360	R	AC		58	49	100	\$29,849	35,103	2 INCH OVERLAY
												<b>Treatment Total</b>	<b>\$29,849</b>			
REVENUE AV	PLEASANT ST	SCENIC ST	REVENU	82C	876	34	29,784	R	AC		74	69	100	\$40,972	27,855	THIN AC OVERLAY(1.5 INCHES)
												<b>Treatment Total</b>	<b>\$40,972</b>			
<b>Year 2025 Area Total</b>										<b>422,610</b>	<b>Year 2025 Total</b>		<b>\$269,856</b>			
<b>Total Section Area:</b>										<b>1,827,248</b>	<b>Grand Total</b>		<b>\$1,297,724</b>			

\*\* - Treatment from Project Selection

Scenarios Criteria:

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$500,000	40%	2023	\$500,000	40%	2025	\$500,000	40%
2022	\$500,000	40%	2024	\$500,000	40%			

### Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	AVERIL	6A	520	20	10,400	R	AC/AC		80	80	88	\$4,912	48,373	SLURRY AND CRACK SEAL
BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	BODLEY	15	316	34	10,744	R	AC/AC		82	82	89	\$5,074	49,971	SLURRY AND CRACK SEAL
BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	BUENA	147	373	24	8,952	R	AC		85	85	92	\$4,228	45,076	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	JACOBY RD	AVERILL PARKWAY	CASCAD	17A	815	36	29,340	C	AC/AC		61	61	71	\$13,855	37,531	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	CASCAD	17B	1,230	36	44,280	C	AC/AC		75	75	83	\$20,910	56,706	SLURRY AND CRACK SEAL
DOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	DOUBLE	25	390	33	12,870	R	AC		79	79	87	\$6,078	45,369	SLURRY AND CRACK SEAL
GARY ST	BARKER CT	VAN FLEET AVE	GARYST	32B	850	32	27,200	R	AC/AC		79	79	87	\$12,845	45,960	SLURRY AND CRACK SEAL
GOLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	GOLDEN	35	966	34	32,844	R	AC/AC		69	69	78	\$15,510	36,079	SLURRY AND CRACK SEAL
HASKINS ST	BARRINGTON AVE	DEAD END	HASKIN	110B	210	32	6,720	R	AC/AC		83	83	90	\$3,174	44,787	SLURRY AND CRACK SEAL
HOFFMAN AV	PIONEER ST	PROCTOR BLVD	HOFFMA	41A	250	35	8,750	R	AC/AC		81	81	88	\$4,132	48,593	SLURRY AND CRACK SEAL
INDUSTRIAL WAY	362ND DR	HWY 26	INDUST	48B	1,750	33	57,750	C	AC/AC		80	80	88	\$27,271	59,123	SLURRY AND CRACK SEAL
JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	JACOBY	130B	1,094	32	35,008	C	AC/AC		66	66	75	\$16,532	36,230	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	JEWELB	50A	950	32	30,400	C	AC		70	69	79	\$14,356	36,902	SLURRY AND CRACK SEAL
MCELROY ST	REVENUE AVE	220 EAST TO DEAD END	MCELRO	65	212	16	3,392	R	AC		88	88	93	\$1,602	19,466	SLURRY AND CRACK SEAL
MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	MEADOW	128A	447	28	12,516	R	AC/AC		83	83	90	\$5,911	47,457	SLURRY AND CRACK SEAL
MEEKER ST	UNIVERSITY AVE	BLUFF RD	MEEKER	66	720	19	13,680	R	AC/AC		84	84	91	\$6,460	48,703	SLURRY AND CRACK SEAL
MEINIG AV	DUBARKO RD	BARKER CT	MEINIG	67A	971	40	38,840	C	AC/AC		82	82	89	\$18,342	65,447	SLURRY AND CRACK SEAL
MEINIG AV	PLEASANT ST	HOOD ST	MEINIG	67E	227	36	8,172	C	AC/AC		81	81	88	\$3,859	59,557	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE LN	NETTIE	72B2	200	34	6,800	R	AC		80	80	88	\$3,212	48,174	SLURRY AND CRACK SEAL
OAK AVE	175 FT N OF REDWOOD	GALWAY	OAKAVE	123B	525	28	14,700	R	AC/AC		83	83	90	\$6,942	45,099	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

Scenarios Criteria:

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

### Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	REDWOOD	122C	254	28	7,112	R	AC/AC		84	84	91	\$3,359	46,600	SLURRY AND CRACK SEAL		
RUBEN LN	PRIVATE ROAD	DUBARKO RD	RUBEN	109B	1,148	32	36,736	C	AC/AC		76	76	84	\$17,348	54,610	SLURRY AND CRACK SEAL		
STRAUSS AV	JUNKER ST	PIONEER ST	STRAUS	95A	165	24	3,960	R	AC		80	80	88	\$1,870	47,558	SLURRY AND CRACK SEAL		
STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	STRAWB	96A	630	36	22,680	R	AC/AC		83	83	90	\$10,710	47,457	SLURRY AND CRACK SEAL		
TUPPER RD	STRAWBRIDGE PKWY	HWY 211	TUPPER	99C	1,080	25	27,000	C	AC/AC		86	86	92	\$12,750	59,744	SLURRY AND CRACK SEAL		
WALL ST	PACIFIC AVE	CUL DE SAC	WALLST	139	1,220	28	34,160	R	AC/AC		85	85	92	\$16,132	47,775	SLURRY AND CRACK SEAL		
WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	WHITET	126C	270	28	7,560	R	AC/AC		86	86	92	\$3,570	47,140	SLURRY AND CRACK SEAL		
												<b>Treatment Total</b>		<b>\$260,944</b>				
HALL CT	DAVIS ST	CUL DE SAC	HALLCT	38	200	34	6,800	R	AC		49	48	100	\$9,823	39,469	2 INCH OVERLAY		
PLEASANT ST	SCALES AVE	BRUNS AVE	PLEASA	78B	285	24	6,840	R	AC/AC		48	48	100	\$9,880	39,296	2 INCH OVERLAY		
												<b>Treatment Total</b>		<b>\$19,703</b>				
BEERS AV	PROCTOR BLVD	HOOD ST	BEERS	11B	500	28	14,000	R	AC		64	64	100	\$17,112	38,362	THIN AC OVERLAY(1.5 INCHES)		
REVENUE AV	PROCTOR BLVD	PLEASANT ST	REVENU	82B	223	29	6,467	R	AC		60	60	100	\$7,905	40,147	THIN AC OVERLAY(1.5 INCHES)		
SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	SEAMEN	87	640	32	20,480	R	AC		63	63	100	\$25,032	37,596	THIN AC OVERLAY(1.5 INCHES)		
SUNSET ST	TOWLE DR	UNIVERSITY AVE	SUNSET	97A	550	40	22,000	R	AC		65	65	100	\$26,889	37,605	THIN AC OVERLAY(1.5 INCHES)		
TOWLE DR	SANDY HEIGHTS RD	SANDY HEIGHTS RD	TOWLE	98A	705	34	23,970	R	AC		61	61	100	\$29,297	39,364	THIN AC OVERLAY(1.5 INCHES)		
VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	VISTAL	131	3,168	26	82,368	C	AC/AC		63	63	100	\$100,672	42,658	THIN AC OVERLAY(1.5 INCHES)		
WOLF DR	MCCORMICK DR	HWY 26	WOLFDR	106B	296	34	10,064	C	AC		64	64	100	\$12,301	47,562	THIN AC OVERLAY(1.5 INCHES)		
												<b>Treatment Total</b>		<b>\$219,208</b>				
<b>Year 2021 Area Total</b>										<b>745,555</b>		<b>Year 2021 Total</b>		<b>\$499,855</b>				

### Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
ALT AV	PROCTOR BLVD	PLEASANT ST	ALTAV	3	213	32	6,816	R	AC/AC		79	78	86	\$3,316	37,791	SLURRY AND CRACK SEAL
BARKER CT	MEINIG AVE	GARY ST	BARKER	7A	1,090	32	34,880	R	AC/AC		86	85	92	\$16,966	41,146	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

2

MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
BEEBEE CT	SANDY HEIGHTS ST	CUL DE SAC	BEEBEE	10	522	34	17,748	R	AC		68	66	76	\$8,633	26,437	SLURRY AND CRACK SEAL
BEERS AV	PIONEER ST	PROCTOR BLVD	BEERS	11A	154	38	5,852	R	AC/AC		77	76	84	\$2,847	41,885	SLURRY AND CRACK SEAL
BRUNS AV	PIONEER BLVD	PROCTOR BLVD	BRUNS	16B	298	38	11,324	R	AC/AC		68	66	76	\$5,508	32,404	SLURRY AND CRACK SEAL
BRUNS AV	PROCTOR BLVD	PLEASANT ST	BRUNS	16C	205	28	5,740	R	AC/AC		80	79	87	\$2,792	42,694	SLURRY AND CRACK SEAL
BRUNS AV	PLEASANT ST	HOOD ST	BRUNS	16D	235	16	3,760	R	AC		86	84	91	\$1,829	24,700	SLURRY AND CRACK SEAL
CHINOOK ST	362ND AVE	DEAD END WEST	CHINOO	148	1,365	28	38,220	R	AC		86	85	92	\$18,590	43,902	SLURRY AND CRACK SEAL
FIR DR	HOOD ST	SCENIC ST	FIRDR	31A	675	34	22,950	R	AC		77	76	84	\$11,163	40,565	SLURRY AND CRACK SEAL
GLOVER CT	ROSS AVE	CUL DE SAC	GLOVER	34	225	34	7,650	R	AC		70	68	77	\$3,721	26,916	SLURRY AND CRACK SEAL
HOOD ST	BEERS AVE	SCALES AVE	HOODST	44B	420	40	10,500	R	AC		63	61	71	\$5,108	27,413	SLURRY AND CRACK SEAL
HOOD ST	MEINIG AVE	REVENUE AVE	HOODST	44E	622	32	19,904	R	AC/AC		79	78	86	\$9,682	39,149	SLURRY AND CRACK SEAL
HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	HOODST	44F	790	34	26,860	R	AC		78	77	85	\$13,065	43,052	SLURRY AND CRACK SEAL
JEWELBERRY AVE	PENNY ST	KELSO RD	JEWELB	50D	2,438	32	78,016	R	AC		85	84	91	\$37,947	44,717	SLURRY AND CRACK SEAL
JONSRUD LN	BLUFF RD	CUL DE SAC	JONSRU	51	410	34	13,940	R	AC/AC		88	87	93	\$6,781	37,955	SLURRY AND CRACK SEAL
KATE SCHMITZ AV	HWY 26	DEAD END	KATEESC	53	343	40	13,720	C	AC		69	66	76	\$6,674	24,261	SLURRY AND CRACK SEAL
LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	LANCAS	57	190	32	6,080	R	AC/AC		73	72	80	\$2,958	37,991	SLURRY AND CRACK SEAL
REDWOOD ST	OAK AVE	BORNSTEDT ROAD	REDWOO	122B	255	28	7,140	R	AC		81	80	88	\$3,473	43,136	SLURRY AND CRACK SEAL
REVENUE AV	PLEASANT ST	SCENIC ST	REVENU	82C	876	34	29,784	R	AC		74	73	81	\$14,487	38,839	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	SANDYH	84C	823	22	18,106	R	AC/AC		79	78	86	\$8,807	41,410	SLURRY AND CRACK SEAL
SCENIC ST	MEINIG AVE	FIR DR	SCENIC	86	1,330	34	45,220	R	AC		75	74	82	\$21,995	38,658	SLURRY AND CRACK SEAL
SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	SOLSOD	92	1,166	34	39,644	R	AC		66	64	74	\$19,283	29,663	SLURRY AND CRACK SEAL
STRAUSS AV	PLEASANT ST	HOOD ST	STRAUS	95D	240	38	9,120	R	AC		84	83	90	\$4,436	43,144	SLURRY AND CRACK SEAL
STRAUSS AV	HOOD ST	PARK ST	STRAUS	95E	303	21	6,363	R	AC		87	86	92	\$3,095	38,198	SLURRY AND CRACK SEAL
TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	TOWLE	98B	640	40	25,600	R	AC		77	76	84	\$12,452	41,492	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

3

MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

### Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	WELLES	105B	540	32	17,280	R	AC		79	78	86	\$8,405	41,404	SLURRY AND CRACK SEAL		
WEWER AVE	RACHAEL DR	SOLSO DR	WEWER	111	786	30	23,580	R	AC/AC		74	73	81	\$11,470	39,137	SLURRY AND CRACK SEAL		
WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)	WHITET	126A	200	28	5,600	R	AC/AC		80	79	87	\$2,724	42,369	SLURRY AND CRACK SEAL		
												<b>Treatment Total</b>		<b>\$268,207</b>				
WOLF DR	VAN FLEET AVE	MCCORMICK DR	WOLFDR	106A	1,330	34	45,220	R	AC		26	23	100	\$131,191	21,321	GRIND AND 3 IN OVERLAY		
												<b>Treatment Total</b>		<b>\$131,191</b>				
GARY ST	BARKER CT	BARKER CT	GARYST	32A	790	28	22,120	R	AC		68	66	100	\$27,847	33,826	THIN AC OVERLAY(1.5 INCHES)		
LAMPER CT	BARKER CT	CUL DE SAC	LAMPER	56	188	34	6,392	R	AC		66	64	100	\$8,047	35,380	THIN AC OVERLAY(1.5 INCHES)		
PLEASANT ST	REVENUE AVE	TEN EYCK RD	PLEASA	78F	650	32	20,800	R	AC		68	66	100	\$26,185	33,524	THIN AC OVERLAY(1.5 INCHES)		
RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	RACHAE	79A	874	30	26,220	R	AC		67	65	100	\$33,009	34,888	THIN AC OVERLAY(1.5 INCHES)		
STEFENEE CT	LOUNDREE DR	CUL DE SAC	STEFEN	93	156	28	4,368	R	AC		66	64	100	\$5,499	36,242	THIN AC OVERLAY(1.5 INCHES)		
												<b>Treatment Total</b>		<b>\$100,587</b>				
<b>Year 2022 Area Total</b>										<b>676,517</b>		<b>Year 2022 Total</b>		<b>\$499,985</b>				

### Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
AGNES ST	BLUFF RD	DEAD END	AGNES	2	307	17	5,219	C	AC		85	80	88	\$2,615	29,100	SLURRY AND CRACK SEAL
BELLA VISTA ST	CHULA VISTA AVE	CHAMPION WAY	BELLA	145	185	24	4,440	R	AC		86	82	90	\$2,225	26,060	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	CASCAD	17C	640	28	17,920	C	AC/AC		83	79	87	\$8,978	35,101	SLURRY AND CRACK SEAL
CHAMPION WAY	BELLA VISTA ST	BUENA VISTA ST	CHAMPI	19C	412	41	16,892	C	AC		88	84	91	\$8,463	28,610	SLURRY AND CRACK SEAL
CLOUD CAP AVE	VAN FLEET AVE	TRILLIUM ST	CLOUDC	133	250	28	7,000	R	AC/AC		88	85	91	\$3,507	26,094	SLURRY AND CRACK SEAL
CORALBURST ST	JEWELBERRY AVE	DREAMCATCHER	CORALB	113	1,340	34	45,560	R	AC		85	82	89	\$22,825	27,912	SLURRY AND CRACK SEAL
DAVIS DR	WOLF DR	DAVIS ST	DAVIS	23	586	34	19,924	R	AC		73	69	79	\$9,982	26,404	SLURRY AND CRACK SEAL
DAVIS ST	BECKE CT	163ft south of Becke ct	DAVISS	24D	163	32	5,216	R	AC		86	82	90	\$2,614	27,007	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
DREAMCATCHER AVE	100 FT S. OF GREEN MOUNTAIN	DEAD END N. OF GREEN MOUNTAIN	DREAMC	26A	419	34	14,246	R	AC		84	81	88	\$7,137	29,089	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39600	HOUSE #39706	EVANS	30B	280	34	9,520	R	AC		71	68	78	\$4,770	34,820	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39706	VAN FLEET AVE	EVANS	30C	380	34	12,920	R	AC		73	70	79	\$6,473	35,128	SLURRY AND CRACK SEAL
GALWAY ST	DEAD END AT BORNSTEDT	PINE AVE	GALWAY	134	630	28	17,640	R	AC/AC		86	83	90	\$8,838	26,182	SLURRY AND CRACK SEAL
HAMILTON RIDGE DR	CARLSON AVE	99 FT W OF NETTIE CONNETT DR	HAMILT	121A	618	28	17,304	R	AC/AC		86	83	90	\$8,669	25,712	SLURRY AND CRACK SEAL
HOFFMAN AV	PROCTOR BLVD	PLEASANT ST	HOFFMA	41B	212	28	5,936	R	AC		86	82	90	\$2,974	25,919	SLURRY AND CRACK SEAL
HOFFMAN AV	PLEASANT ST	HOOD ST	HOFFMA	41C	235	24	5,640	R	AC/AC		86	84	91	\$2,826	36,830	SLURRY AND CRACK SEAL
HOOD ST	SMITH AVE	DEAD END EAST	HOODST	44D	113	24	2,712	R	AC		86	82	90	\$1,359	22,684	SLURRY AND CRACK SEAL
HOOD ST	TEN EYCK	DEAD END	HOODST	44G	556	16	8,896	R	AC/AC		86	83	90	\$4,457	27,353	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	JEWELB	50B	537	32	17,184	C	AC		84	79	87	\$8,609	35,071	SLURRY AND CRACK SEAL
JEWELBERRY AVE	INDIAN SUMMER	PENNY ST	JEWELB	50C	524	32	16,768	C	AC		83	78	86	\$8,401	28,711	SLURRY AND CRACK SEAL
JUNKER ST	STRAUSS AVE	EAST TO PIONEER	JUNKER	52	283	16	4,528	R	AC		74	70	79	\$2,269	28,789	SLURRY AND CRACK SEAL
LITTLEPAGE AV	DUBARKO RD	YOCUM LP	LITTLE	59	402	34	13,668	R	AC/AC		84	82	89	\$6,848	34,882	SLURRY AND CRACK SEAL
MEINIG AV	PROCTOR BLVD	PLEASANT ST	MEINIG	67D	207	32	6,624	C	AC/AC		72	69	78	\$3,319	39,140	SLURRY AND CRACK SEAL
MEINIG AV	HOOD ST	SCENIC ST	MEINIG	67F	610	36	21,960	C	AC/AC		83	79	87	\$11,002	32,029	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' E. OF BALKEN AVE	37975 NETTIE CONNETT	NETTIE	72B	275	34	9,350	R	AC		73	70	79	\$4,685	33,549	SLURRY AND CRACK SEAL
NEW CIR	DUBARKO RD	CUL DE SAC	NEWCIR	73	323	34	10,982	R	AC/AC		84	82	89	\$5,502	34,882	SLURRY AND CRACK SEAL
NEWTON ST	WEBSTER AVE	100 FT EAST OF AVERILL PKWY	NEWTON	74A	506	32	16,192	R	AC/AC		85	82	89	\$8,112	29,092	SLURRY AND CRACK SEAL
OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	OLSONS	110A	1,507	22	33,154	C	AC		89	85	91	\$16,610	33,045	SLURRY AND CRACK SEAL
ORR CIR	DUBARKO RD	CUL DE SAC	ORRCIR	76	263	34	8,942	R	AC/AC		85	83	90	\$4,480	35,863	SLURRY AND CRACK SEAL
PARK ST	DEAD END (WEST)	STRAUSS AVE	PARKST	77	1,325	19	25,175	R	AC/AC		81	78	86	\$12,613	31,898	SLURRY AND CRACK SEAL
RACHAEL DR	SOLSO RD	95FT WEST OF GREY	RACHAE	79B	1,195	30	35,850	R	AC/AC		73	70	79	\$17,961	36,440	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

### Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
REVENUE AV	PIONEER ST	PROCTOR BLVD	REVENU	82A	145	24	3,480	R	AC		72	68	78	\$1,744	26,167	SLURRY AND CRACK SEAL		
SANDY HEIGHTS RD	DUBARKO RD	300 FT W. OF NETTIE CONETT DR	SANDYH	84A	1,745	40	69,800	C	AC		79	74	82	\$34,969	26,985	SLURRY AND CRACK SEAL		
SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	SANDYH	84A3	360	22	7,920	C	AC		78	73	81	\$3,968	26,559	SLURRY AND CRACK SEAL		
SCALES AV	PIONEER ST	PROCTOR BLVD	SCALES	85A	276	31	8,556	R	AC/AC		84	82	89	\$4,287	34,882	SLURRY AND CRACK SEAL		
SHELLEY AV	PIONEER ST	PROCTOR BLVD	SHELLE	89	330	43	14,190	R	AC		77	74	82	\$7,109	26,775	SLURRY AND CRACK SEAL		
STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	STRAWB	96C	775	36	27,900	R	AC		73	69	79	\$13,978	26,404	SLURRY AND CRACK SEAL		
THERESE ST	LANGENSAND RD	EAST 660FT	THERES	115A	660	28	18,480	R	AC		82	79	86	\$9,259	29,838	SLURRY AND CRACK SEAL		
TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS ST	TUPPER	99A	690	32	22,080	C	AC/AC		89	85	92	\$11,062	27,406	SLURRY AND CRACK SEAL		
TUPPER RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	TUPPER	99B	720	25	18,000	C	AC/AC		88	84	91	\$9,018	30,645	SLURRY AND CRACK SEAL		
TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	TUPPER	99D	830	32	26,560	C	AC		77	73	81	\$13,307	34,855	SLURRY AND CRACK SEAL		
UNIVERSITY AV	SUNSET ST	HWY 26	UNIVER	100A	684	22	15,048	R	AC/AC		88	86	93	\$7,539	38,642	SLURRY AND CRACK SEAL		
VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	VANFLE	101B	435	40	17,400	C	AC/AC		89	85	92	\$8,718	25,952	SLURRY AND CRACK SEAL		
WEBSTER AVE	CASCADIA VILLAGE DR	100FT SOUTH OF WEBSTE NEWTON	104A		550	32	17,600	R	AC/AC		84	81	88	\$8,818	29,875	SLURRY AND CRACK SEAL		
												<b>Treatment Total</b>		<b>\$352,899</b>				
BICKFORD ST	BEEBEE CT	EAST DEAD END	BICKFO	13	492	34	16,728	R	AC		52	48	100	\$25,635	37,324	2 INCH OVERLAY		
												<b>Treatment Total</b>		<b>\$25,635</b>				
VAN FLEET AVE	140FT N OF CASSIDY CT	DUBARKO RD	VANFLE	101A	630	40	25,200	C	AC		53	45	100	\$89,859	18,643	GRIND AND 4 IN OVERLAY		
												<b>Treatment Total</b>		<b>\$89,859</b>				
SUNSET ST	UNIVERSITY AVE	BLUFF RD	SUNSET	97B	1,000	24	24,000	R	AC		72	69	100	\$31,120	29,544	THIN AC OVERLAY(1.5 INCHES)		
												<b>Treatment Total</b>		<b>\$31,120</b>				
<b>Year 2023 Area Total</b>										<b>770,304</b>		<b>Year 2023 Total</b>		<b>\$499,513</b>				

### Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
AMBER LN	DUBARKO RD	ELDRIDGE DR	AMBER	4	420	33	13,860	R	AC		82	77	85	\$7,152	25,516	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026



## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
ANTLER AVE	385 FT N OF DUBARKO	MEADOW AVE	ANTLER	127B	770	28	21,560	R	AC/AC		90	85	91	\$11,126	26,044	SLURRY AND CRACK SEAL		
AUBIN ST	CHINOOK ST	SKOGAN RD	AUBIN	142	1,041	28	29,148	R	AC		87	82	89	\$15,041	25,944	SLURRY AND CRACK SEAL		
BEERS AV	HOOD ST	PARK ST	BEERS	11C	308	28	8,624	R	AC		85	80	88	\$4,451	24,132	SLURRY AND CRACK SEAL		
BUCK ST	ANTLER AVE	MEADOW AVE	BUCK	132	266	28	7,448	R	AC/AC		90	85	91	\$3,844	26,044	SLURRY AND CRACK SEAL		
CARLSON AVE	HAMILTON RIDGE DR	SANDY HEIGHTS	CARLSO	120	470	28	13,160	R	AC/AC		88	83	90	\$6,791	24,537	SLURRY AND CRACK SEAL		
CHULA VISTA AVE	BUENA VISTA AVE	DEAD END W. OF BELLA VISTA	CHULA	149	628	24	15,072	R	AC		87	82	89	\$7,778	25,944	SLURRY AND CRACK SEAL		
CREEKSIDE LP	TUPPER RD	1-WAY LOOP	CREEKSIDE L	158A	400	28	11,200	R	AC		88	83	90	\$5,780	26,499	SLURRY AND CRACK SEAL		
CREEKSIDE LP	CREEKSIDE LOOP 2-WAY	CREEKSIDE LOOP 2-WAY	CREEKSIDE L	158B	700	26	18,200	R	AC		90	84	91	\$9,392	24,643	SLURRY AND CRACK SEAL		
DREAMCATCHER AVE	110ft S OF GREEN MOUNTAIN	CORALBURST ST	DREAMC	26C	485	34	16,490	R	AC		88	83	90	\$8,510	26,007	SLURRY AND CRACK SEAL		
HOFFMAN AV	SCENIC ST	NORTH TO DEAD END	HOFFMA	41D	260	16	4,160	R	AC		88	83	90	\$2,147	24,708	SLURRY AND CRACK SEAL		
INDUSTRIAL WAY	DEAD END WEST OF CHAMPION WY	362ND DR	INDUST	48A	2,240	41	91,840	C	AC		87	81	88	\$47,391	28,240	SLURRY AND CRACK SEAL		
KOCH CT	STRAWBRIDGE PKWY	NORTH CUL DE SAC	KOCHCT	55B	180	34	6,120	R	AC/AC		90	85	91	\$3,158	24,173	SLURRY AND CRACK SEAL		
MCCORMICK CT	LANGENSAND RD	CUL DE SAC	MCCORM	63	450	34	15,300	R	AC		83	78	86	\$7,895	25,170	SLURRY AND CRACK SEAL		
MEADOW AVE	295 FT N OF DUBARKO	DEAD END E OF ANTLER	MEADOW	128B	1,074	28	30,072	R	AC/AC		90	85	91	\$15,518	26,044	SLURRY AND CRACK SEAL		
MEINIG AV	BARKER CT	HWY 211	MEINIG	67B	1,053	32	33,696	C	AC		92	86	92	\$17,388	26,418	SLURRY AND CRACK SEAL		
OLSON ST	JEWELBERRY AVE E	DEAD END	OLSONS	110	429	34	14,586	R	AC		82	77	85	\$7,527	25,515	SLURRY AND CRACK SEAL		
REICH CT	DUBARKO RD	CUL DE SAC	REICH	81	350	32	11,200	R	AC		84	79	87	\$5,780	24,730	SLURRY AND CRACK SEAL		
SOLSO CT	MELISSA AVE	CUL DE SAC	SOLSOC	91	275	29	7,975	R	AC		84	79	87	\$4,116	24,730	SLURRY AND CRACK SEAL		
VAN FLEET AVE	GARY ST	MCCORMICK DR	VANFLE	101C	1,088	40	43,520	C	AC/AC		89	84	90	\$22,457	28,996	SLURRY AND CRACK SEAL		
VAN FLEET AVE	DUBARKO RD	PACIFIC AVE	VANFLE	101D	1,070	28	29,960	R	AC/AC		87	82	89	\$15,460	26,439	SLURRY AND CRACK SEAL		
												<b>Treatment Total</b>		<b>\$228,702</b>				
DAHLAGER ST	DUBARKO RD	MEINIG AVE	DAHLAG	22	1,090	34	37,060	R	AC		54	48	100	\$58,495	36,234	2 INCH OVERLAY		
EMERALD CASCADE ST	JEWELBERRY AVE	JADE GLEN AVE	EMERAL	29	952	34	32,368	R	AC/AC		56	49	100	\$51,090	35,785	2 INCH OVERLAY		
REED CIR	GARY ST	CUL DE SAC	REEDCI	80	392	34	13,328	R	AC		55	49	100	\$21,037	35,833	2 INCH OVERLAY		

\*\* - Treatment from Project Selection

Scenarios Criteria:

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

											Treatment Total			\$130,622		
ST HWY 211	MEINIG AVE	PIONEER BLVD (HWY 26)	HWY211	30	390	49	19,110	A	AC/AC		56	48	100	\$77,148	22,170	GRIND AND 4 IN OVERLAY
											Treatment Total			\$77,148		
HEIA CT	BLUFF RD	CUL DE SAC	HEIACT	39	345	34	11,730	R	AC		33	24	100	\$36,104	20,097	GRIND AND 3 IN OVERLAY
											Treatment Total			\$36,104		
MEINIG AV	PIONEER ST	PROCTOR BLVD	MEINIG	67C	315	40	12,600	C	AC		76	68	100	\$16,828	40,106	THIN AC OVERLAY(1.5 INCHES)
STRAUSS AV	PROCTOR BLVD	PLEASANT ST	STRAUS	95C	208	38	7,904	R	ST		59	44	100	\$10,557	42,229	THIN AC OVERLAY(1.5 INCHES)
											Treatment Total			\$27,385		
											Year 2024 Area Total			577,291		
											Year 2024 Total			\$499,961		

### Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												Before	After			
ADAMS AVE	GOLDENRAIN ST	OLSON ST	ADAMS	140	437	28	12,236	R	AC		91	84	91	\$6,504	22,976	SLURRY AND CRACK SEAL
AMERICAN ST	SALMONBERRY AVE	DEAD END E. OF SUNFLOWER AVE	AMERIC	141	568	28	15,904	R	AC		91	84	91	\$8,453	22,976	SLURRY AND CRACK SEAL
AVERILL PKWY	50 FT S OF NEWTON	100 FT S JERGER	AVERIL	6B	691	32	22,112	R	AC		86	79	87	\$11,753	23,846	SLURRY AND CRACK SEAL
BACHELOR AVE	GOLDENRAIN ST	OLSON ST	BACHEL	143A	446	28	12,488	R	AC		91	84	91	\$6,638	22,976	SLURRY AND CRACK SEAL
BACHELOR AVE	DEAD END S. OF CORALBURST ST	GREEN MOUNTAIN ST	BACHEL	143B	612	28	17,136	R	AC		91	84	91	\$9,108	22,976	SLURRY AND CRACK SEAL
BALKEN AVE	NETTIE CONNET DR	SANDY HEIGHTS ST	BALKEN	144	457	28	12,796	R	AC		90	83	90	\$6,801	24,393	SLURRY AND CRACK SEAL
BARLOW PKY	TUPPER RD	SAWYER ST	BARLOW	118 A	466	28	13,048	R	AC		88	81	88	\$6,935	23,634	SLURRY AND CRACK SEAL
BECKE CT	DAVIS ST	CUL DE SAC	BECKEC	9	260	34	8,840	R	AC/AC		88	82	89	\$4,699	23,632	SLURRY AND CRACK SEAL
BROKEN TOP AVE	GOLDENRAIN ST	OLSON ST	BROKEN	146	448	28	12,544	R	AC		91	84	91	\$6,668	22,976	SLURRY AND CRACK SEAL
CLAYTON CT	DAHLAGER ST	CUL DE SAC	CLAYTO	21	250	34	8,500	R	AC/AC		92	85	91	\$4,518	23,707	SLURRY AND CRACK SEAL
CORALBURST ST	BACHELOR AVE	JEWELBERRY AVE	CORALB	113A	289	28	8,092	R	AC		91	84	91	\$4,301	23,886	SLURRY AND CRACK SEAL
DAVIS ST	WOLF DR	VAN FLEET AVE	DAVISS	24A	720	34	24,480	R	AC/AC		90	83	90	\$13,011	24,723	SLURRY AND CRACK SEAL
DAVIS ST	170 FT. SOUTH OF GARY ST	BECKE CT	DAVISS	24C	165	32	5,280	R	AC		85	78	86	\$2,807	24,286	SLURRY AND CRACK SEAL
EMERALD CASCADE ST	BACHELOR AVE	JEWELBERRY AVE	EMERAL	29A	317	28	8,876	R	AC		91	84	91	\$4,718	22,976	SLURRY AND CRACK SEAL
GOLDENRAIN ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	GOLDEN	35A	1,526	28	42,728	R	AC		91	84	91	\$22,710	22,976	SLURRY AND CRACK SEAL

\*\* - Treatment from Project Selection

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MTC StreetSaver

Scenarios Criteria:

SS1026

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
GREEN MOUNTAIN ST	BACHELOR AVE	JEWELBERRY AVE	GREENM	36A	298	28	8,344	R	AC		91	84	91	\$4,435	22,976	SLURRY AND CRACK SEAL		
HARDENBROOK AVE	SANDY HEIGHTS ST	DEAD END	HARDENBROOK	159	100	28	2,800	R	AC		91	84	91	\$1,489	21,839	SLURRY AND CRACK SEAL		
HELMS CT	GARY ST	CUL DE SAC	HELMS	40	190	34	6,460	R	AC		85	78	86	\$3,434	24,287	SLURRY AND CRACK SEAL		
INDIAN SUMMER ST	STEENS AVE	DEAD END WEST INDIAN		47A	197	28	5,516	R	AC		91	84	91	\$2,932	22,976	SLURRY AND CRACK SEAL		
INDIAN SUMMER ST	ADAMS AVE	JEWELBERRY AVE	INDIAN	47B	162	28	4,536	R	AC		91	84	91	\$2,411	22,976	SLURRY AND CRACK SEAL		
JEFFERSON AVE	GOLDENRAIN ST	OLSON ST	JEFFER	150	445	28	12,460	R	AC		91	84	91	\$6,623	22,976	SLURRY AND CRACK SEAL		
LAUREL ST	150' E. OF WHITETAIL AVE	230' E. OF WHITETAIL AVE	LAUREL	152	397	28	11,116	R	AC		90	83	90	\$5,909	24,393	SLURRY AND CRACK SEAL		
MILLER ST	BARLOW RIDGE SUB	DELORIS AVE	MILLER	70B	542	28	15,176	R	AC		86	79	87	\$8,066	24,793	SLURRY AND CRACK SEAL		
MILLER ST	DELORIS AVE	BARLOW PARKWAY	MILLER	70C	329	28	9,212	R	AC		87	80	88	\$4,897	24,253	SLURRY AND CRACK SEAL		
NETTIE CONNETT DR	100' WEST OF BALKEN AVE	100' EAST OF BALKEN AVE	NETTIE	72A2	266	28	7,448	R	AC/AC		92	85	91	\$3,959	23,282	SLURRY AND CRACK SEAL		
ORTIZ ST	VISTA LOOP DR	HOUSE #41545	ORTIZ	153	516	28	14,448	R	AC		90	83	90	\$7,679	23,932	SLURRY AND CRACK SEAL		
PLEASANT ST	BEERS ST	SCALES AVE	PLEASA	78A	420	32	13,440	R	AC		86	79	87	\$7,144	23,846	SLURRY AND CRACK SEAL		
PLEASANT ST	SMITH AVE	MEINIG AVE	PLEASA	78D	248	36	8,928	R	AC		86	79	87	\$4,746	23,846	SLURRY AND CRACK SEAL		
SHALIMAR DR	KELSO RD	END OF PAVEMENT	SHALIM	88	640	34	21,760	R	AC/AC		92	85	91	\$11,566	23,707	SLURRY AND CRACK SEAL		
STRAUSS AV	PIONEER ST	PROCTOR BLVD	STRAUS	95B	316	38	12,008	R	ST		79	68	100	\$6,383	21,453	SLURRY AND CRACK SEAL		
WALLINGFORD AVE	STRATFORD ST	CASCADIA VILLAGE DR	WALLIN	102	450	32	14,400	R	AC/AC		92	85	91	\$7,654	24,093	SLURRY AND CRACK SEAL		
											<b>Treatment Total</b>		<b>\$208,951</b>					
JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	JADEGL	49A	540	34	18,360	R	AC		58	49	100	\$29,849	35,103	2 INCH OVERLAY		
											<b>Treatment Total</b>		<b>\$29,849</b>					
BLUFF RD	HOUSE #15880	AGNES ST	BLUFF	14H	1,435	32	45,920	A	AC		56	45	100	\$190,942	21,884	GRIND AND 4 IN OVERLAY		
											<b>Treatment Total</b>		<b>\$190,942</b>					
PLEASANT ST	TEN EYCK RD	END OF PAVEMENT	PLEASA	78G	644	34	21,896	R	AC		34	23	100	\$69,415	19,512	GRIND AND 3 IN OVERLAY		
											<b>Treatment Total</b>		<b>\$69,415</b>					
											<b>Year 2025 Area Total</b>		<b>479,288</b>	<b>Year 2025 Total</b>		<b>\$499,157</b>		

\*\* - Treatment from Project Selection

9

MTC StreetSaver

Scenarios Criteria:

SS1026

CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

## Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

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Total Section Area:	3,248,955	Grand Total	\$2,498,471
---------------------	-----------	-------------	-------------

---

---

\*\* - Treatment from Project Selection

10

MTC StreetSaver

Scenarios Criteria:

SS1026

---

## **Appendix G**

### Maps

*Map – Current PCI*

*Scenario Maps – PCI Condition after Treatments in 2025 (all Scenarios)*

*Scenario Maps – Section Selected for Treatment (Scenarios 1-3)*



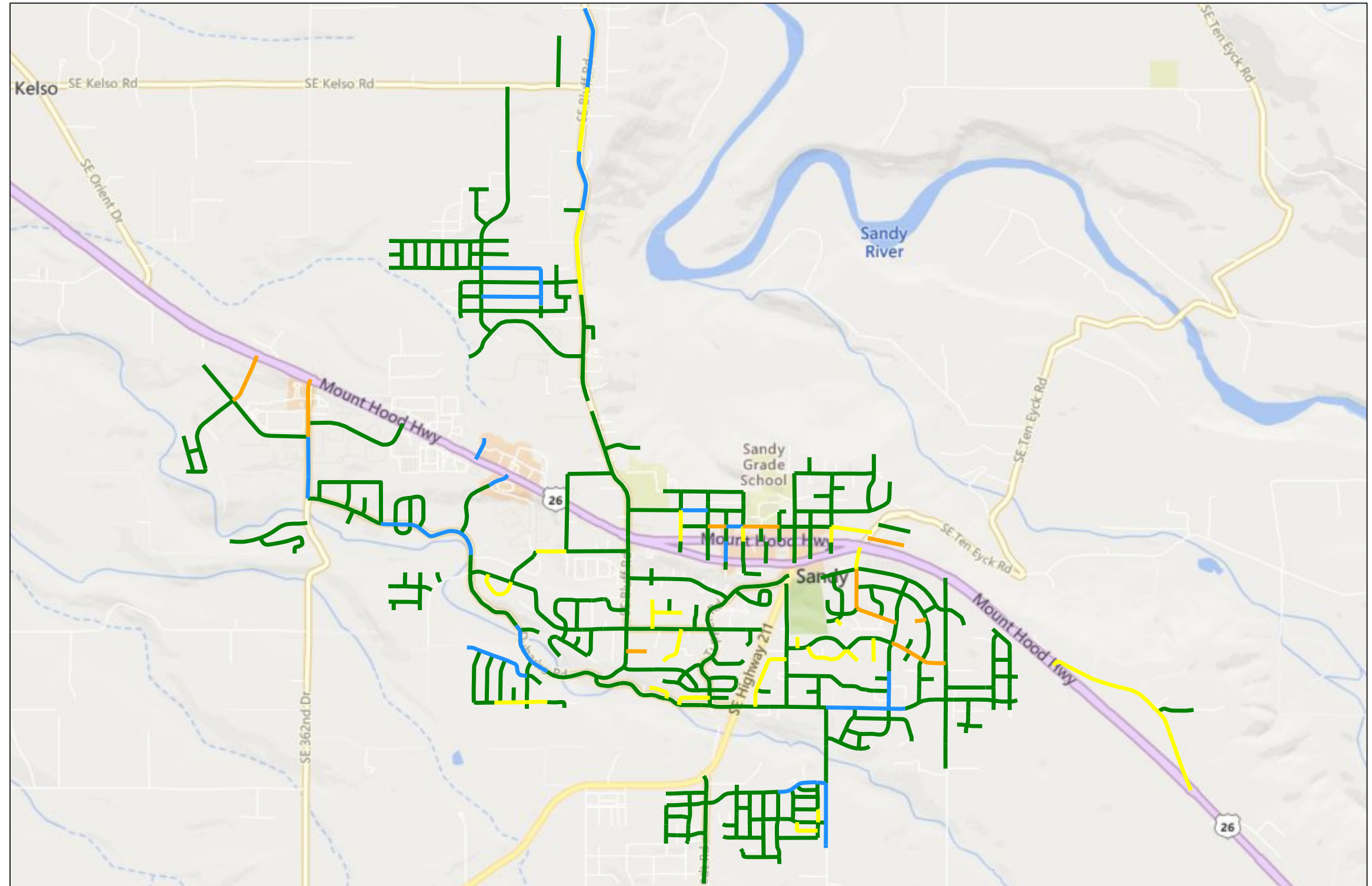
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Current PCI Condition

Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





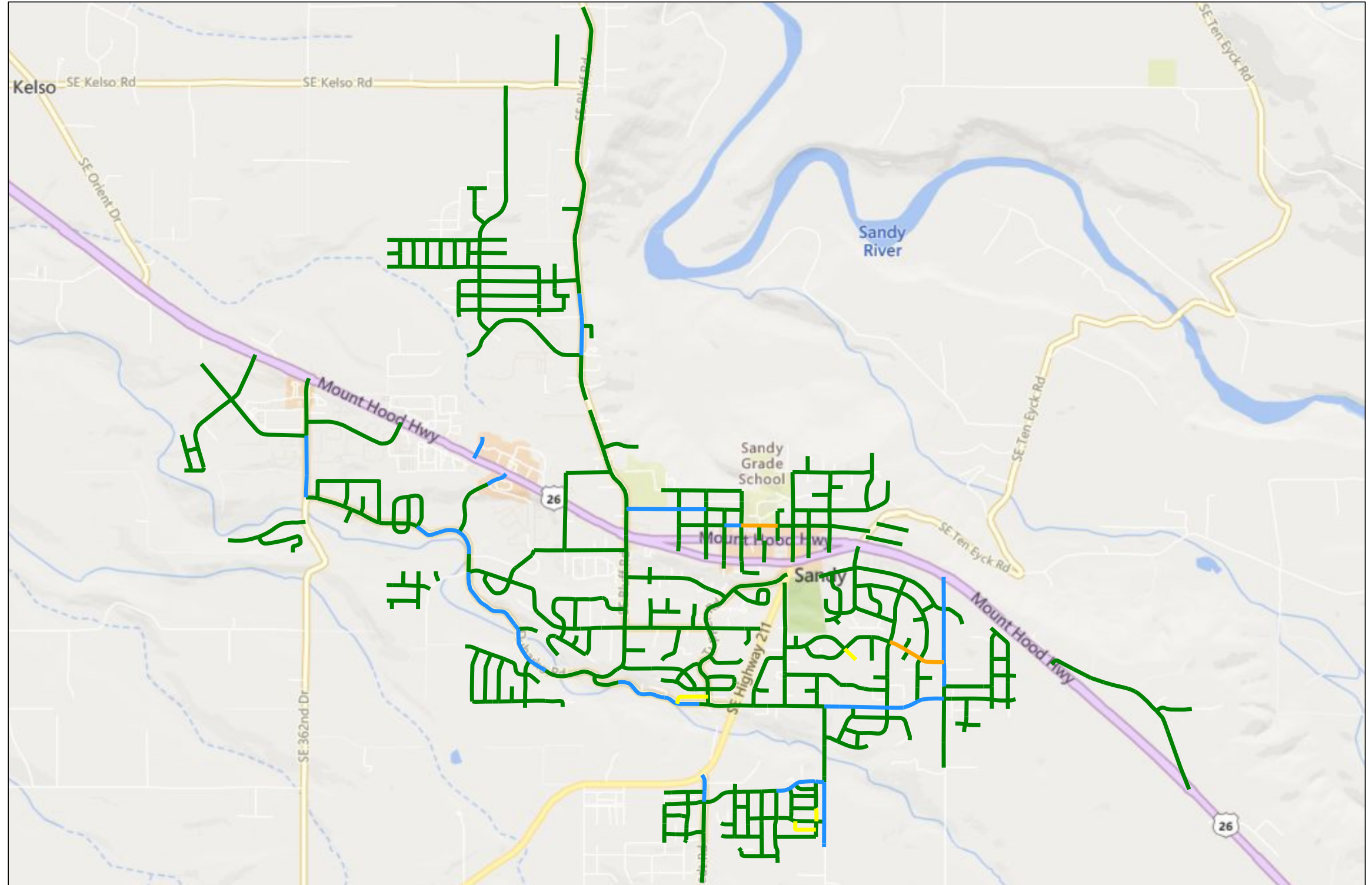
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

(1) Unconstrained Needs - 2025 Project Period - Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





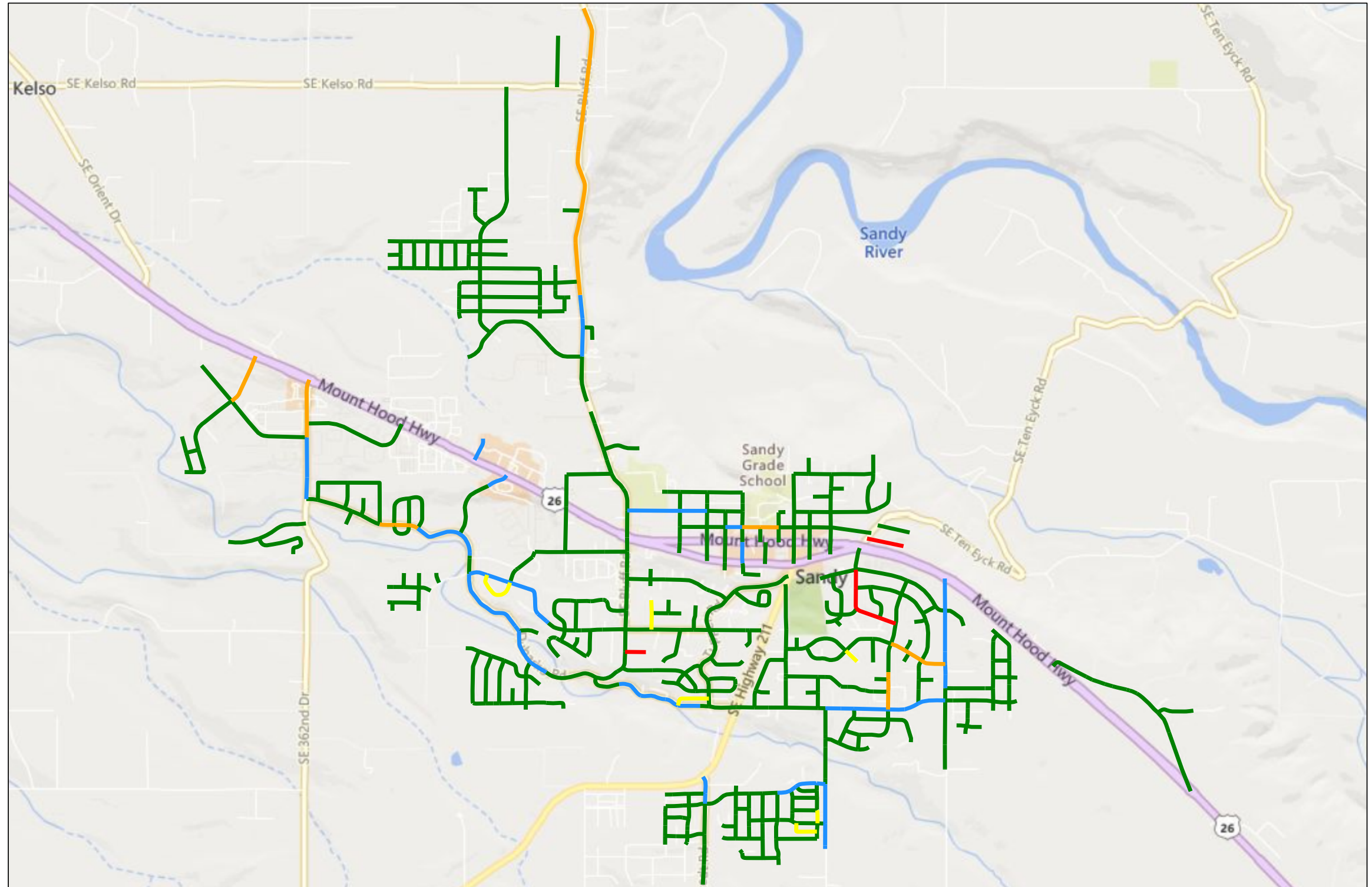
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

(2) Current Budget - 2025 Project Period - Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor







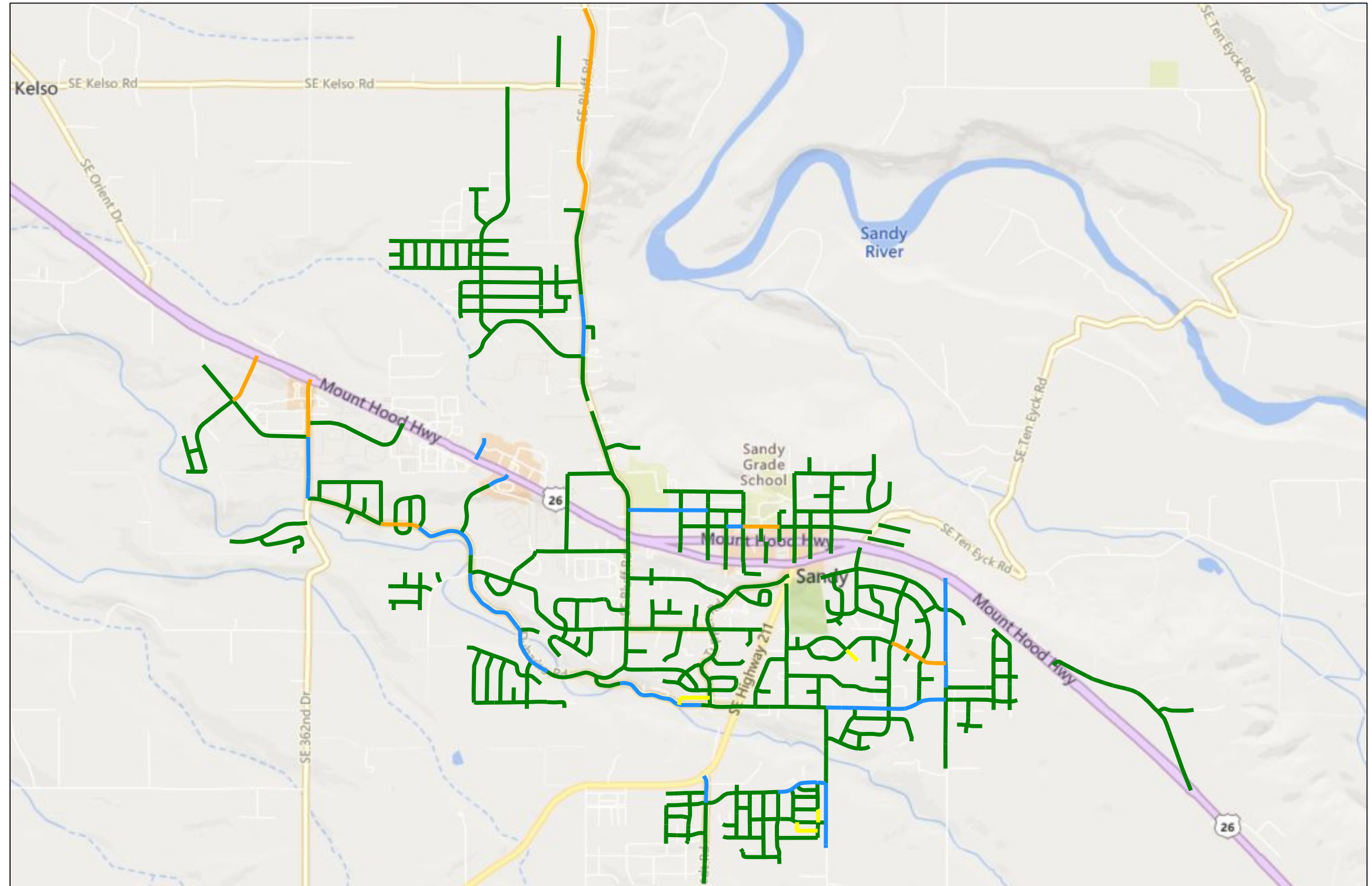
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

(3) Maintain Current PCI (80) - 2025 Project Period - Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





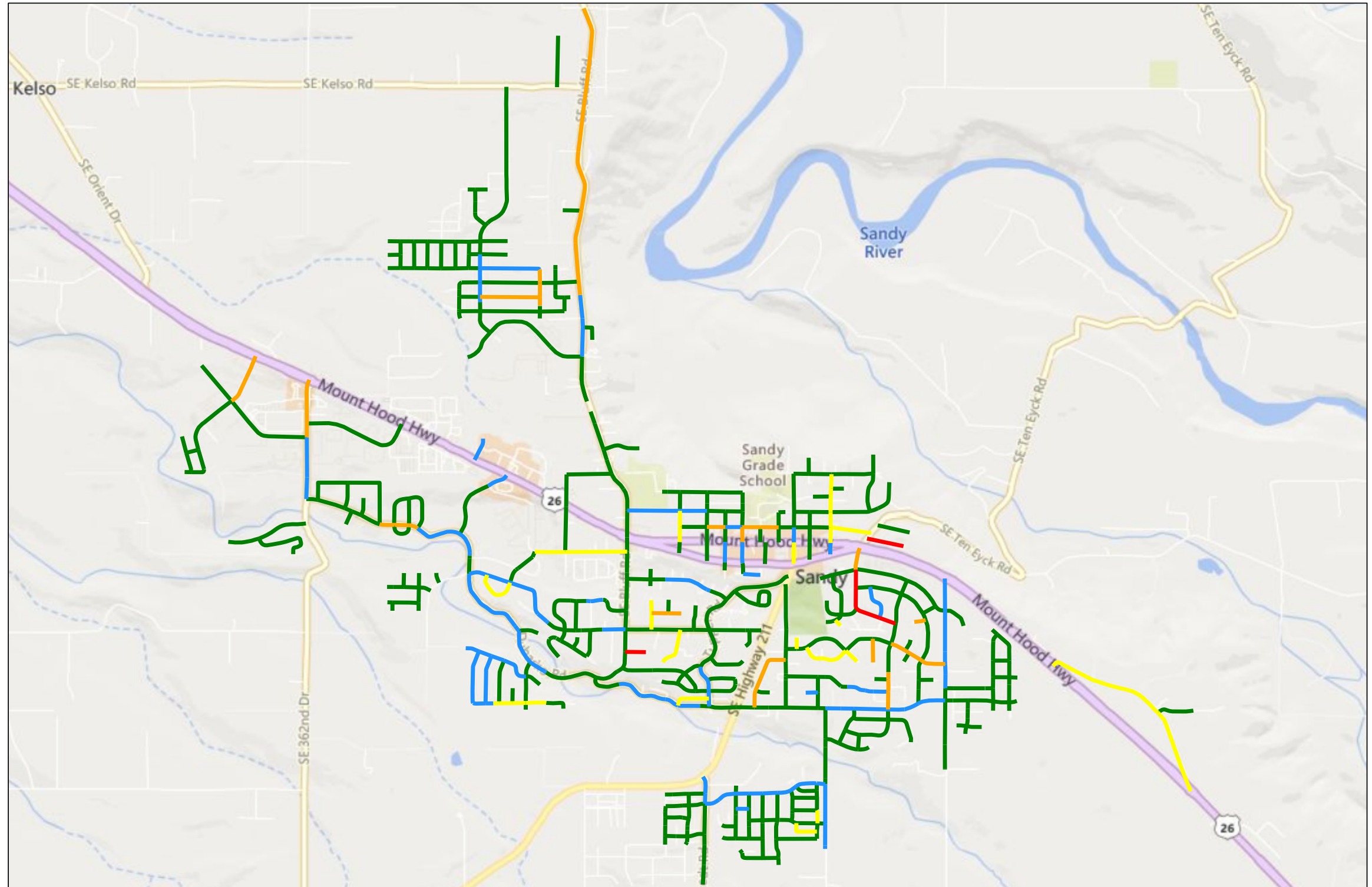
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

(4) Zero Funding - 2025 Project Period - Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





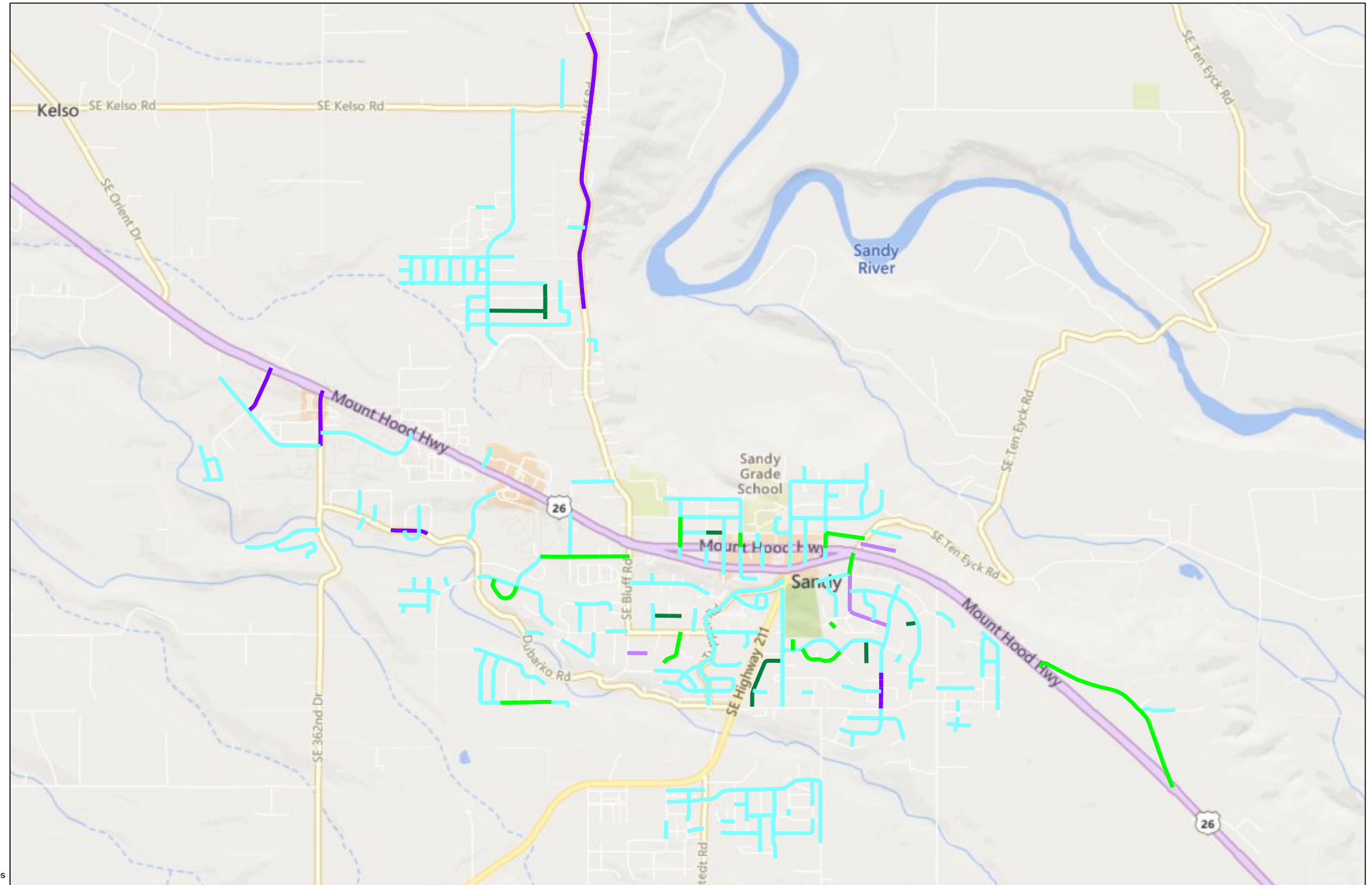
CITY OF SANDY  
 39250 Pioneer Blvd  
 Sandy, OR 97055  
 (503) 668-5533

# Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 12/8/2020

## Feature Legend

- 2 INCH OVERLAY
- GRIND AND 3 IN OVERLAY
- GRIND AND 4 IN OVERLAY
- SLURRY AND CRACK SEAL
- THIN AC OVERLAY(1.5 INCHES)





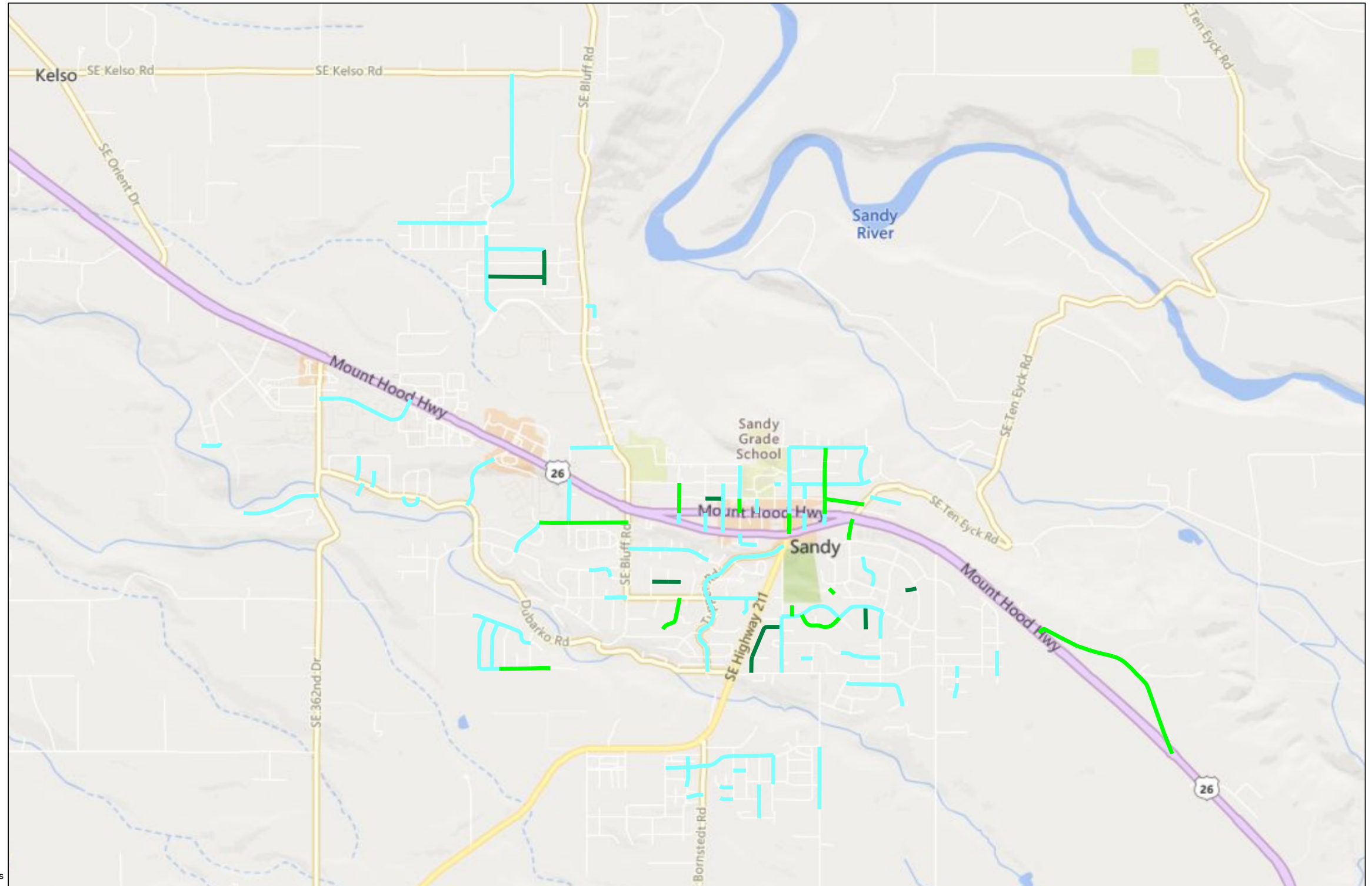
CITY OF SANDY  
 39250 Pioneer Blvd  
 Sandy, OR 97055  
 (503) 668-5533

# Scenario Treatments

(2) Current Budget - All Project Periods - Printed: 12/8/2020

## Feature Legend

- 2 INCH OVERLAY
- SLURRY AND CRACK SEAL
- THIN AC OVERLAY(1.5 INCHES)





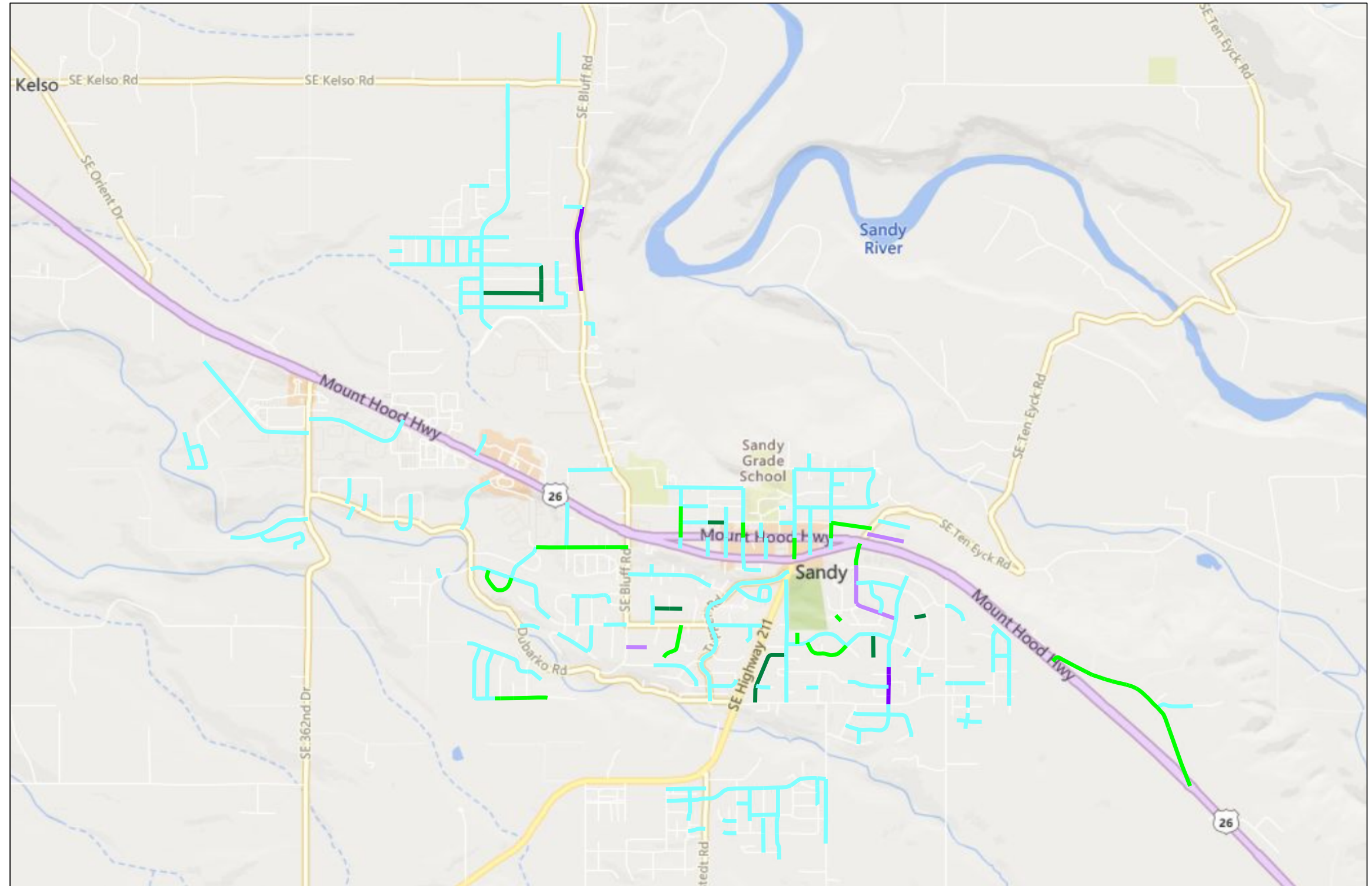
CITY OF SANDY  
 39250 Pioneer Blvd  
 Sandy, OR 97055  
 (503) 668-5533

# Scenario Treatments

(3) Maintain Current PCI (80) - All Project Periods - Printed: 12/8/2020

## Feature Legend

- 2 INCH OVERLAY
- GRIND AND 3 IN OVERLAY
- GRIND AND 4 IN OVERLAY
- SLURRY AND CRACK SEAL
- THIN AC OVERLAY(1.5 INCHES)



# City of Sandy

## PAVEMENT MANAGEMENT CONDITION REPORT

Joel Conder  
Capitol Asset & Pavement Services



Prepared for City of Sandy – June 2021

\*data based on December 2020 report

# What is a Pavement Management System?

---

- ◉ Computerized, Inventory, Analysis, Budgeting Tool, etc..
- ◉ Shows effects of maintenance decisions, before & after
- ◉ PCI, Pavement Condition Index from 0 – 100
- ◉ Preferred Choice of Software on West Coast – MTC Streetsaver, current users in Washington & Oregon at 100+ agencies

# City of Sandy Current PCI = 80

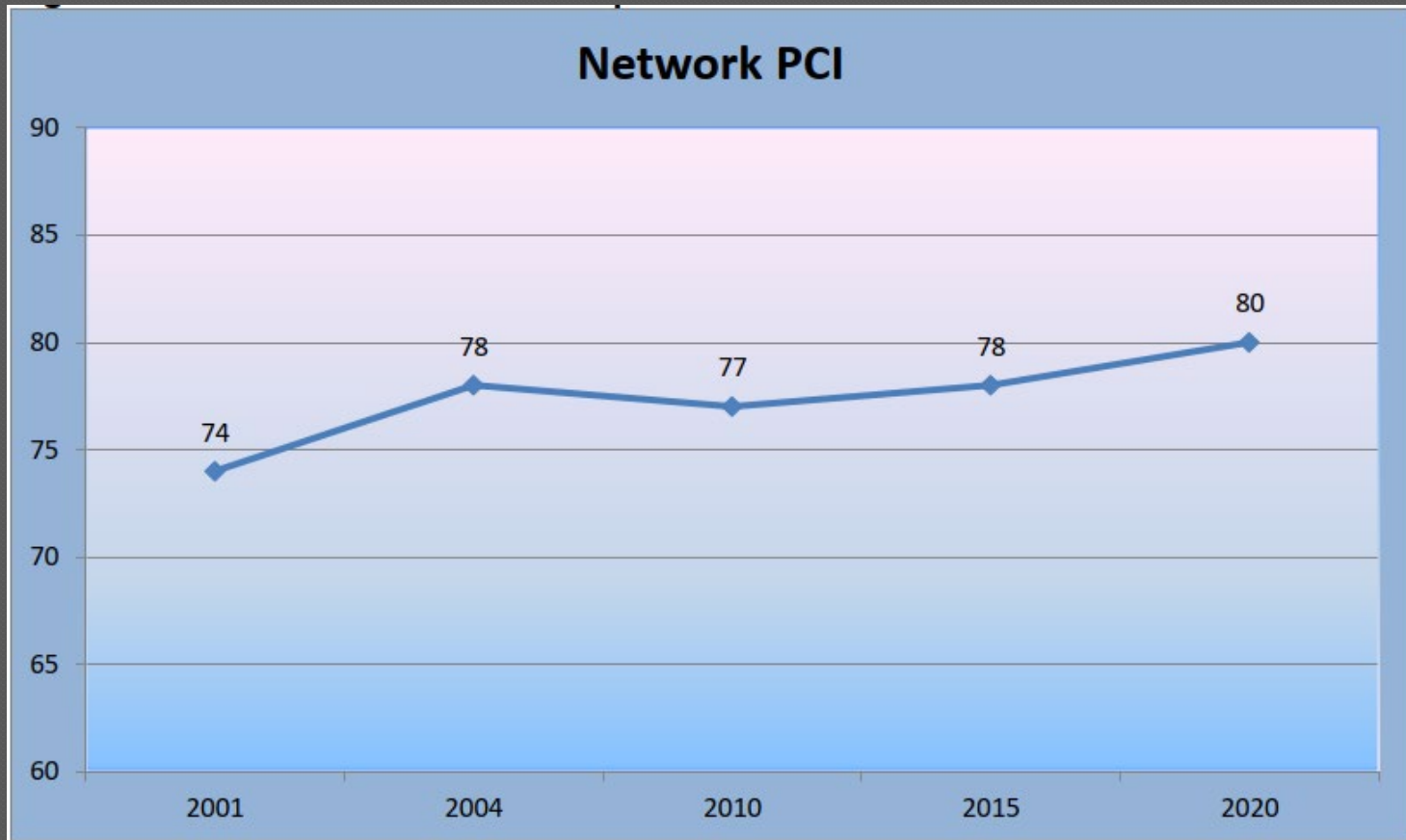
- 36.8 Centerline Miles of Paved Streets

Arterial	7.7 miles
Collector	6.6 miles
Residential/Local	22.5 miles

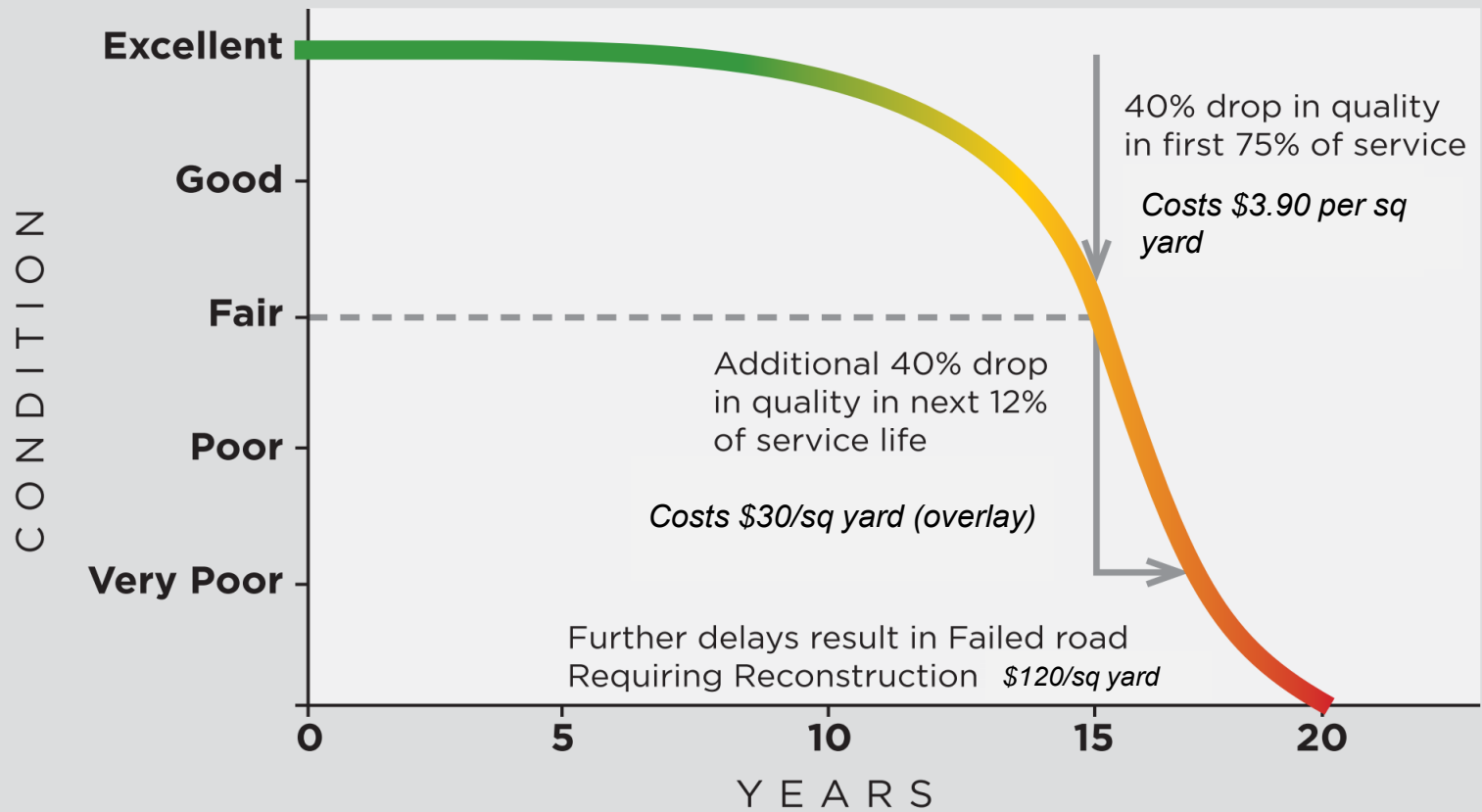
Condition Category	PCI Range	Percent of Network
Good	70 to 100	77.9%
Fair	50 to 70	18.5%
Poor	25 to 50	3.5%
Very Poor	0 to 25	0%



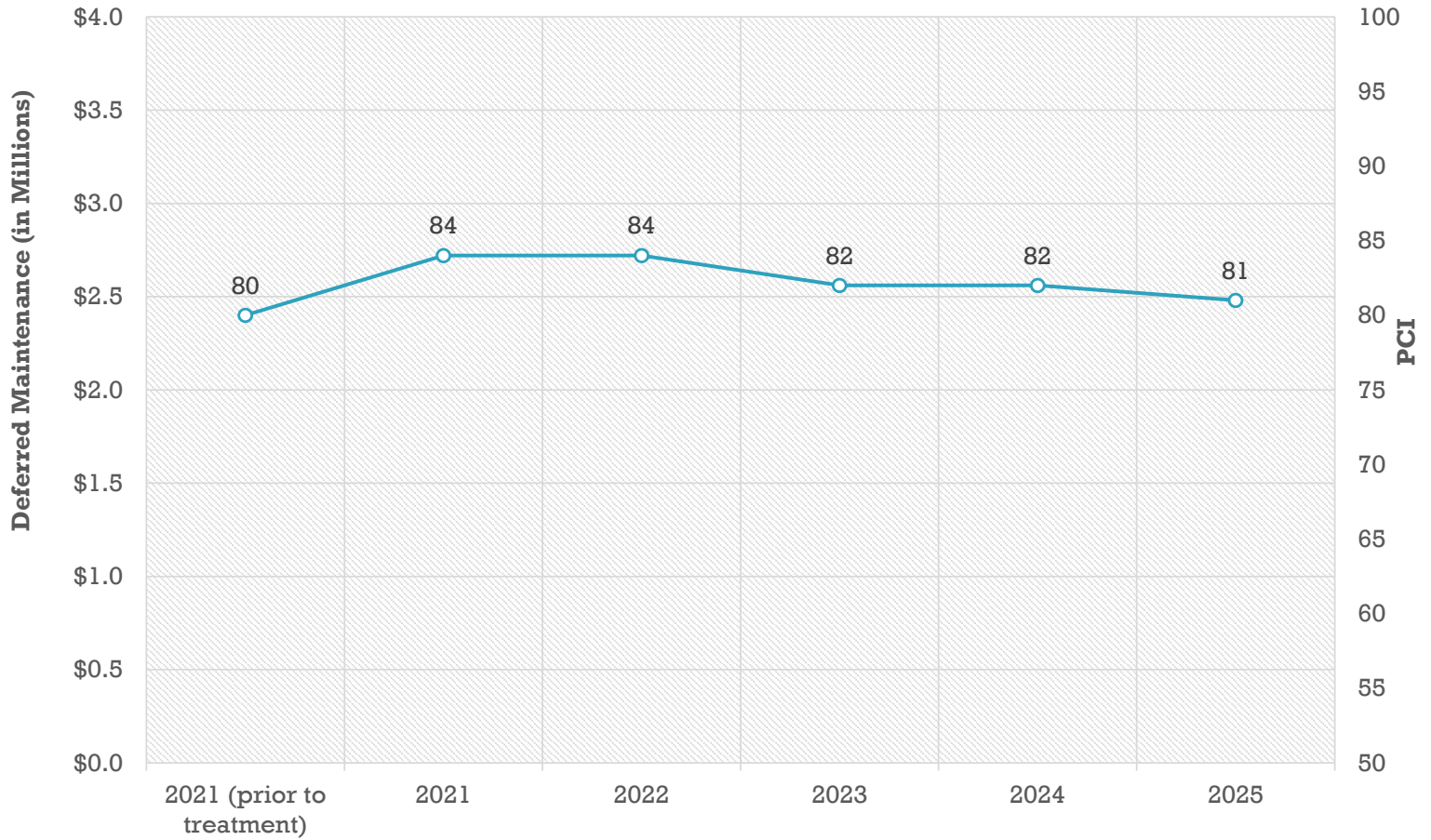
# Pavement Condition History



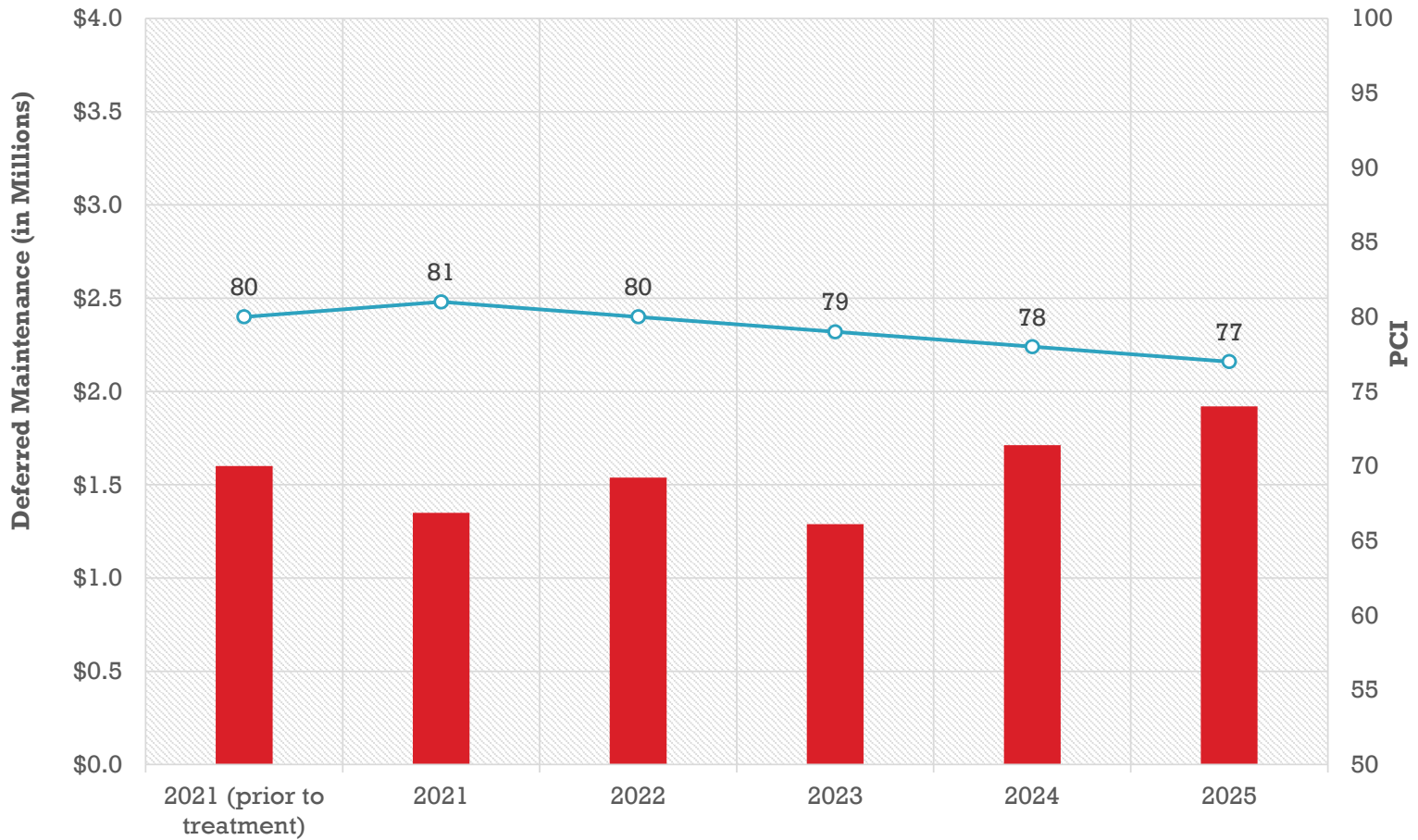
# Pavement Deterioration Curve



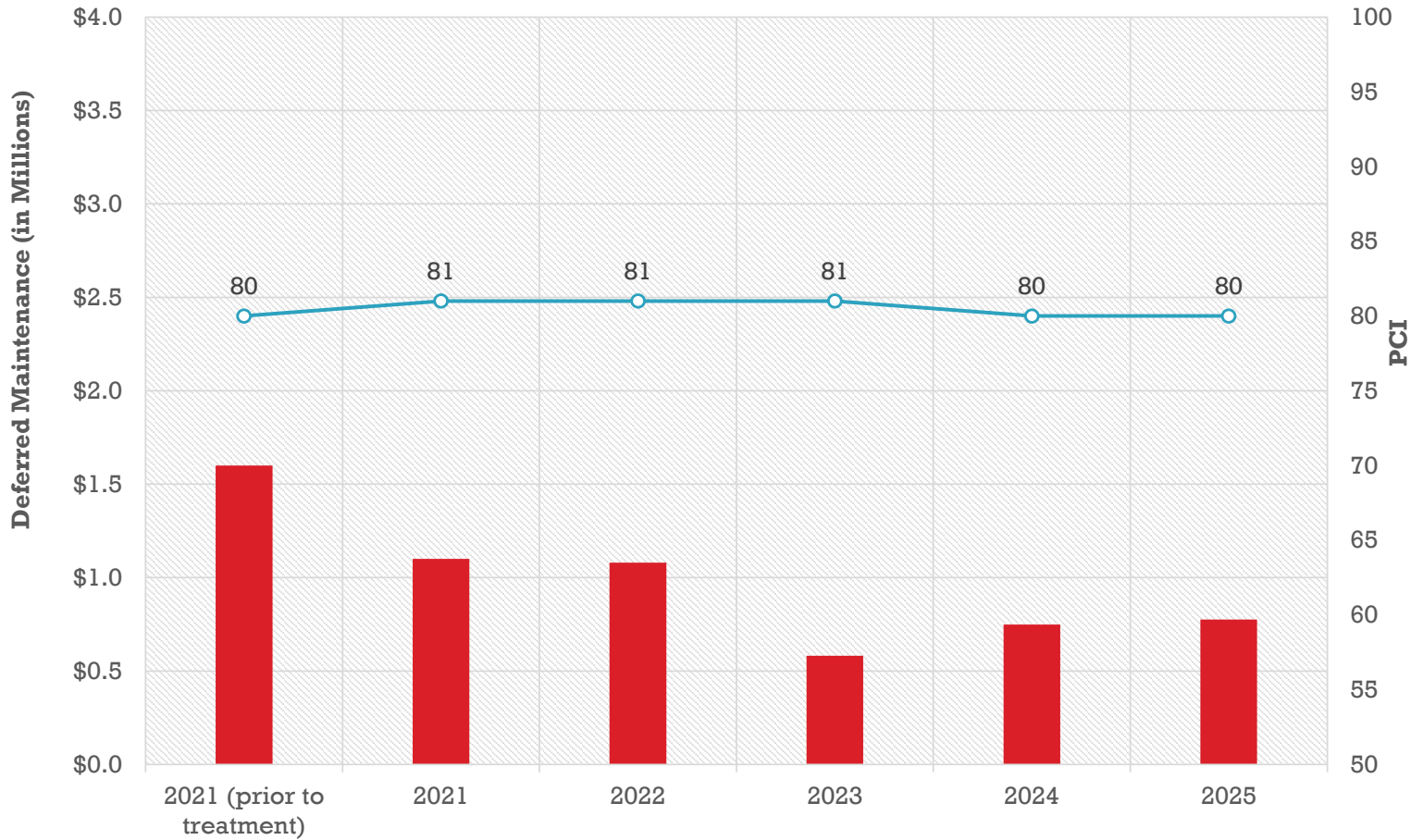
Scenario 1– Unconstrained Needs (zero deferred maintenance)  
*\$3.4 million over 5 years - PCI Increases 1 point*



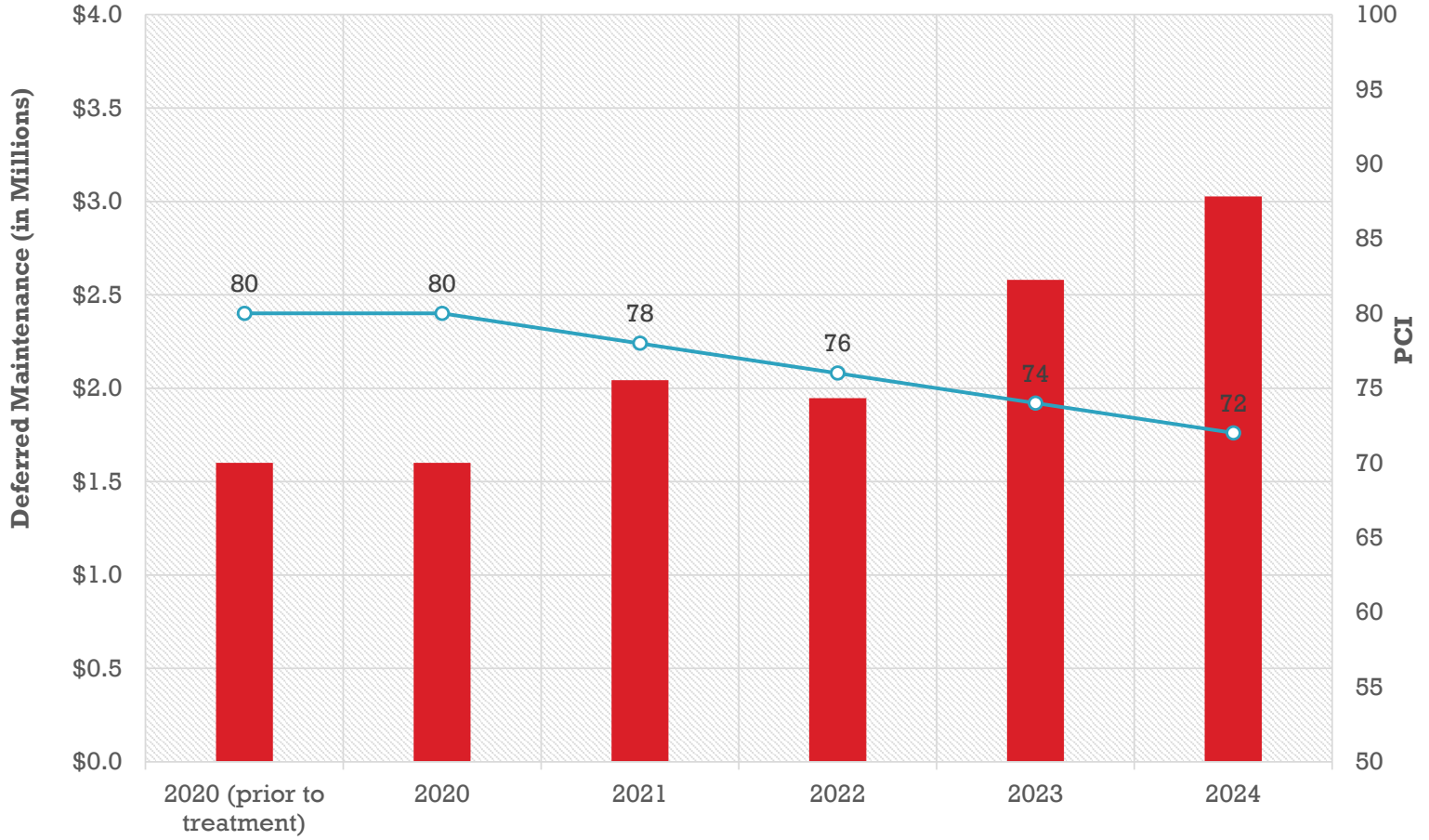
**Scenario 2 – Current Investment Level**  
*\$250,000 per year (\$1.25M total)- PCI decreases 3 points*



Scenario 3 – Maintain Current PCI  
\$500,000 per year (\$2.5M total)– PCI Maintains at 80



### Scenario 4 – Zero Funding *No spending over 5 years – PCI decreases 8 points*





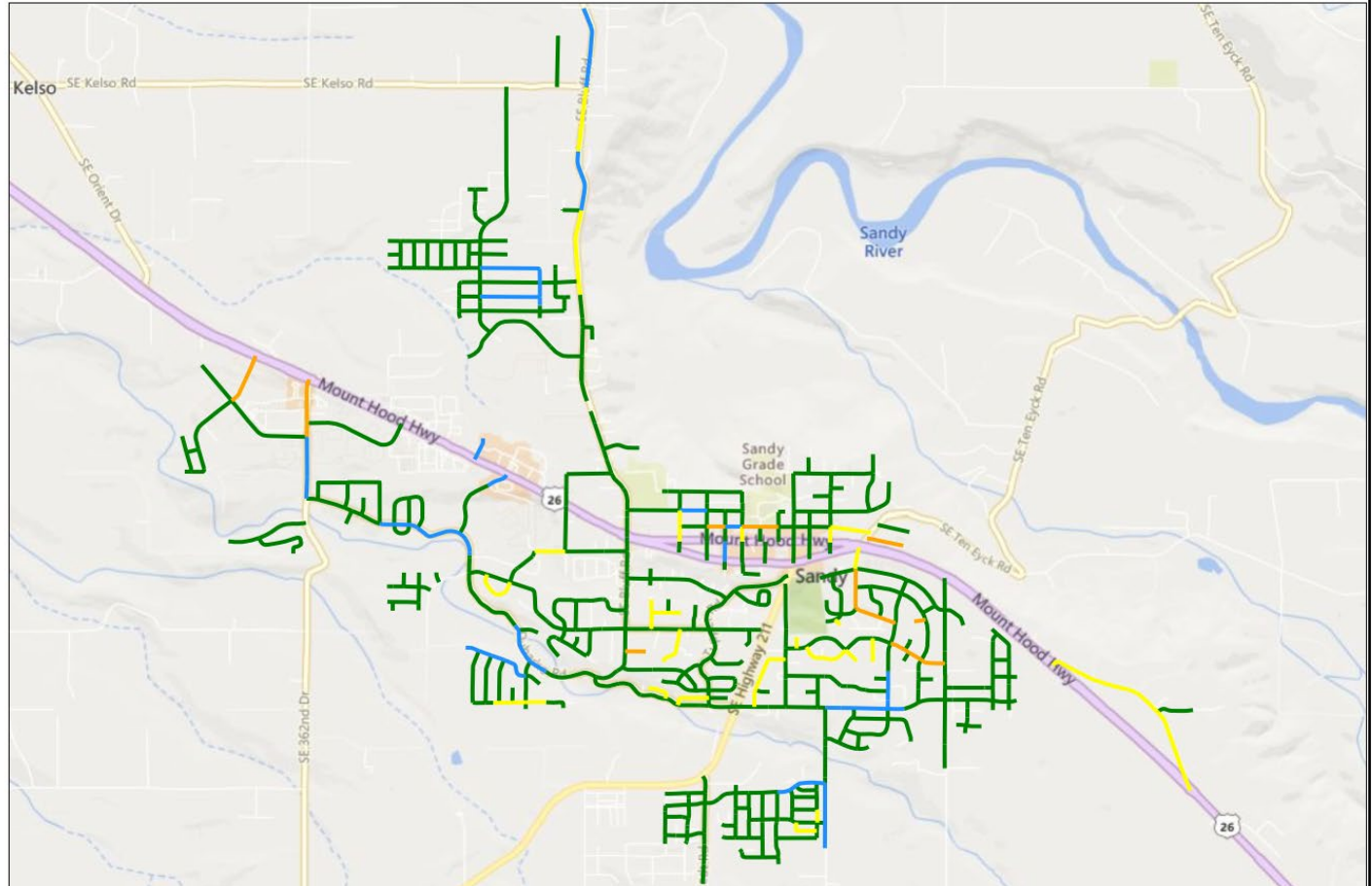
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Current PCI Condition

Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





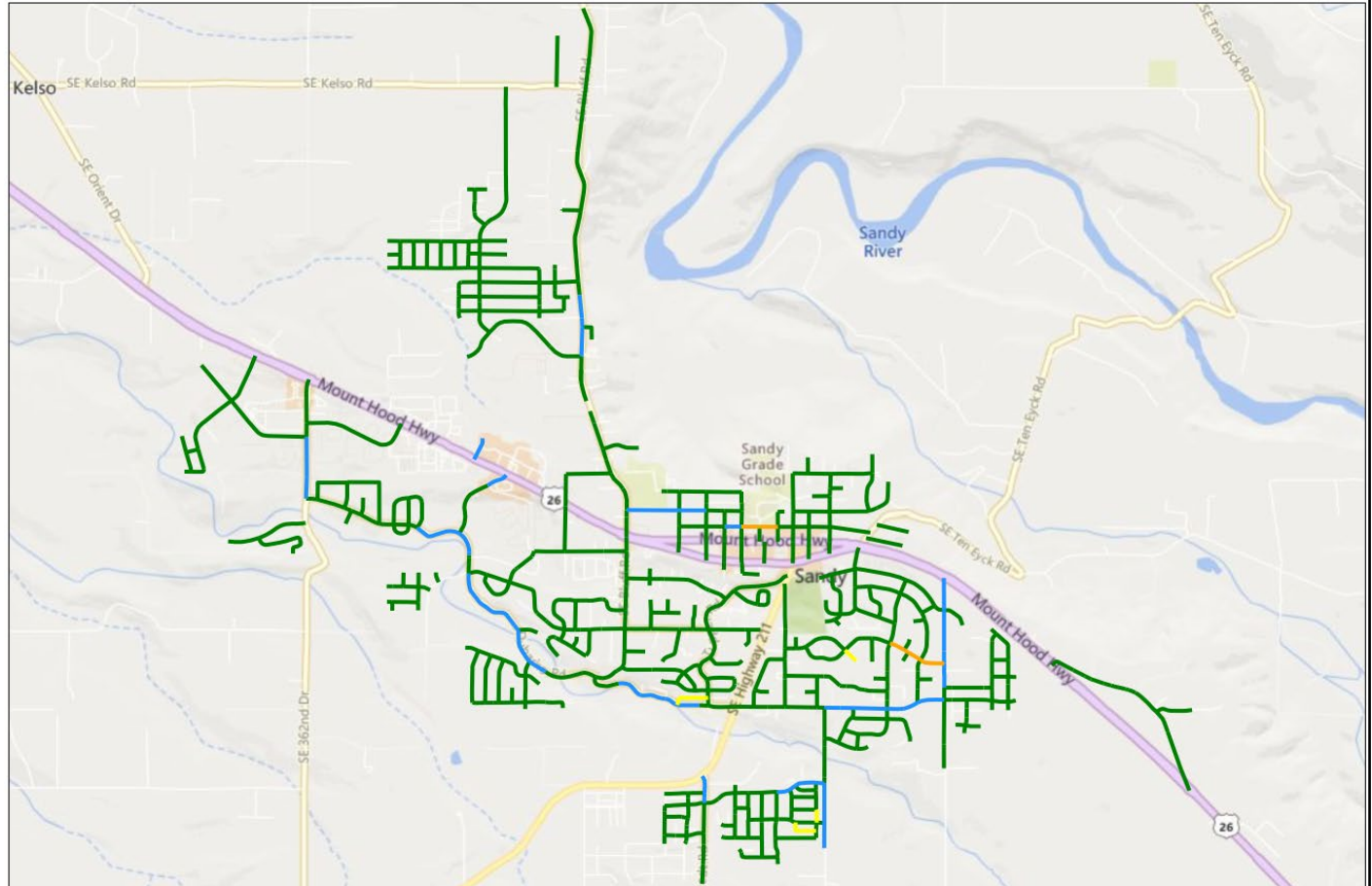
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

(1) Unconstrained Needs - 2025 Project Period - Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor









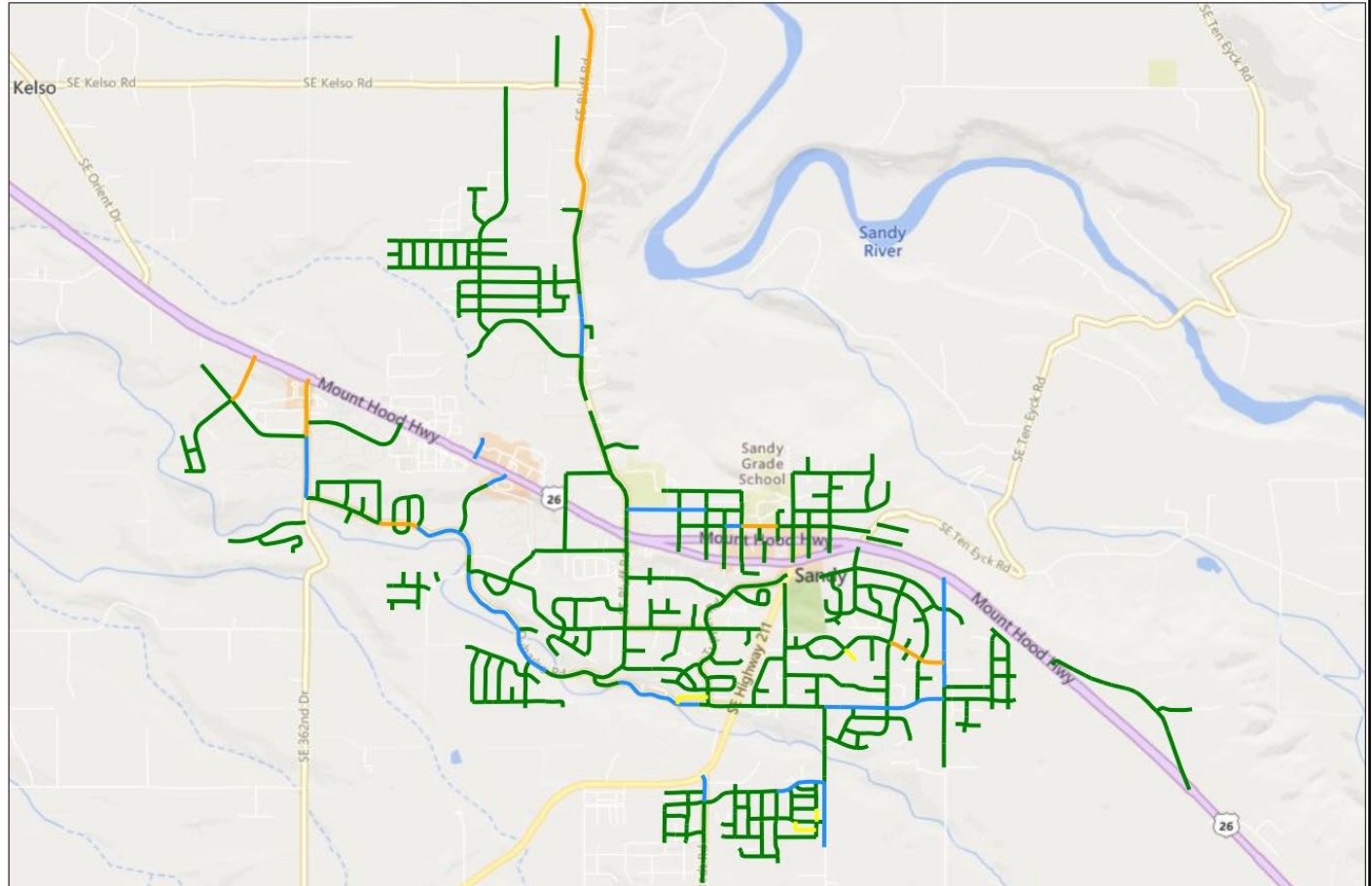
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

(3) Maintain Current PCI (80) - 2025 Project Period - Printed: 12/8/2020

## Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





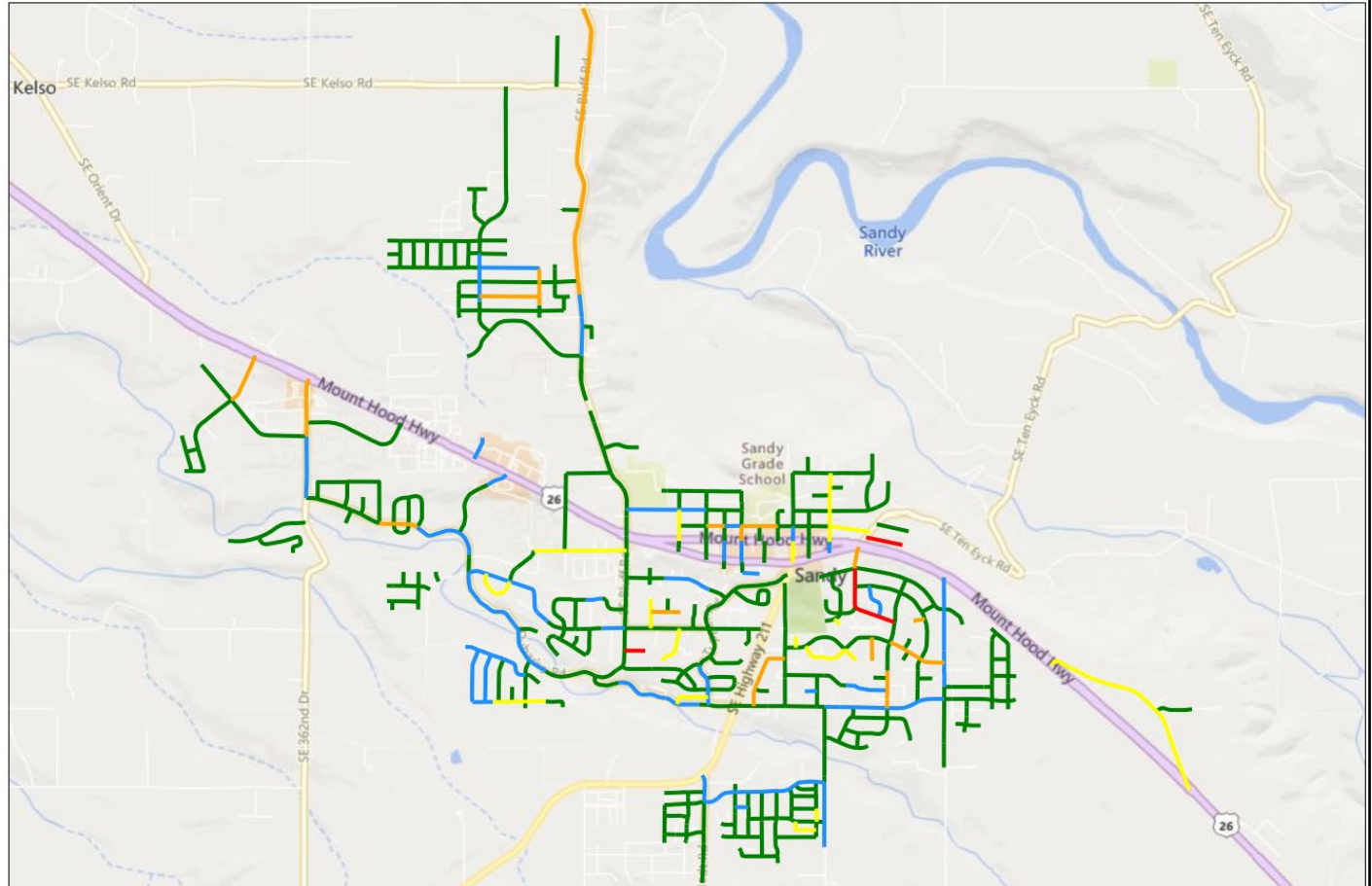
CITY OF SANDY  
39250 Pioneer Blvd  
Sandy, OR 97055  
(503) 668-5533

# Scenario PCI Condition

## (4) Zero Funding - 2025 Project Period - Printed: 12/8/2020

### Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



# Budget Scenarios

Average yearly budget	\$686,339 (1-Unconstrained)	\$250,000 (2-Current Funding)	\$500,000 (3-Maintain Current PCI)	\$0 (4-Zero Funding)
Total budget for 5 years	\$3.43 million	\$1.25 million	\$2.50 million	\$0
Current PCI	80	80	80	80
Current % in 'Good' condition	77.9%	77.9%	77.9%	77.9%
PCI after 5 years (change)	81 (+1)	77 (-3)	80 (0)	72 (-8)
Backlog after 5 years	\$0	\$1.92 million	\$0.78 million	\$3.03 million
% 'Good' in 5 years	86.7%	78.7%	83.4%	66.0%
% 'Fair' in 5 years	12.4%	14.4%	12.4%	24.8%
% 'Poor' in 5 years	0.9%	5.6%	4.2%	8.0%
% 'Very Poor' in 5 years	0.0%	1.3%	0.0%	1.3%

# QUESTIONS?

(503) 689-1330

[WWW.CAPITOLASSET.NET](http://WWW.CAPITOLASSET.NET)

Joel Conder  
Capitol Asset & Pavement Services



Existing 12" Sewer

SE 362ND AVENUE

PROPERTY #1  
36145 HIGHWAY 26

PROPERTY #2  
36405 HIGHWAY 26

PROPERTY #2  
36405 HIGHWAY 26

PROPERTY #4  
163220 ROYAL LANE

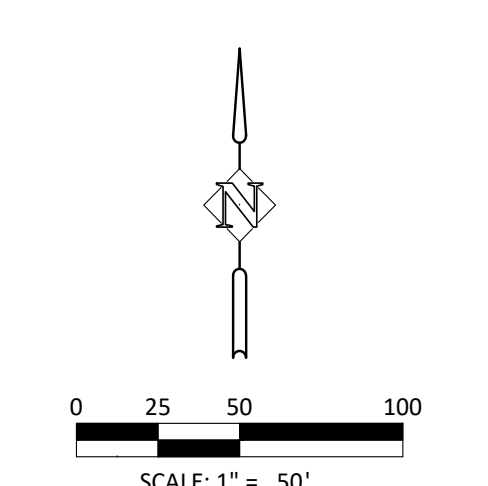
PROPERTY #5  
16210 ROYAL LANE

PROPERTY #6  
16200 ROYAL LANE

Existing 12" Water

BELL STREET

PROPERTY #3  
16370 ROYAL LANE



ALTERNATE 3 - PLAN  
DATE: 1/26/2021  
SDY-06  
jse



**MINUTES**  
**City Council Meeting**  
**Monday, June 7, 2021 6:00 PM**

**COUNCIL/COMMISSION**  
**PRESENT:**

Stan Pulliam, Mayor; Jeremy Pietzold, Council President; Laurie Smallwood, Councilor; Richard Sheldon, Councilor; Kathleen Walker, Councilor; Carl Exner, Councilor; Don Hokanson, Councilor; Steven Hook, Commissioner; Hollis MacLean-Wenzel, Commissioner; Jan Lee, Commissioner; Ron Lesowski, Commissioner; Chris Mayton, Commissioner; and Don Carlton, Commissioner

**COUNCIL/COMMISSION**  
**ABSENT:**

Jerry Crosby, Commissioner

**STAFF PRESENT:**

Jordan Wheeler, City Manager; Jeff Aprati, City Recorder; Shelley Denison, Associate Planner; Ernie Roberts, Police Chief; Tyler Deems, Deputy City Manager / Finance Director; Greg Brewster, IT/SandyNet Director; Kelly O'Neill, Development Services Director; Mike Walker, Public Works Director; Emily Meharg, Senior Planner; and Sarah McIntyre, Library Director

**MEDIA PRESENT:**

Sandy Post

**1. Joint City Council / Planning Commission Work Session - 6:00 p.m.**

**1.1. Development Code Amendment Priorities**

Staff Report - 0436

The **City Manager** and **Development Services Director** presented an overview of the staff report in the agenda packet. Staff asked for direction on the following questions:

- Consensus on removing the Planned Development chapter from the code.
- Policy direction regarding variances, SandyStyle design deviations, zone changes, and comprehensive plan amendments.
- Consensus on code amendment priorities.

The Council and Planning Commission discussed the following issues:

- Bills currently under consideration by the State Legislature
- Pending changes to minimum lot sizes
- Application of clear and objective principles to development standards
- Practicality of dividing lots with respect to duplexes

- The need to focus efforts on matters the City can control
- The degree to which the City should collaborate with developers, the importance of consistency, and the need for additional housing
- The urgency of revising tree preservation requirements in the city code
- Advantages of Sandy Style
- Whether to remove planned developments from the code
- The importance of a clear municipal code oriented toward what is best for the community, not necessarily developers
- Urgency of addressing clear and objective shortcomings in the code, particularly as they may relate to potentially problematic development
- Importance of building code updates for fire suppression and other emergency preparedness
- Opportunities for innovative planning approaches combining residential and commercial
- The degree to which decisions can be made at the staff level versus Planning Commission
- The urgency of amending the code, even in advance of other efforts such as updating the Comprehensive Plan

It was the consensus of the Council and Planning Commission that Planned Developments (SMC 17.64) should be removed from the code, and that priority should be given to amending chapters 15.04, 15.32, and 17.86 this year. The clear and objective issues in the code, particularly in 17.86 and 17.84, should be resolved as soon as practicable.

1.2. **Draft Parks and Trails Master Plan Update**

Staff Report - 0430

Tracy Johnson with ESA delivered a presentation regarding the Parks and Trails Master Plan update process. The presentation slides were included in the agenda packet.

The Council and Planning Commission discussed the following issues related to the plan update:

- Needed amendments to the fee in lieu process, including economic considerations and the appropriateness of the fee amount vis a vis the City's goals
- Possible changes to the fee in lieu process, including more involvement and decision making at the staff level
- History and intentions of the fee in lieu process
- Whether fee in lieu changes can be indexed to account for changes in the market



- History of the park acquisition process and the role of the Parks and Trails Advisory Board
- The City's discretion regarding requiring fee in lieu versus land dedication and the importance of being able to enforce the City's code in the context of clear and objective imperatives
- The process for updating system development charges

**2. City Council Regular Meeting - Immediately Following Urban Renewal Agency Meeting**

**3. Pledge of Allegiance**

**4. Roll Call**

**5. Changes to the Agenda**

**6. Public Comment**  
(none)

**7. Response to Previous Public Comments**  
(none)

**8. Consent Agenda**

8.1. City Council Minutes: May 17, 2021

8.2. Renewal of Intergovernmental Agreements for Diversion Services and Safety Communications Services

Staff Report - 0434

It was noted that on the proposed intergovernmental agreement with the City of Lake Oswego, Sandy was inadvertently listed twice on the payment schedule (Exhibit B). The line showing amounts of \$1,700 and \$1,900 is correct; the other may be disregarded as a typographical error.

8.3. Library Loan Extension  
Resolution 2021-12

Staff Report - 0424

**Moved by Kathleen Walker, seconded by Richard Sheldon**

***Approve the Consent Agenda as amended.***

CARRIED. 7-0

9. Resolutions

9.1. **PUBLIC HEARING: 2021-23 Budget Adoption (City of Sandy) & Use of State**

**Shared Revenue**

Resolution 2021-14

Resolution 2021-15

Staff Report - 0429

**Abstentions / Conflicts of Interest**

**Councilor Walker** declared a conflict of interest related to her spouse's employment as a member of City Staff, and indicated she would abstain from voting on the Public Works funds contained in the budget.

**Staff Report**

The **Deputy City Manager** summarized the staff report that was included in the agenda packet.

**Public Testimony**

none

**Moved by Jeremy Pietzold, seconded by Carl Exner**

*Close the public hearing*

CARRIED. 7-0

**Moved by Jeremy Pietzold, seconded by Richard Sheldon**

***Adopt Resolution 2021-14***

CARRIED. 7-0

**Moved by Carl Exner, seconded by Laurie Smallwood**

***Approve the appropriations for the Street, Water, Sewer, and Stormwater Funds in Resolution No. 2021-15***

CARRIED. 6-0

**Moved by Jeremy Pietzold, seconded by Laurie Smallwood**

***Approve all remaining elements of Resolution No. 2021-15, A Resolution Adopting the Biennium 2021-23 Budget, Making Appropriations, and Levying Taxes***

**CARRIED. 7-0**

**10. Old Business**

**10.1. PUBLIC HEARING: Master Fee Schedule Update**

Staff Report - 0432

**Abstentions / Conflicts of Interest**

**Councilor Walker** declared a conflict of interest related to her spouse's employment as a member of City Staff and indicated she would abstain.

**Staff Report**

The **Deputy City Manager** summarized the staff report that was included in the agenda packet. Doug Gabbard and Zech Hazel with FCS Group provided an overview of the updated rate models and considerations regarding the City's WIFIA application.

**Public Comments**

none

The Council discussed the following issues regarding WIFIA:

- WIFIA approval process and the City's prospects
- Financing opportunities up to 80% of project costs
- Potential leverage of SRF funds

The Council discussed the following issues regarding park fees:

- Logistical and staffing challenges related to reserving park structures
- Public safety staffing costs related to demonstrations in public spaces

**Moved by Don Hokanson, seconded by Laurie Smallwood**

***Continue the public hearing to June 21, 2021 and keep the record open for further public comment***

**CARRIED. 6-0**

**10.2. Water Supply Options - Discussion and Staff Recommendation**

Staff Report - 0435

The **City Manager** summarized the staff report contained in the agenda packet.

The Council discussed the following issues:

- The local control advantages of building our own treatment plant
- The advantages to developing multiple water sources for redundancy
- The importance of exploring groundwater as an additional source

**11. New Business**

**11.1. Pool Exploratory Task Force Appointments**

Staff Report - 0431

The **City Recorder** summarized the staff report contained in the agenda packet.

**Councilor Hokanson** thanked everyone for their interest in the effort.

**Moved by Don Hokanson, seconded by Richard Sheldon**

***Appoint Councilor Exner, Councilor Hokanson, Councilor Walker, Kacie Bund, Grant Hayball, Meagan Lancaster, Jan Sharman, Blake Smith, and Mark Smith to the Pool Exploratory Task Force.***

**CARRIED. 7-0**

**11.2. Library Advisory Board Appointments**

Staff Report - 0427

The **Library Director** summarized the staff report contained in the agenda packet.

**Moved by Kathleen Walker, seconded by Don Hokanson**

***Appoint Cheyenne Holliday and Bethany Shultz to Library Advisory Board Seats 7 and 3, respectively, to represent the Unincorporated and City residents of the Sandy Service Area.***

**CARRIED. 7-0**

11.3. **Contract Approval: Government Relations Services**

Staff Report - 0426

The **City Manager** summarized the staff report contained in the agenda packet.

The Council discussed the following issues:

- How the City will determine the value realized from this relationship
- The candor the City can expect from Pac/West regarding the likelihood of securing project funding
- Upcoming legislation regarding land use regulation

**Moved by Jeremy Pietzold, seconded by Kathleen Walker**

***Authorize the City Manager to sign the contract with Pac/West Lobby Group.***

**CARRIED. 7-0**

12. **Report from the City Manager**

- Referenced the upcoming transition to in-person hybrid Council meetings, and referred to the current OHA guidance regarding face coverings and verification of vaccine status. **Mayor Pulliam** indicated he will decline to exclude individuals on such grounds from meetings over which he presides.
- Upcoming meeting regarding fire safety planning
- Intention to pause the Arts Advisory Board restart process due to lack of applications and lack of staff capacity. Staff will find ways to involve those who have applied so far in the interim to ensure they remain engaged.

13. **Committee /Council Reports**

**Councilor Sheldon**

- Appreciation for staff report quality

**Councilor Exner**

- Thanks and appreciation for SandyNet

**Councilor Walker**

- Example of the new Larkspur community center in Bend
- Desire for a broader scope for the Pool Exploratory Task Force
- Upcoming consideration of the Parks Master Plan update
  - Would like to see added to the update: the other half of Deer Point park, and refinement of the site plan for the Community Campus

**Councilor Hokanson**

none

**Councilor Smallwood**

none

**Council President Pietzold**

- Recap of the recent Economic Development Advisory Board meeting
- Additional history and context on the City's water supply decisions in previous years
- Importance of collaboration with the Planning Commission

**Mayor Pulliam**

- Thanks for the productive budget process
- In-person hybrid meetings beginning on June 21st
- Importance of returning to regular public access at City Hall, particularly regarding meetings with city staff
- Designation of Councilor Smallwood as liaison to the Comprehensive Plan update project
- Camo Con will take place in November
- Birthday wishes for MacKensey Pulliam

**14. Staff updates**

14.1. [Monthly Reports](#)

**15. Adjourn**

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Mayor, Stan Pulliam

---

City Recorder, Jeff Aprati



## Staff Report

---

**Meeting Date:** June 21, 2021

**From** Tyler Deems, Deputy City Manager / Finance Director

**SUBJECT:** Professional Audit Services

---

### **BACKGROUND:**

ORS 297.425 requires that all municipalities be audited and reviewed at least once each fiscal year. This applied to both the City of Sandy and the Sandy Urban Renewal Agency. In addition, Federal law requires a Single Audit for entities that expend \$750,000 or more of federal funds during any given fiscal year. For nearly 20 years, the City has contracted with Merina & Co. to provide these important auditing services.

On April 7, 2021, the City was notified by Merina & Co.'s Managing Partner, Tonya Moffitt, that their firm could no longer provide audit services to the City of Sandy due to the length of our existing relationship. It is best practice for cities to rotate auditing firms periodically. As such, the City drafted a request for proposals (RFP) for professional audit services. Proposals were due May 28, 2021. Staff received one proposal.

Talbot, Korvola & Warwick, LLP (TKW) was the only firm to provide a proposal for professional audit services. While we had hoped to receive more than one proposal, TWK is an excellent firm, having provided audit services in Oregon since 1987. Current clients of TKW include the cities of Beaverton, Hillsboro, Lincoln City, and Sherwood. The Cities of Lake Oswego and Milwaukie were also clients of TKW in the recent past.

It's common to have three or five year agreements with auditing firms. Staff indicated in the RFP that a three year agreement was preferable. The total not to exceed cost for the three years is \$176,000. Below is a detail by fiscal year:

- FY 2021 - \$57,000
- FY 2022 - \$58,720
- FY 2023 - \$60,480

It is possible that these costs could come in lower, depending on the number of hours it takes to complete the actual audit. While no single year expense requires Council approval, the total not to exceed value of the agreement is in excess of \$100,000, thus requiring Council approval.

### **BUDGETARY IMPACT:**

The not to exceed cost of the next two fiscal year audits is \$115,720. The Finance Department has \$100,000 budgeted for contractual services for the upcoming biennium, with another \$60,000 in contingency to cover the additional expense.

**RECOMMENDATION:**

Staff recommends that Council authorize the staff to enter into an agreement with TKW to provide professional audit services.

**SUGGESTED MOTION:**

"I make a motion to authorize the City Manager and Deputy City Manager/Finance Director to enter into an agreement with Talbot, Korvola & Warwick, LLP to provide professional audit services."

**LIST OF ATTACHMENTS/EXHIBITS:**

- Merina & Co. Termination Letter
- TKW Contract





7624 SW Mohawk Street  
Tualatin, OR 97062  
www.merina.com  
503.723.0300

**MERINA+CO**

April 7, 2021

Tyler Deems, Deputy City Manager  
City of Sandy  
39250 Pioneer Blvd  
Sandy, OR 97055

Dear Mr. Deems:

As we have completed the fiscal year ended June 30, 2020 audit for the City of Sandy, we wanted to inform you that we do not intend to pursue further audit service for the City at this time. It is best practice for Cities to rotate audit firms periodically. Having audited the City for several years, we feel that this decision is in the City's and our best interest.

You should take steps to retain a new accounting firm for the fiscal year ending June 30, 2021.

We have appreciated your business. We look forward to helping you make a smooth transition with your new auditors.

Sincerely,

Tonya Moffitt, CPA  
Partner  
Merina & Company, LLP

**PERSONAL SERVICES AGREEMENT  
WITH THE CITY OF SANDY, OR  
FOR AUDIT SERVICES**

THIS AGREEMENT made and entered into this 21<sup>st</sup> day of June 2021, by and between the City of Sandy, a municipal corporation of the State of Oregon, hereinafter called City, and Talbot, Korvola & Warwick, LLP, hereinafter called Firm.

**RECITALS**

WHEREAS City has need for the services of a person or an entity with particular training, ability, knowledge, and experience as possessed by Firm, and

WHEREAS City has determined that Firm is qualified and capable of performing the professional services as City does hereinafter require, under those terms and conditions set forth,

THEREFORE the Parties agree as follows:

**1. SERVICES TO BE PROVIDED**

Firm shall provide services as specified in the Scope of Work, a copy of which is attached hereto, labeled Exhibit A and hereby incorporated by reference. Firm shall initiate services immediately upon receipt of City's notice to proceed, together with an executed copy of this Agreement.

**2. EFFECTIVE DATE AND DURATION**

This Agreement shall become effective upon the date of execution, and shall expire, unless otherwise terminated or extended, by December 31, 2023. All work under this Agreement shall be completed prior to the expiration of this Agreement.

This Agreement shall be for a term of three years, to complete the audit of three (3) individual fiscal years, commencing with auditing services for the fiscal year ending June 30, 2021. The contract may be renewed annually at the option of the City, for two successive years. Any renewal shall be upon the same original terms and provisions, provided however that the fees and "not-to-exceed" amounts may be increased as set forth in the Payment section below. Renewal shall be given in writing by the City between the period of February 1 and March 1 prior to the expiration of the original term or each renewal period.

**3. COMPENSATION**

The City hereby affirms that for the first year of this Contract proper provision for the payment of the fee has been or will be duly made and that funds for the payment thereof are or will be made legally available; however, as to future years, this Contract is subject to appropriation of funds sufficient to finance costs of the contract through the City's budget process.

A. Amount of Payment

Firm shall be compensated for all goods, materials, expenses, and services as follows: payment based on the lump-sum contract price and Firm schedule, as set forth in Section 11 of Exhibit B, provided however that the contract amount shall not exceed:

1. \$ 57,000 for FY 2020-21
2. \$ 58,720 for FY 2021-22
3. \$ 60,480 for FY 2022-23

Payment shall be based upon the following applicable terms:

- A. Payment by City to Firm for performance of services under this Agreement includes all expenses incurred by Firm, with the exception of expenses, if any identified in this Agreement as separately reimbursable.
- B. Payment will be made in installments based on Firm's invoice, subject to the approval of the City Manager, or designee, and not more frequently than monthly. Payment shall be made only for work actually completed as of the date of invoice.
- C. Payment by City shall release City from any further obligation for payment to Firm, for services performed or expenses incurred as of the date of the invoice. Payment shall not be considered acceptance or approval of any work or waiver of any defects therein.
- D. Where applicable, Firm must make payment promptly as due to persons supplying Firm labor or materials for the execution of the work provided by this order. Firm must pay all contributions or amounts due from Firm to the Industrial Accident Fund incurred in the performance of this order. Firm shall not permit any lien or claim to be filed or prosecuted against City or any subdivision of City on account of any labor or material to be furnished. Firm further agrees to pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.
- E. If Firm fails, neglects, or refuses to make prompt payment of any claim for labor or services furnished to Firm or a subcontractor by any person as such claim becomes due, City's Finance Director may pay such claim and charge the amount of the payment against funds due or to become due the Firm. The payment of the claim in this manner shall not relieve Firm or their surety from obligation with respect to any unpaid claims.
- F. If labor is performed under this order, then no person shall be employed for more than eight (8) hours in any one day, or forty (40) hours in any one week, except in cases of necessity, or emergency or where the public policy absolutely requires it, and in such cases, except cases of contracts for personal services as defined in ORS 279A.055, the labor shall be paid at least time and a half for all overtime in excess of eight (8) hours a day and for all work performed on Saturday and on any legal

holidays as specified in ORS 279B.020. In cases of contracts for personal services as defined in ORS 279A.055, any labor shall be paid at least time and a half for all hours worked in excess of forty (40) hours in any one week, except for those individuals excluded under ORS 653.010 to 653.260 or under 29 USC SS 201-209.

- G. Firm shall promptly, as due, make payment to any person, co-partnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention incident to sickness or injury to the employees of Firm or all sums which Firm agrees to pay for such services and all moneys and sums which Firm collected or deducted from the wages of employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

**4. OWNERSHIP OF WORK PRODUCT**

City shall be the owner of and shall be entitled to possession of any and all work products of Firm which result from this Agreement, including any computations, plans, correspondence or pertinent data and information gathered by or computed by Firm prior to termination of this Agreement by Firm or upon completion of the work pursuant to this Agreement. For purposes of this section, "work product" refers to reports and does not include Firm's workpapers.

**5. ASSIGNMENT/DELEGATION**

Neither party shall assign, sublet or transfer any interest in or duty under this Agreement without the written consent of the other and no assignment shall be of any force or effect whatsoever unless and until the other party has so consented. If City agrees to assignment of tasks to a subcontract, Firm shall be fully responsible for the acts or omissions of any subcontractors and of all persons employed by them, and neither the approval by City of any subcontractor nor anything contained herein shall be deemed to create any contractual relation between the subcontractor and City.

**6. STATUS OF FIRM AS INDEPENDENT FIRM**

Firm certifies that:

- A. Firm acknowledges that for all purposes related to this Agreement, Firm is and shall be deemed to be an independent Firm as defined by ORS 670.700 and not an employee of City, shall not be entitled to benefits of any kind to which an employee of City is entitled and shall be solely responsible for all payments and taxes required by law. Furthermore, in the event that Firm is found by a court of law or any administrative agency to be an employee of City for any purpose, City shall be entitled to offset compensation due, or to demand repayment of any amounts paid to Firm under the terms of this Agreement, to the full extent of any benefits or other remuneration Firm receives (from City or third party) as a result of said finding and to the full extent of any payments that City is required to make (to Firm or to a third party) as a result of said finding.
- B. The undersigned Firm hereby represents that no employee of the City, or any partnership or corporation in which a City employee has an interest, has or will receive any remuneration of any description from Firm, either directly or indirectly,

in connection with the letting or performance of this Agreement, except as specifically declared in writing.

If this payment is to be charged against Federal funds, Firm certifies that he/she is not currently employed by the Federal Government and the amount charged does not exceed his or her normal charge for the type of service provided.

Firm and its employees, if any, are not active members of the Oregon Public Employees Retirement System and are not employed for a total of 600 hours or more in the calendar year by any public employer participating in the Retirement System.

- C. Firm certifies that it currently has a City business license or will obtain one prior to delivering services under this Agreement.
- D. Firm is not an officer, employee, or agent of the City as those terms are used in ORS 30.265.

**7. INSURANCE**

Firm and its subcontractors shall maintain insurance acceptable to City in full force and effect throughout the term of this contract. Such insurance shall cover all activities of the Firm arising directly or indirectly out of Firm's work performed hereunder, including the operations of its subcontractors of any tier. Such insurance shall be primary and non-contributory.

The policy or policies of insurance maintained by the Firm and its subcontractor shall provide at least the following limits and coverages:

- A. Commercial General Liability Insurance  
Firm shall obtain, at Firm's expense, and keep in effect during the term of this contract, Commercial General Liability Insurance covering Bodily Injury and Property Damage on an "occurrence" form. This coverage shall include Contractual Liability insurance for the indemnity provided under this contract. The following insurance will be carried:

<u>Coverage</u>	<u>Limit</u>
General Aggregate	3,000,000
Products-Completed Operations Aggregate	3,000,000
Personal & Advertising Injury	3,000,000
Each Occurrence	2,000,000
Fire Damage (Any one fire)	500,000
Medical Expense (Any one person)	5,000

- B. Commercial Automobile Insurance  
Firm shall also obtain, at Firm's expense, and keep in effect during the term of this contract, Commercial Automobile Liability coverage including coverage for all owned, hired, and non-owned vehicles. The Combined Single Limit per occurrence shall not be less than \$2,000,000.

- C. Professional Liability Insurance  
Firm shall obtain, at Firm's expense, and keep in effect during the term of this contract, Professional Liability Insurance covering any damages caused by an error, omission or any negligent acts. Combined single limit per occurrence shall not be less than \$2,000,000. Annual aggregate limit shall not be less than \$2,000,000.
- D. Workers' Compensation Insurance  
The Firm, its subcontractors, if any, and all employers providing work, labor or materials under this Contract who are subject employers under the Oregon Workers' Compensation Law and shall comply with ORS 656.017, which requires them to provide workers' compensation coverage that satisfies Oregon law for all their subject workers. Out-of-state employers must provide workers' compensation coverage for their workers that comply with ORS 656.126. Employer's Liability Insurance with coverage limits of not less than \$500,000 each accident shall be included.
- E. Additional Insured Provision  
The Commercial General Liability Insurance and Commercial Automobile Insurance policies and other policies the City deems necessary shall include the City, its officers, directors, employees and volunteers as additional insureds with respect to this contract.
- F. Notice of Cancellation  
There shall be no cancellation, material change, exhaustion of aggregate limits or intent not to renew insurance coverage without 30 days written notice to the City. Any failure to comply with this provision will not affect the insurance coverage provided to the City. The certificates of insurance provided to the City shall state that the insurer shall endeavor to provide 30 days' notice of cancellation to the City.
- G. Insurance Carrier Rating  
Coverages provided by the Firm must be underwritten by an insurance company deemed acceptable by the City. The City reserves the right to reject all or any insurance carrier(s) with an unacceptable financial rating.
- H. Certificates of Insurance  
As evidence of the insurance coverage required by the contract, the Firm shall furnish a Certificate of Insurance to the City. No contract shall be effected until the required certificates have been received and approved by the City. The certificate will specify and document all provisions within this contract. A renewal certificate will be sent to the above address 10 days prior to coverage expiration.

Certificates of Insurance should read "Insurance certificate pertaining to contract for audit services. The City of Sandy, its officers, directors and employees shall be added as additional insureds with respects to this

contract. A notation stating that “Insured coverage is primary” shall appear in the description portion of certificate.

- I. Independent Firm Status  
The service or services to be rendered under this contract are those of an independent Firm. Firm is not an officer, employee, or agent of the City as those terms are used in ORS 30.265.
- J. Primary Coverage Clarification  
The parties agree that Firm’s coverage shall be primary to the extent permitted by law. The parties further agree that other insurance maintained by the City is excess and not contributory insurance with the insurance required in this section.
- K. Cross-Liability Clause  
A cross-liability clause or separation of insureds clause will be included in the general liability policy.

Firm’s insurance policy shall contain provisions that such policies shall not be cancelled or their limits of liability reduced without thirty (30) days prior notice to City. A copy of each insurance policy, certified as a true copy by an authorized representative of the issuing insurance company, or at the discretion of City, in lieu thereof, a certificate in form satisfactory to City certifying to the issuance of such insurance shall be forwarded to:

Tyler Deems City of Sandy 39250 Pioneer Blvd Sandy, Oregon 97055	Phone: 503-826-1079 Email: tdeems@ci.sandy.or.us
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Such policies or certificates must be delivered prior to commencement of the work.

The procuring of such required insurance shall not be construed to limit Firm’s liability hereunder. Notwithstanding said insurance, Firm shall be obligated for the total amount of any damage, injury, or loss caused by negligence or neglect connected with this contract.

**8. METHOD & PLACE OF SUBMITTING NOTICE, BILLS AND PAYMENTS**

All notices, bills and payments shall be made in writing and may be given by personal delivery, mail or by fax. Payments may be made by personal delivery, mail, or electronic transfer. The following addresses shall be used to transmit notices, bills, payments, and other information:

<b>City of Sandy</b>	<b>Talbot, Korvola &amp; Warwick, LLP</b>
Attn: Finance Department	Attn: Tim Gillette
39250 Pioneer Blvd	14945 SW Sequoia Parkway, Suite 150
Sandy, OR 97055	Portland, OR 97224
Phone: 503-826-1079	Phone: 503-274-2849

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Fax: 503-668-8714  
Email: tdeems@ci.sandy.or.us

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Fax: 503-274-2853  
Email: tgillette@tkw.com

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and when so addressed, shall be deemed given upon deposit in the United States mail, postage prepaid, or when so faxed, shall be deemed given upon successful fax. In all other instances, notices, bills and payments shall be deemed given at the time of actual delivery. Changes may be made in the names and addresses of the person to who notices, bills and payments are to be given by giving written notice pursuant to this paragraph.

**9. MERGER**

This writing is intended both as a final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement. No modification of this Agreement shall be effective unless and until it is made in writing and signed by both parties.

**10. TERMINATION WITHOUT CAUSE**

At any time and without cause, City shall have the right, in its sole discretion, to terminate this Agreement by giving notice to Firm. If City terminates the contract pursuant to this paragraph, it shall pay Firm for services rendered to the date of termination.

**11. TERMINATION WITH CAUSE**

a. City may terminate this Agreement effective upon delivery of written notice to Firm, or at such later date as may be established by City, under any of the following conditions:

- i. If City funding from federal, state, local, or other sources is not obtained and continued at levels sufficient to allow for the purchase of the indicated quantity of services. This Agreement may be modified to accommodate a reduction in funds.
- ii. If federal or state regulations or guidelines are modified, changed, or interpreted in such a way that the services are no longer allowable or appropriate for purchase under this Agreement.
- iii. If any license or certificate required by law or regulation to be held by Firm, its subcontractors, agents, and employees to provide the services required by this Agreement is for any reason denied, revoked, or not renewed.
- iv. If Firm becomes insolvent, if voluntary or involuntary petition in bankruptcy is filed by or against Firm, if a receiver or trustee is appointed for Firm, or if there is an assignment for the benefit of creditors of Firm.

Any such termination of this agreement under paragraph (a) shall be without prejudice to any obligations or liabilities of either party already accrued prior to such termination.

B. City, by written notice of default (including breach of contract) to Firm, may terminate the whole or any part of this Agreement:



- 1) If Firm fails to provide services called for by this agreement within the time specified herein or any extension thereof, or
- 2) If Firm fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this agreement in accordance with its terms, and after receipt of written notice from City, fails to correct such failures within ten (10) days or such other period as City may authorize.

The rights and remedies of City provided in the above clause related to defaults (including breach of contract) by Firm shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Agreement.

If City terminates this Agreement under paragraph (B), Firm shall be entitled to receive as full payment for all services satisfactorily rendered and expenses incurred, an amount which bears the same ratio to the total fees specified in this Agreement as the services satisfactorily rendered by Firm bear to the total services otherwise required to be performed for such total fee; provided, that there shall be deducted from such amount the amount of damages, if any, sustained by City due to breach of contract by Firm. Damages for breach of contract shall be those allowed by Oregon law, reasonable and necessary attorney fees, and other costs of litigation at trial and upon appeal.

**12. ACCESS TO RECORDS**

City shall have access to such books, documents, papers and records of Firm as are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts and transcripts.

**13. FORCE MAJEURE**

Neither City nor Firm shall be considered in default because of any delays in completion and responsibilities hereunder due to causes beyond the control and without fault or negligence on the part of the parties so disenabled, including but not restricted to, an act of God or of a public enemy, civil unrest, volcano, earthquake, fire, flood, epidemic, quarantine restriction, area-wide strike, freight embargo, unusually severe weather or delay of subcontractor or supplies due to such cause; provided that the parties so disenabled shall within ten (10) days from the beginning of such delay, notify the other party in writing of the cause of delay and its probable extent. Such notification shall not be the basis for a claim for additional compensation. Each party shall, however, make all reasonable efforts to remove or eliminate such a cause of delay or default and shall, upon cessation of the cause, diligently pursue performance of its obligation under the Agreement.

**14. NON-WAIVER**

The failure of City to insist upon or enforce strict performance by Firm of any of the terms of this Agreement or to exercise any rights hereunder should not be construed as a waiver or relinquishment to any extent of its rights to assert or rely upon such terms or rights on any future occasion.

**15. NON-DISCRIMINATION**

Firm agrees to comply with all applicable requirements of federal and state civil rights and rehabilitation statutes, rules, and regulations. Firm also shall comply with the Americans with Disabilities Act of 1990, ORS 659A.142, and all regulations and administrative rules established pursuant to those laws.

**16. ERRORS**

Firm shall perform such additional work as may be necessary to correct errors in the work required under this Agreement without undue delays and without additional cost.

**17. EXTRA (CHANGES) WORK**

Only Tyler Deems, Deputy City Manager/Finance Director may authorize extra (and/or change) work. Failure of Firm to secure authorization for extra work shall constitute a waiver of all right to adjustment in the contract price or contract time due to such unauthorized extra work and Firm thereafter shall be entitled to no compensation whatsoever for the performance of such work.

**18. WARRANTIES**

All work shall be guaranteed by Firm for a period of one year after the date of final acceptance of the work by the owner. Firm warrants that all practices and procedures, workmanship and materials shall be the best available unless otherwise specified in the profession. Neither acceptance of the work nor payment therefore shall relieve Firm from liability under warranties contained in or implied by this Agreement.

**19. ATTORNEY'S FEES**

In case suit or action is instituted to enforce the provisions of this contract, the parties agree that the losing party shall pay such sum as the court may adjudge reasonable attorney fees and court costs, including attorney's fees and court costs on appeal.

**20. GOVERNING LAW**

The provisions of this Agreement shall be construed in accordance with the provisions of the laws of the State of Oregon. Any action or suits involving any question arising under this Agreement must be brought in the appropriate court of the State of Oregon.

**21. COMPLIANCE WITH STATE AND FEDERAL LAWS/RULES**

Firm shall comply with all applicable federal, state and local laws, rules and regulations, including, but not limited to, the requirements concerning working hours, overtime, medical care, workers compensation insurance, health care payments, payments to employees and subcontractors and income tax withholding contained in ORS Chapters 279A and 279B, the provisions of which are hereby made a part of this agreement.

**22. CONFLICT BETWEEN TERMS**

It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this instrument in the proposal of the contract, this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

**23. AUDIT**

Firm shall maintain records to assure conformance with the terms and conditions of this Agreement, and to assure adequate performance and accurate expenditures within the contract period. Firm agrees to permit City, the State of Oregon, the federal government, or their duly authorized representatives to audit all records pertaining to this Agreement to assure the accurate expenditure of funds.

**24. SEVERABILITY**

In the event any provision or portion of this Agreement is held to be unenforceable or invalid by any court of competent jurisdiction, the validity of the remaining terms and provisions shall not be affected to the extent that it did not materially affect the intent of the parties when they entered into the agreement.

**25. PUBLICATION RIGHTS/RIGHTS IN DATA**

All material contained in the CAFR and related reports (graphics, photos, etc.), prepared by the City are the property of the City. The auditors' reports are the property of Firm; the City may reproduce and distribute the reports, or any part thereof, in such form as the City desires, but will inform Firm if such reports are to be used in offering documents or similar materials and obtain the written permission of Firm to do so.

Firm shall not publish any of the results of the work without the prior written permission of the City. All original written material and other documentation, including background data, documentation, and staff work that is preliminary to final reports, originated and prepared for the City pursuant to this contract, is exclusively the property of Firm.

Material already in Firm possession, independently developed by Firm outside the scope of this contract or rightfully obtained by Firm from third parties, shall belong to Firm.

**26. AMENDMENT AND COMPLETE AGREEMENT**

This Agreement and attached exhibits constitutes the entire Agreement between the parties. No waiver, consent, modification, or change of terms of this Agreement shall bind either party unless in writing and signed by both parties. Such waiver, consent, modification, or change if made, shall be effective only in specific instances and for the specific purpose given. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. Firm, by the signature of its authorized representative, hereby acknowledges that he has read this Agreement, understands it and agrees to be bound by its terms and conditions.

IN WITNESS WHEREOF, City has caused this Agreement to be executed by its duly authorized undersigned officer and Firm has executed this Agreement on the date hereinabove first written.

**Talbot, Korvola & Warwick, LLP**

**CITY OF SANDY**

By<sup>1</sup>: \_\_\_\_\_  
Tim Gелlette, Partner

\_\_\_\_\_  
Tyler Deems

Date: \_\_\_\_\_

Date: \_\_\_\_\_  
Deputy City Manager/Finance Director

Talbot, Korvola & Warwick, LLP  
14945 SW Sequoia Parkway, Suite 150  
Portland, OR 97224

\_\_\_\_\_  
Jordan Wheeler

Employer ID #<sup>2</sup>:

Date: \_\_\_\_\_  
City Manager

Check one:

- Sole Proprietor \_\_\_\_\_
- Partnership \_\_\_\_\_
- Corporation \_\_\_\_\_
- Limited Liability Company \_\_\_\_\_
- Limited Liability Partnership \_\_\_\_\_
- Other: \_\_\_\_\_

City of Sandy  
39250 Pioneer Blvd  
Sandy, Oregon 97055

Date Authorized by Council, if applicable:

APPROVED AS TO FORM:

\_\_\_\_\_  
CITY ATTORNEY

<sup>1</sup> The individual signing on behalf of Firm hereby certifies and swears under penalty of perjury: (a) the number shown on this form is Firm's correct taxpayer identification; (b) Firm is not subject to backup withholding because (i) Firm is exempt from backup withholding, (ii) Firm has not been notified by the IRS that Firm is subject to backup withholding as a result of a failure to report all interest or dividends, or (iii) the IRS has notified Firm that it is no longer subject to backup withholding; (c) s/he is authorized to act on behalf of Firm, s/he has authority and knowledge regarding Auditor's payment of taxes, and to the best of her/his knowledge, Firm is not in violation of any Oregon tax laws, (d) Firm is an independent contractor as defined in ORS 670.600; and (e) the above data is true and accurate.

<sup>2</sup> Firm's disclosure of Social Security number or Taxpayer Identification number is requested so that the City may comply with federal and state income tax reporting requirements. 5 USC 552a. This contract is subject to public disclosure. You may submit the social security / taxpayer identification number by separate letter to the Finance Director, along with a request that it not be subject to public disclosure. In such event, the City shall only disclose the social security / taxpayer identification number as required by the Oregon Public Records law, ORS 192.502.

## **EXHIBIT A**

### **SCOPE OF WORK**

1. Firm shall conduct an audit of the accounts and fiscal affairs of the City, for the year beginning July 1, 2020, and ending June 30, 2021, and annually thereafter. The Work shall be performed in accordance with:

- a. The *Minimum Standards of Audits of Oregon Municipal Corporations*;
- b. The requirements of Oregon Revised Statutes 297.405 through 297.740, and the associated regulations;
- c. Generally accepted auditing standards, and,
- d. When required, *Government Auditing Standards* prescribed by the Comptroller General of the United States and Office of Management and Budget Subpart F of Title 2 US Code of Federal Regulations (CRF) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), commonly called the "Single Audit".

2. The audit shall be undertaken in order to express an opinion upon the financial statements of the City, and to determine if the City has complied substantially with appropriate legal provisions. The services to be provided are detailed in the Proposal issued by Firm (Page 8 Audit Approach and Methodology – Work Plan).

3. Firm agrees that the services they have contracted to perform under this contract shall be rendered by them or under the personal supervision of an auditor admitted to the Municipal Roster employed by them, and that the work will be faithfully performed with care and diligence.

4. If unusual conditions arise or are encountered during the course of the audit making additional services of Firm necessary, then Firm shall provide written notification of such unusual conditions to the City, who shall instruct Firm of any necessary action to be taken in writing concerning the additional services. The signed copy of the notification and instructions shall be delivered immediately to the Secretary of State by the party issuing the notification.

5. The audit shall start at a mutually agreed upon time after this contract is executed. The audit shall be completed, and all written reports delivered, no later than six months, after the close of the audit year covered by this contract, unless extended by mutual agreement and approved by the Oregon Secretary of State.

6. Adequate copies of the auditors' reports on financial statements and related reports and opinions required by professional standards shall be delivered to the City; the form and content of the reports shall be in accordance with the *Minimum Standards for Audits of Oregon Municipal Corporations*.

7. City acknowledges that it is responsible for ensuring its financial statements fully disclose and fairly present the results of operations for the year under audit and the financial condition at the end of that year. If the City does not prepare and present the financial statements within a reasonable period of time, it is understood Firm shall prepare them for the

City. The cost of preparing such financial statements shall be in addition to the fee for conducting the audit set forth below.

8. All final reports shall be provided in both written and electronic format. Electronic format shall be in a format coordinated with the City and shall be fully compatible with such software programs specified by the City, e.g. Microsoft Word, Microsoft Excel, or such other software program as specified by the City.

9. The Scope of Work is subject to the following restrictions and assumptions:

- a. City's staff shall reasonably cooperate with Firm.
- b. The books are closed, balanced, and reconciled, and that no unexpected circumstances will be encountered during the audit.
- c. City will prepare all financial schedules that it has traditionally prepared, including the Comprehensive Annual Financial Report (Annual Report).
- d. City will print the financial statements, except reports and opinions of Firm, and will prepare all statistical tables for the Annual Report.
- g. If audit or reporting requirements change substantially, the parties will agree to renegotiate audit and assistance fees to allow Firm to meet professional standards without economic harm or benefit, regardless of whether those new requirements reduce or increase Firm's responsibilities.



## Staff Report

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**Meeting Date:** June 21, 2021  
**From** David Snider, Economic Development Manager  
**SUBJECT:** Sandy Enterprise Zone Re-designation

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### **BACKGROUND:**

The Enterprise Zone Program is a Business Oregon program designed to act as an incentive to encourage traded sector companies (i.e. companies that sell a percentage of their goods or services to customers outside of the state of Oregon, like light manufacturers) to build new facilities or expand existing ones in cities, counties and ports throughout the state of Oregon. Enterprise zones typically have a 10-year term, after which they are required to be renewed by statute. The Sandy Enterprise Zone, first established in 2010, is up for renewal at the end of the current fiscal year.

### **Program Utilization:**

We currently have no active Enterprise Zone projects in Sandy. We have attempted to establish active projects in Sandy three times over the last decade – twice with hotel projects that unfortunately never advanced past the planning stages, and once with an existing local manufacturer that did not move forward with the process. Sandy has traditionally had low interest from industrial firms due to the scarcity of industrial lots to develop within city limits.

However, the Economic Development Office has recently contacted Mr. Joey Gambino, owner of Rogue Fabrication, about taking advantage of this program as he constructs his new headquarters on Industrial Way. Mr. Gambino is quite interested in the program and has told us that he intends to apply. City staff believes that this program provides excellent incentives to light manufacturers like Mr. Gambino and intends to use the program to recruit traded sector businesses more aggressively to Sandy in the future.

### **Additional Details on Enterprise Zones:**

Enterprise zones are distinct areas up to 12 square miles in size that are sponsored by one or more local governments. The zones provide a three or five year property tax abatement on new development from companies that meet certain criteria. These tax abatements are intended to induce additional investment and employment in non-retail businesses. A local sponsor can also exercise an option to allow qualified property of hotels, motels, and destination resorts to receive the available tax abatement. The City of Sandy did opt for the hotel option when the zone was established, and staff feels that it is important to keep this option active in Sandy as demand for lodging increases throughout the region.

The enterprise zone exemption is temporary, lasting only three years, after which the property induced by these incentives is available for future assessment. Only new building construction and equipment purchases qualify for enterprise zone incentives – land costs are not eligible for abatement through the program. A qualifying investment also requires increasing the applicant’s permanent, full-time employment in the zone by 10% and maintaining it annually over the course of three years. Wages for new jobs created within the enterprise zone must be at least 150% of the state minimum wage. In some cases, an exemption period of up to five years may be awarded subject to an agreement of the local government sponsoring the zone, a high compensation for new employees, and additional requirements.

**Zone Expansion:**

In addition to re-designating the zone for an additional 10 years (or until the program sunsets in 2025, assuming the Oregon Legislature does not reapprove the program), we have requested the addition of two parcels that have been brought into Sandy city limits since the establishment of the zone. The new boundary map for the re-designated Sandy Enterprise Zone showing the two new lots added to the zone is included as an addendum to this report below (see Exhibit A – zone boundary map).

**Renewal Process:**

Staff has been working with Cindy Moore from the Clackamas County Business & Economic Development Department to move through the process to renew the Sandy Enterprise Zone. The various taxing districts have been notified of the creation of the zone, and a virtual public meeting was held on June 14th to allow the opportunity for taxing districts to express their level of support for the zone.

The next step in the process is approval of the resolution before the Council tonight. The resolution outlines the parameters of the enterprise zone, includes the option to make eligible firms that operate hotels, motels, or destination resorts, and requests approval from the director of Business Oregon to renew the Sandy Enterprise Zone. This resolution, along with supporting documentation and the application will be sent for approval from Business Oregon by July 1, 2021, as required by statute.

**BUDGETARY IMPACT:**

The City of Sandy currently has no active Enterprise Zone applications, so this program has no current budgetary impact with regard to the City. Future projects can provide applicants with a three year abatement of property taxes assessed on any eligible new construction or qualifying equipment, assuming the applicant meets the hiring and pay rate thresholds for the program. There is also a five year abatement available, but the pay rate threshold is significantly high enough that it is unlikely we will see anyone submit an application for this level of abatement. (Land acquisition costs are not eligible for property tax abatement through this program.)

**RECOMMENDATION:**



The recommendation from staff is to approve the resolution re-designating the Sandy Enterprise Zone for another 10 years, including the hotel/motel/destination resort option and the modification of zone boundaries to include the two additional lots identified. The Sandy Enterprise Zone can be a valuable tool to promote economic development for our community, particularly as it pertains to acquiring an additional hotel or destination resort.

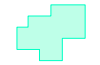



**SUGGESTED MOTION:**

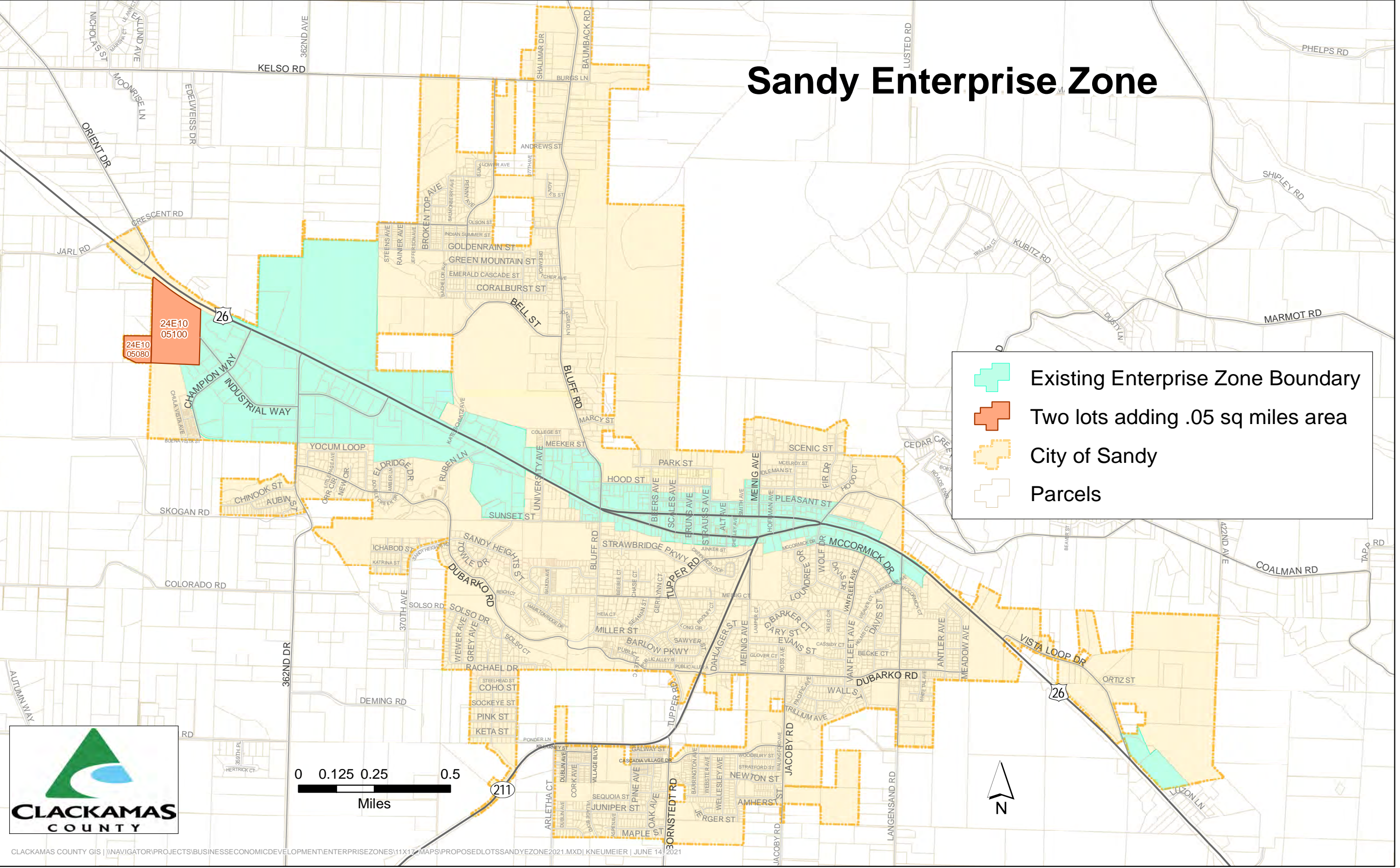
“I move to approve Resolution 2021-17 re-designating the Sandy Enterprise Zone for another 10 years.”

**LIST OF ATTACHMENTS/EXHIBITS:**

Exhibit A – Sandy Enterprise Zone boundary map

# Sandy Enterprise Zone

 Existing Enterprise Zone Boundary  
 Two lots adding .05 sq miles area  
 City of Sandy  
 Parcels



CLACKAMAS COUNTY GIS | \NAVIGATOR\PROJECTS\BUSINESSECONOMICDEVELOPMENT\ENTERPRISEZONES\11\117\MAPS\PROPOSEDLOTSSANDYZONE2021.MXD | KNEUMEIER | JUNE 14, 2021



## Staff Report

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**Meeting Date:** June 21, 2021

**From** Tyler Deems, Deputy City Manager / Finance Director

**SUBJECT:** Master Fee Schedule Update

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### **BACKGROUND:**

All fees that the City of Sandy charges are adopted via resolution and included on the Master Fee Schedule. In 2019 staff began proposing fee adjustments to the Council on a more consistent and regular schedule. This enables us to implement smaller increases under this model, in lieu of large increases after years of making no updates. Attached you will find a summary of all proposed changes.

The Council has previously expressed its desire for additional advertisement of the proposed changes to provide for more opportunity for public input. To facilitate that, staff notified the community of the proposed rate increases via social media and advertised the opportunity to testify at this meeting. These rate increases were also presented during the Budget Committee meetings.

The utility rate adjustments (water and sewer) were previously presented to the Council in November and December 2020. At the time, the Council decided to defer the sewer and water rate increases because of the coronavirus pandemic. In April the updated sewer rate model was presented to the Council.

A public hearing was opened during the Council Meeting on [June 7th](#) to seek public testimony on the proposed fee increases. No public testimony was received at that time, but the record was left open to allow residents to submit comments after the meeting. There was brief discussion among the Council regarding the Park Use Fees, including whether or not to charge a fee for Bornstedt Park and whether or not the proposed fee for Centennial Plaza is too low. We removed the proposed Bornstedt Park fee until a more comprehensive plan regarding reservations is developed.

The **proposed effective date** of the changes is listed below, with additional information on each item:

- **Sewer Rates** (effective with July 2021 billing)
  - Increase rates by 15% as indicated in our rate model and included in the budget to keep up with debt service and coverage requirements, as well as maintaining adequate cash reserves to pay for the cash-funded portion of mandated capital improvements in our wastewater system. The rate increase was originally discussed in [November](#) and [December 2020](#), but

the Council chose to defer the increase due to the COVID-19 pandemic. An updated rate model was recently presented and discussed in [April 2021](#). Since then, the City learned from the EPA that up to 80% of the total project costs could be funded by the WIFIA loan and the city's existing DEQ CWSRF Loan could be used for the match portion. With these changes, the 15% rate increase is still necessary for the current fiscal year, but the following year rate increases will be smaller. The projected rate increases for the current and future fiscal years is attached. Rate increases are necessary for funding the project through our current and future debt financing obligations, including WIFIA. Consistent and adherence to planned rate increases demonstrate credit worthiness and commitment to the obligations set forth in our borrowings.

- **Water Rates** (effective with July 2021 billing)
  - Increase all rates (base fee, meter fee, and volume charge) by 8% as identified in the budget and in the recent rate model. This was originally discussed in [November](#) and [December 2020](#), but the Council chose to defer the increase due to the COVID-19 pandemic. The rate increase is required to keep up with new debt service and maintain fund balances at the required level. Projected rate increases for future fiscal years is attached. It's important to note the current model does not include updated projected costs associated with the treatment of the Bull Run water source yet that will drive future rate increases.
- **Miscellaneous Charges** (effective July 1, 2021)
  - *Parks Use* - Currently we charge \$300 to reserve the Meinig Park Gazebo, with \$100 of that being refundable. Staff is proposing to change this to a flat fee of \$200 for city residents, and \$300 for non-residents, with no \$100 refund. Additionally, staff is proposing to charge the same fee structure (\$200/\$300) for Centennial Plaza.
- **Stormwater Rates** (effective with July 2021 billing)
  - Increase rates from \$3.25 to \$3.50 per month, or approximately 7%, as identified in the budget. This increase is required to balance the budget for the Stormwater Fund. The fee was established and initially adopted at \$3.00 per month in May 2005. The last time this rate was increased was in November 2011. The increase at that time was also \$0.25.

**BUDGETARY IMPACT:**

The proposed rate adjustments above are included in the BN 21-23 budget. We can expect to see a nominal increase in the Parks, Buildings, & Grounds revenue as a result of establishing a fee to reserve Centennial Plaza.

**RECOMMENDATION:**

Provide an additional opportunity for public testimony on the proposed changes during the June 21st meeting. Adopt the changes to the master fee schedule.

**SUGGESTED MOTION:**

"I move to approve Resolution 2021-18, a resolution amending the master fee schedule."

# City of Sandy Water Rate Study Projected Rates

Total Rate = Class Rate + Meter Rate + (Volume Rate × Volume)

Class Rates	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
<b>ATB Increases</b>		0%	8%	2%	2%	1%	0%	0%	0%	0%	0%
Single Family	\$ 7.23	\$ 7.23	\$ 7.81	\$ 7.96	\$ 8.12	\$ 8.21	\$ 8.21	\$ 8.21	\$ 8.21	\$ 8.21	\$ 8.21
Outside City Single Family	10.87	10.87	11.74	11.97	12.21	12.34	12.34	12.34	12.34	12.34	12.34
Multi-Family	7.23	7.23	7.81	7.96	8.12	8.21	8.21	8.21	8.21	8.21	8.21
Commercial/Industrial	7.23	7.23	7.81	7.96	8.12	8.21	8.21	8.21	8.21	8.21	8.21
Wholesale	8.65	8.65	9.34	9.53	9.72	9.82	9.82	9.82	9.82	9.82	9.82

Source [Current Rate Schedule](#)

Meter Rates	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
<b>ATB Increases</b>		0%	8%	2%	2%	1%	0%	0%	0%	0%	0%
<b>Inside City</b>											
5/8"	\$ 0.26	\$ 0.26	\$ 0.28	\$ 0.29	\$ 0.29	\$ 0.30	\$ 0.30	\$ 0.30	\$ 0.30	\$ 0.30	\$ 0.30
3/4"	0.39	0.39	0.42	0.43	0.44	0.44	0.44	0.44	0.44	0.44	0.44
1"	0.67	0.67	0.72	0.74	0.75	0.76	0.76	0.76	0.76	0.76	0.76
1 1/2"	1.28	1.28	1.38	1.41	1.44	1.45	1.45	1.45	1.45	1.45	1.45
2"	2.05	2.05	2.21	2.26	2.30	2.33	2.33	2.33	2.33	2.33	2.33
3"	3.89	3.89	4.20	4.29	4.37	4.41	4.41	4.41	4.41	4.41	4.41
4"	6.45	6.45	6.97	7.11	7.25	7.32	7.32	7.32	7.32	7.32	7.32
6"	12.93	12.93	13.96	14.24	14.53	14.67	14.67	14.67	14.67	14.67	14.67
8"	20.68	20.68	22.33	22.78	23.24	23.47	23.47	23.47	23.47	23.47	23.47
10"	29.75	29.75	32.13	32.77	33.43	33.76	33.76	33.76	33.76	33.76	33.76
<b>Outside City</b>											
5/8"	\$ 0.38	\$ 0.38	\$ 0.41	\$ 0.42	\$ 0.43	\$ 0.43	\$ 0.43	\$ 0.43	\$ 0.43	\$ 0.43	\$ 0.43
3/4"	0.60	0.60	0.65	0.66	0.67	0.68	0.68	0.68	0.68	0.68	0.68
1"	0.98	0.98	1.06	1.08	1.10	1.11	1.11	1.11	1.11	1.11	1.11
1 1/2"	1.94	1.94	2.10	2.14	2.18	2.20	2.20	2.20	2.20	2.20	2.20
2"	3.06	3.06	3.30	3.37	3.44	3.47	3.47	3.47	3.47	3.47	3.47
3"	5.77	5.77	6.23	6.36	6.48	6.55	6.55	6.55	6.55	6.55	6.55
4"	9.61	9.61	10.38	10.59	10.80	10.91	10.91	10.91	10.91	10.91	10.91
6"	19.20	19.20	20.74	21.15	21.57	21.79	21.79	21.79	21.79	21.79	21.79
8"	32.03	32.03	34.59	35.28	35.99	36.35	36.35	36.35	36.35	36.35	36.35
10"	44.19	44.19	47.73	48.68	49.65	50.15	50.15	50.15	50.15	50.15	50.15

Source [Current Rate Schedule](#)

Volume Charges per CCF	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
<b>ATB Increases</b>		0%	8%	2%	2%	1%	0%	0%	0%	0%	0%
Single Family	\$ 2.90	\$ 2.90	\$ 3.13	\$ 3.19	\$ 3.26	\$ 3.29	\$ 3.29	\$ 3.29	\$ 3.29	\$ 3.29	\$ 3.29
Outside City Single Family	4.35	4.35	4.70	4.79	4.89	4.94	4.94	4.94	4.94	4.94	4.94
Multi-Family	2.73	2.73	2.95	3.01	3.07	3.10	3.10	3.10	3.10	3.10	3.10
Commercial/Industrial	2.50	2.50	2.70	2.75	2.81	2.84	2.84	2.84	2.84	2.84	2.84
Outside City Commercial/Industrial	3.89	3.89	4.20	4.29	4.37	4.41	4.41	4.41	4.41	4.41	4.41
Wholesale	3.06	3.06	3.30	3.37	3.44	3.47	3.47	3.47	3.47	3.47	3.47
Skyview Acres	0.75	0.75	0.81	0.83	0.84	0.85	0.85	0.85	0.85	0.85	0.85

Source [Current Rate Schedule](#)

**City of Sandy**  
**Sewer Rate and SDC Study**  
**Projected Rates**

Rates	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
<b>ATB Increases</b>		0%	15%	8%	8%	8%	8%	8%	8%	7%	5%
<b>Residential</b>											
Base	\$ 20.61	\$ 20.61	\$ 23.70	\$ 25.60	\$ 27.65	\$ 29.86	\$ 32.25	\$ 34.83	\$ 37.61	\$ 40.24	\$ 42.26
Volume (CCF)	5.29	5.29	6.08	6.57	7.10	7.66	8.28	8.94	9.65	10.33	10.85
Outside City Flat Rate	74.34	74.34	85.49	92.33	99.72	107.69	116.31	125.61	135.66	145.16	152.42
<b>Single Family - Reduced</b>											
Base	\$ 10.31	\$ 10.31	\$ 11.86	\$ 12.81	\$ 13.83	\$ 14.94	\$ 16.13	\$ 17.42	\$ 18.81	\$ 20.13	\$ 21.14
Volume	2.65	2.65	3.05	3.29	3.55	3.84	4.15	4.48	4.84	5.17	5.43
<b>Commercial/Industrial</b>											
Base	\$ 9.82	\$ 9.82	\$ 11.29	\$ 12.20	\$ 13.17	\$ 14.23	\$ 15.36	\$ 16.59	\$ 17.92	\$ 19.18	\$ 20.13
Volume (CCF)	7.18	7.18	8.26	8.92	9.63	10.40	11.23	12.13	13.10	14.02	14.72

[Source: Review Meeting Notes](#)

Source [Current Rate Schedule](#)



## EXHIBIT B

Fee Name	Current	Proposed	Description
<b>1. MISCELLANEOUS CHARGES</b>			
<b>F. Park Use (effective July 1, 2021)</b>			
a.-Residents	\$0.00		
b.-Non-Residents	<del>\$25.00</del>		
c.-Meinig Park Gazebo	<del>\$200.00</del>		<del>\$300 deposit, with \$100 refund, per user agreement</del>
a. Centennial Plaza/Meinig Park Gazebo			
i. Resident		\$200.00	
ii. Non-Resident		\$300.00	
<b>7. WATER RATES (effective July 2021 billing)</b>			
<b>A. Base by Customer Class</b>			
a. Single Family	\$7.23	\$7.81	per month
b. Multi-Family	\$7.23	\$7.81	per month
c. Commercial/Industrial	\$7.23	\$7.81	per month
d. Wholesale	\$8.65	\$9.34	per month
e. Single Family - outside City limits	\$10.87	\$11.74	per month
<b>B. Charge by Meter Size - inside city limits</b>			
a. 5/8" Meter	\$0.26	\$0.28	per month
b. 3/4" Meter	\$0.39	\$0.42	per month
c. 1" Meter	\$0.67	\$0.72	per month
d. 1 1/2" Meter	\$1.28	\$1.38	per month
e. 2" Meter	\$2.05	\$2.21	per month
f. 3" Meter	\$3.89	\$4.20	per month
g. 4" Meter	\$6.45	\$6.97	per month
h. 6" Meter	\$12.93	\$13.96	per month
i. 8" Meter	\$20.68	\$22.33	per month
j. 10" Meter	\$29.75	\$32.13	per month
<b>C. Charge by Meter Size - outside city limits</b>			
a. 5/8" Meter	\$0.38	\$0.41	per month
b. 3/4" Meter	\$0.60	\$0.65	per month
c. 1" Meter	\$0.98	\$1.06	per month
d. 1 1/2" Meter	\$1.94	\$2.10	per month
e. 2" Meter	\$3.06	\$3.30	per month
f. 3" Meter	\$5.77	\$6.23	per month
g. 4" Meter	\$9.61	\$10.38	per month
h. 6" Meter	\$19.20	\$20.74	per month
i. 8" Meter	\$32.03	\$34.59	per month
j. 10" Meter	\$44.19	\$47.73	per month
<b>D. Volume Charge by Customer Class</b>			
a. Single Family	\$2.90	\$3.13	per 100 cubic feet
b. Multi-Family	\$2.73	\$2.95	per 100 cubic feet
c. Commercial/Industrial	\$2.50	\$2.70	per 100 cubic feet
d. Wholesale	\$3.06	\$3.30	per 100 cubic feet
e. Single Family - outside City limits	\$4.35	\$4.70	per 100 cubic feet
f. Commercial/Industrial - outside City limits	\$3.89	\$4.20	per 100 cubic feet
g. Skyview Acres	\$0.75	\$0.81	per 100 cubic feet, plus COP pass through
<b>8. SEWER RATES (effective July 2021 billing)</b>			
<b>A. Base by Customer Class</b>			
a. Single Family	\$20.61	\$23.70	per month
b. Single Family - Reduced	\$10.31	\$11.86	per month
c. Multi-Family	\$20.61	\$23.70	per month
d. Commercial/Industrial	\$9.82	\$11.29	per month
<b>B. Volume Charges by Customer Class</b>			
a. Single Family	\$5.29	\$6.08	per 100 cubic feet
b. Single Family - Reduced	\$2.65	\$3.05	per 100 cubic feet
c. Multi-Family	\$5.29	\$6.08	per 100 cubic feet
d. Commercial/Industrial	\$7.18	\$8.26	per 100 cubic feet
e. Residential - No water service	\$74.34	\$85.49	per month
<b>9. STORMWATER RATES (effective July 2021 billing)</b>			
<b>A. Utility Fee</b>			
a. Equivalent Residential Unit (ERU)	\$3.25	\$3.50	per month, per ERU (ERU = 2,750 sq. ft. of impervious surface)



NO. 2021-18

**A RESOLUTION ADOPTING CHANGES TO THE MASTER FEE SCHEDULE**

**Whereas**, the City Council imposes municipal fees and charges via Resolution; and

**Whereas**, adjustments to fees and charges are necessary to reflect the current costs of service delivery; and

**Whereas**, the City Council has reviewed the proposed changes;

**NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy:**

1. The Master Fee Schedule is amended as shown in Exhibit A.
2. These changes shall become effective as identified in Exhibit B.

This resolution is adopted by the Common Council of the City of Sandy and approved by the Mayor this 21 day of June 2021

\_\_\_\_\_  
Stan Pulliam, Mayor

ATTEST:

\_\_\_\_\_  
Jeff Aprati, City Recorder

#2021-18

## EXHIBIT A

Fee Name	Amount	Description
<b>1. MISCELLANEOUS CHARGES</b>		
<b>A. Business License</b>		
a. Business License, 0-2 employees	\$41.00	0-2 employees
b. Business License, 3-5 employees		\$41 + \$10 per employee over 2
c. Business License, 6-10 employees		\$71 + \$7 per employee over 5
d. Business License, 11-25 employees		\$106 + \$2.10 per employee over 10
e. Business License, 26+ employees		\$137.50 + \$1.40 per employee over 25
f. Rental License	\$10.00	per unit, per year (no exemption)
g. Mobile Home Space	\$5.00	per unit, per year (no exemption)
h. Auctioneer		Business license fee, as listed above
i. Hawker/Peddler		Business license fee, as listed above
j. Circus/Carnival		Business license fee, as listed above
k. Amusement Rides		Business license fee, as listed above
l. Sidewalk Use Vendor Fee		Business license fee, as listed above
m. Business License Renewal Late Fee	\$39.00	If renewal is submitted after March 1 <sup>st</sup>
<b>B. Copies, Maps, and Documents</b>		
a. Copy: 8.5 x 11	\$0.25	
b. Copy: 8.5 x 14	\$0.25	
c. Copy: 11 x 17	\$0.35	
d. Blueline Maps	\$5.00	
e. Comprehensive Plan Map	\$3.00	
f. Zoning Map	\$3.00	
g. Comprehensive Plan	\$10.00	
h. Development Code	\$25.00	
i. Transportation System Plan (grey scale)	\$18.00	
j. Transportation System Plan (colored)	\$38.00	
<b>C. Events</b>		
a. Highway Banner	\$50.00	per week
b. Major Community		Actual cost + 20%
<b>D. Liquor License</b>		
a. Initial/Business Change	\$75.00	
b. Renewal	\$25.00	
<b>E. Miscellaneous</b>		
a. Finding Fee	\$20.00	
b. Interest Past Due		Annual interest rate set by Finance Director at the time the past due balance is accrued. Rate shall be fixed and based on current yields for long-term investments.
c. Lien Search	\$30.00	
d. Returned Item Fee	\$25.00	
<b>F. Park Use</b>		
a. Centennial Plaza/Meinig Park Gazebo		
i. Resident	\$200.00	
ii. Non-Resident	\$300.00	
<b>G. Records Request</b>		
a. Administrative Fee	\$42.00	per hour
b. Executive Fee	\$73.00	per hour
c. Legal Fee		actual cost
<b>2. PLANNING CHARGES</b>		
<b>A. Addressing</b>		
a. Addressing	\$42.00	plus \$5 per lot
b. Readdressing - Residential	\$210.00	per lot (not exceeding two units)
c. Readdressing - Multi-family, commercial/industrial	\$210.00	plus \$5 per unit
<b>B. Administrative</b>		
a. Administrative Fee		10% of total planning and public works fees assessed, excluding building, plumbing, and mechanical structural specialty code permit fees.
b. Land Use Compatibility Statement	\$125.00	
c. Review of Non-Conforming Use	\$503.00	
d. Public Hearing - Type I	\$419.00	review not specifically listed elsewhere
e. Public Hearing - Type II	\$524.00	review not specifically listed elsewhere
f. Public Hearing - Type III	\$1,047.00	review not specifically listed elsewhere

g. Third-Party Review	Deposit in the amount of \$1,500 for each anticipated third-party review shall be collected in conjunction with the initial application fee. Additional charges, if any, shall be assessed and shall be a lien against the property until paid in full.
h. Zoning Verification	\$105.00 Bank/Loan Letter
<b>C. Accessory Dwelling Unit</b>	
a. Accessory Dwelling Units	\$225.00
<b>D. Adjustments and Variances</b>	
a. Type I Adjustment	\$336.00 less than 10% a quantifiable provision
b. Type II Adjustment	\$451.00 less than 20% a quantifiable provision
c. Type II Variance	\$670.00
d. Type III Special Variance	\$1,121.00
e. Type III Variance - Land Division	\$1,121.00
f. Type III Design Deviation	\$451.00
g. Sign Variance	\$451.00
<b>E. Amendments</b>	
a. Comprehensive Plan Map Amendment	\$3,248.00
b. Comprehensive Plan Text Amendment	\$3,022.00
c. Zoning Map Amendment	\$2,461.00
<b>F. Annexation Type IV</b>	
a. Type A	\$2,238.00 assign conceptual zoning
b. Type B	\$3,132.00 Type A, plus Zoning Map Change
c. Type C	\$6,154.00 Type A and B, plus Plan Map
<b>G. Appeal</b>	
a. Type I to Type II	\$125.00 Notice
b. Type II to Type III	\$336.00 Planning Commission appeal
c. Type III to Type IV	\$785.00 City Council appeal
<b>H. Conditional Uses</b>	
a. Modification, Major	\$896.00
b. Modification, Minor	\$451.00
c. Outdoor Display & Storage	\$336.00
d. Type II	\$896.00
e. Type III	\$1,681.00
<b>I. Design Review</b>	
a. Type I: \$0.00 - \$10,000.00	\$209.00 staff review only; no notice
b. Type I: \$10,000.01 - \$25,000.00	\$366.00 staff review only; no notice
c. Type I: \$25,000.01 - \$100,000.00	\$560.00 staff review only; no notice
d. Type I: \$100,000.00 and above	\$785.00 staff review only; no notice
e. Type II: \$0.00 - \$10,000.00	\$336.00
f. Type II: \$10,000.01 - \$25,000.00	\$560.00
g. Type II: \$25,000.01 - \$100,000.00	\$1,571.00
h. Type II: \$100,000.00 - \$1,000,000.00	\$3,358.00
i. Type II: \$1,000,000.00 and above	\$7,836.00
j. Type III: \$0.00 - \$10,000.00	\$560.00
k. Type III: \$10,000.01 - \$25,000.00	\$785.00
l. Type III: \$25,000.01 - \$100,000.00	\$1,791.00
m. Type III: \$100,000.00 - \$1,000,000.00	\$4,028.00
n. Type III: \$1,000,000.00 and above	\$7,836.00
o. Design Review Minor Modification	\$451.00
p. Design Review Major Modification: \$0.00 - \$25,000.00	\$560.00
q. Design Review Major Modification: \$25,000.01 - \$100,000.00	\$785.00
r. Design Review Major Modification: \$100,000.01 and above	\$1,121.00
<b>J. Erosion Control</b>	
a. Single Family/Duplex Addition - Permit Fee	\$105.00
b. Single Family Dwelling/Duplex - Permit Fee	\$125.00
c. Multi-Family - Permit Fee	\$147.00 per structure
d. Commercial/Industrial, Subdivisions - Permit Fee	\$283.00 per acre
a. Single Family/Duplex Addition - Plan Review	\$42.00
b. Single Family Dwelling/Duplex - Plan Review	\$73.00
c. Multi-Family - Plan Review	\$105.00 per structure
d. Commercial/Industrial, Subdivisions - Plan Review	\$115.00 per acre
<b>K. Final Plat Review</b>	
a. Property Line Adjustment Final Review	\$314.00
b. Partition Final Plat Review	\$503.00
c. Subdivision Final Plat Review	\$733.00

<b>L. Food Cart Permit</b>	
a. Initial Permit Review for new site or new pod	\$336.00
b. Cart in an approved pod	\$167.00
<b>M. FSH Overlay</b>	
a. Type I FSH Review	\$225.00 in addition to fees listed, required deposit toward cost of any third-party reviews
b. Type II FSH Review	\$451.00 in addition to fees listed, required deposit toward cost of any third-party reviews
c. Type III or Type IV FSH Review	\$785.00 in addition to fees listed, required deposit toward cost of any third-party reviews
<b>N. Hardship Trailer</b>	
a. Type III Initial Review	\$251.00
b. Type II Renewal	\$167.00
<b>O. Historic or Cultural Resource</b>	
a. Type IV Designation of Resource	\$524.00
b. Type I Minor Alteration	\$105.00
c. Type II Major Alteration	\$314.00
<b>P. Interpretation of Code</b>	
a. Type II, Director	\$336.00
b. Type III, Quasi-Judicial	\$670.00
c. Type IV, Legislative	\$670.00
d. Interpretation of Previous Approval	half of original fee
e. Modify Previous Approval II or III	half of original fee
f. Revocation of Previous Approval	half of original fee
<b>Q. Land Division</b>	
a. Type I Property Line Adjustment	\$398.00
b. Type I Land Division (Minor Partition)	\$670.00
c. Type II Land Division (Major Partition)	\$1,008.00 plus \$33 per lot
d. Type II Land Division (Minor Revised Plat)	\$1,008.00 plus \$33 per lot
e. Type III Land Division (Major Partition)	\$1,121.00 plus \$33 per lot
f. Type III Major Replat (revised plat)	\$1,121.00 plus \$33 per lot
g. Type II Subdivision 4 to 10 lots	\$2,687.00 plus \$77 per lot
h. Type II Subdivision 11 or more lots	\$2,912.00 plus \$77 per lot
i. Type III Subdivision 4 to 10 lots	\$3,143.00 plus \$77 per lot
j. Type III Subdivision 11 or more lots	\$3,363.00 plus \$88 per lot
k. Re-naming of Tentative Subdivision	\$314.00
<b>R. Planned Unit Development</b>	
a. Conceptual Development Plan	\$4,478.00
b. Detailed Development Plan	\$670.00 plus subdivision fees
c. Combined Review	less 25% of individual subdivision fees
d. Minor Modification	\$419.00
e. Major Modification	calculated as a new application
<b>S. Pre-Application Conference</b>	
a. Type I	\$105.00
b. Type II	\$314.00
c. Type III/IV	\$524.00
<b>T. Request for Time Extension</b>	
a. Type I	\$105.00
b. Type II	\$225.00
c. Type III/IV	\$451.00
<b>U. Specific Area Plan</b>	
a. Development Process: Type IV	\$3,143.00 plus \$52 per acre, plus subdivision fees
b. Administrative Amendment: Type I	\$225.00
c. Minor Amendment: Type II	\$451.00
d. Major Amendment: Type III	\$733.00
<b>V. Street Vacation</b>	
a. Street Vacation	Cost plus 20% (\$1,800 deposit required)
<b>W. Temporary Permits</b>	
a. Structure: Type I - Initial	\$125.00
b. Structure: Type II - Renewal	\$167.00
c. Use Permit	\$105.00
<b>X. Tree Removal</b>	
a. Type I	\$105.00
b. Type II	\$167.00
c. Type III	\$451.00

**Y. Zoning Administration Fee**

a. Single Family Dwelling Addition	\$105.00
b. Single Family Dwelling	\$157.00
c. Duplex	\$262.00
d. Multi-Family	\$262.00 plus \$44 per unit
e. Commercial/Industrial	\$105.00 minimum; 20% of design review fee

**3. BUILDING CHARGES**

**A. Building Permit (valuation)**

a. \$0.01 - \$500.00	\$75.00
b. \$500.01 - \$2,000.00	\$75.00 First \$500.00, plus \$3.00 for each additional \$100 or fraction thereof to and including \$2,000
c. \$2,000.01 - \$25,000.00	\$120.00 First \$2,000.00, plus \$9.00 for each additional \$1,000 or fraction thereof to and including \$25,000
d. \$25,000.01 - \$50,000.00	\$327.00 First \$25,000.00, plus \$7.00 for each additional \$1,000 or fraction thereof to and including \$50,000
e. \$50,000.01 - \$100,000.00	\$502.00 First \$50,000.00, plus \$5.00 for each additional \$1,000 or fraction thereof to and including \$100,000
f. \$100,000.01 and above	\$752.00 First \$100,000.00, plus \$4.00 for each additional \$1,000 or fraction thereof
g. Permit Fee Valuation	The determination of the valuation for permit fees shall be based on the most current ICC Building Valuation Data Table as specified in OAR 918-050-0100 and 918-050-0110.

**B. Demolition Permits**

a. Demolition Permits, general - State of Oregon	Commercial demolition fees are calculated on the total value of the demolition and are assessed using the building permit fees schedule. Residential demolition fees are based on a flat charge to include building and mechanical elements.
b. Commercial: Building	\$75.00 minimum
c. Commercial: Public Works	\$70.00 minimum
d. Residential: Building	\$75.00
e. Residential: Public Works	\$70.00

**C. Derelict Buildings and Structures**

a. Appeal Fee	\$300.00
b. Application Fee for Rehabilitation Plan	\$150.00 per application

**D. Fire Sprinkler Plan Review and Inspection Fee**

a. Home Size: 0 - 2,000 square feet	\$103.00
b. Home Size: 2,001 - 3,600 square feet	\$137.00
c. Home Size: 3,601 - 7,200 square feet	\$173.00
d. Home Size: 7,201 square feet and greater	\$213.00

**E. Foundation Permit**

a. Single Family Dwelling or Addition	\$50.00
b. Duplex/Multi-Family	\$50.00 per dwelling unit
c. Commercial/Industrial	\$100.00 Minimum. Fees will be calculated by the Building Official based on the size and scope of the project and overall project value.

**F. Grading Permit**

a. 50 cubic yard or less	\$40.00
b. 51 - 100 cubic yards	\$65.00
c. 101 - 1,000 cubic yards	\$69.00 First 100 cubic yards, plus \$25 each additional cubic yard
d. 1,001 - 10,000 cubic yards	\$270.00 First 1,000 cubic yards, plus \$26 each additional 1,000 cubic yards
e. 10,001 - 100,000 cubic yards	\$500.00 First 10,000 cubic yards, plus \$99 each additional 10,000 cubic yards
f. 100,001 cubic yards and above	\$1,400.00 First 100,000 cubic yards, plus \$50 each additional 10,000 cubic yards

**G. Grading Plan Review**

a. 50 cubic yard or less	\$25.00
b. 51 - 100 cubic yards	\$50.00
c. 101 - 1,000 cubic yards	\$80.00
d. 1,001 - 10,000 cubic yards	\$100.00

e. 10,001 - 100,000 cubic yards	\$100.00	First 10,000 cubic yards, plus \$30 each additional 10,000 cubic yards
f. 100,001 - 200,000	\$300.00	First 100,000 cubic yards, plus \$16 each additional 10,000 cubic yards
g. 200,001 cubic yards and above	\$450.00	First 200,000 cubic yards, plus \$8.50 each additional 10,000 cubic yards
<b>H. Manufactured Dwellings</b>		
a. Manufactured Dwelling Installation Fee	\$300.00	
b. Manufactured Dwelling Park Fees		Per OAR 918-600-0030.
c. Manufactured Dwelling State Fees	\$30.00	
d. Recreational Park and Camps		Per OAR 918-650-0030.
e. Related Fees: Electrical Feeder	\$100.00	
<b>I. Mechanical Permit</b>		
a. Mechanical Permit Review Fee		25% of permit issuance fees.
<b>J. Mechanical Permit - Commercial (value)</b>		
a. \$1 - \$1,000	\$75.00	
b. \$1,000.1 - \$10,000.00	\$75.00	First \$1,000 plus \$1.30 for each additional \$100 or fraction thereof to and including \$10,000
c. 10,000.01 - \$25,000.00	\$192.00	First \$10,000 plus \$15.00 for each additional \$1,000 or fraction thereof and including \$25,000
d. \$25,000.01 - \$50,000.00	\$417.00	First \$25,000.00, plus \$13.00 for each additional \$1,000 or fraction thereof to and including \$50,000
e. \$50,000.01 - \$100,000.00	\$742.00	First \$50,000.00, plus \$12.00 for each additional \$1,000 or fraction thereof to and including \$100,000
f. \$100,000.01 and above	\$1,342.00	First \$100,000.00, plus \$6.00 for each additional \$1,000 or fraction thereof
<b>K. Mechanical Permit - Residential</b>		
a. Minimum Permit Fee	\$75.00	
b. HVAC	\$16.00	
c. Air conditioning	\$16.00	
d. Alteration of existing HVAC	\$13.00	
e. Boiler, compressor	\$37.50	
f. Fire/smoke damper/duct smoke detectors	\$8.00	
g. Heat pump	\$16.00	
h. Install/replace furnace burner	\$15.00	
i. Install/replace/relocate heater/suspend wall/floor	\$14.00	
j. Vent for appliance other than furnace	\$9.00	
k. Refrigeration (absorption unit)	\$31.50	
l. Refrigeration (chillers)	\$17.00	
m. Refrigeration (compressors)	\$17.00	
n. Environmental exhaust and ventilation (appliance vent)	\$8.00	
o. Dryer exhaust	\$8.00	
p. Hoods Type I/II residential kitchen/hazmat hood fire suppression	\$9.00	
q. Exhaust fan with single duct (bath fan)	\$8.00	
r. Exhaust system apart from heating/AC	\$8.00	
s. Fuel piping and distribution (up to four outlets)	\$11.00	
t. Fuel piping each additional outlet over four	\$2.00	
u. Process piping (up to four outlets)	\$11.00	
v. Process piping each additional outlet over four	\$2.00	
w. Decorative fireplace	\$25.00	
x. Fireplace insert	\$25.00	
y. Wood/pellet stove	\$25.00	
<b>L. Movement of Buildings</b>		
a. Movement of Buildings Fee	\$83.00	
<b>M. Other Inspections and Fees</b>		
a. Inspections outside of normal business hours	\$120.00	per hour
b. Reinspection fees	\$75.00	
c. Inspection for which no fee is specifically indicated	\$75.00	
d. Additional plan review required by changes/additions	\$75.00	per hour
e. Permit reinstatement fee	\$75.00	For renewal of a permit that has been expired for six months or less provided no changes have been made in the original plans and specifications for such work
f. Temporary certificate of occupancy	\$200.00	
g. Penalty for work commencing before permit issuance	\$100.00	
<b>N. Plan Review</b>		

a. Building	65% of permit issuance fees (residential and commercial)
b. Fire & Life Safety Plan Review Fee	40% of permit issuance fees
c. Seismic Plan Review	1% of permit issuance fees
d. Complex plumbing permits	25% of plumbing permit issuance fees
e. Mechanical	25% of mechanical permit issuance fees
f. Phased permit plan review fee	\$250.00
g. Deferred submittals	\$250.00
h. Simple one and two family dwelling plans	\$130.00
i. Solar Photovoltaic Installation Prescriptive Path Fee	\$130.00
<b>O. Plumbing Permit</b>	
a. Minimum Permit Fee	\$75.00
b. Each fixture	\$25.00
c. Catch basin	\$35.00 each
d. Drywall	\$35.00 each
e. Fire hydrant	\$35.00 each
f. Footing drain	\$0.25 per foot
g. Manhole/OWS	\$35.00 each
h. Manufactured home set-up plumbing fee	\$80.00
i. Rain drains connector	\$25.00 per 100 feet
j. Residential fire sprinkler	\$10.00 per head
k. Sanitary sewer	\$25.00 per 100 feet
l. Single family one bath	\$400.00 New 1 and 2 family dwellings includes 100 feet for each utility
m. Single family two bath	\$500.00 New 1 and 2 family dwellings includes 100 feet for each utility
n. Single family three bath	\$600.00 New 1 and 2 family dwellings includes 100 feet for each utility
o. Single family additional bath or kitchen	\$100.00
p. Storm sewer	\$25.00 per 100 feet
q. Water service	\$25.00 per 100 feet
<b>P. State Surcharge</b>	
a. State Surcharge Fee	All building, plumbing, and mechanical permits are subject to a State of Oregon surcharge of 12% payable with the payment of the permit. This surcharge is subject to change at the State's discretion
<b>4. SIGN CHARGES</b>	
<b>A. Penalty</b>	
a. Signs installed without permit	All sign permit fees doubled if the sign is installed or displayed prior to obtaining a permit.
<b>B. Permanent Sign</b>	
a. Sign Permits - Permanent	\$75.00 Plus, fees based on the valuation of the sign, using the building permit fee schedule.
<b>C. Temporary Signs</b>	
a. Temporary sign penalty	Fee is waived if the permit is obtained before the sign is installed \$50.00
b. Copy change or change in panel	\$20.00
c. A-Frame Signs	\$10.00
d. Garage Sale Sign	\$3.00 per sign
<b>D. Zoning Review Fee</b>	
a. Zoning Review Fee - Permanent Sign	\$22.00 Does not include banners, A-Frames, or change in panel
<b>5. PUBLIC WORKS CHARGES</b>	
<b>A. Right-of-Way Fees</b>	
a. Electric Utilities	5% of gross revenues
b. Natural Gas Utilities	5% of gross revenues
c. Garbage Utilities	3% of gross revenues
d. Telephone Utilities	7% of gross revenues
e. Cable Utilities	5% of gross revenues
f. Utilities that do not provide retail service within City	\$2.00 per lineal foot of facility
g. Small Wireless Facilities	
i. Sites	\$500.00 for up to five sites, \$100 for each additional site \$1,000.00 per site (new, replacement, or modification) or actual cost, whichever is higher
ii. Application Fee	



iii. Annual Usage Fee	\$270.00 per facility
<b>B. Plan Review</b>	
a. Place Check Fee	\$72.00 per hour
<b>C. Street Approach/Sidewalks</b>	
a. Single Family	\$50.00
b. Duplex	\$50.00
c. Multi-Family/Commercial/Industrial	\$300.00 deposit. The deposit shall be collected in conjunction with the permit fee. Additional charges, if any, shall be assessed and paid prior to issuance of any certificates of occupancy.
<b>D. Street Sweeping</b>	
a. Street Sweeping Fee	Actual cost + 20%
<b>E. Water/Sewer</b>	
a. Dye Test & Letter	\$25.00
b. Water Meter Test Fee	\$25.00
c. Penalty Fee	\$5.00 per month
d. Shut-Off Fee	\$50.00 each occurrence
e. Meter Tampering Fee	\$50.00 each occurrence
f. Damaged Padlock Fee	\$65.00 each occurrence
<b>F. Public Improvement Plan Review and Inspection Fees (valuation)</b>	
a. Initial Fee	\$150.00
b. \$0.01 - \$10,000.00	12% plus \$150
c. \$10,000.01 - \$50,000.00	8% plus \$150
d. \$50,000.01 - \$100,000.00	6% plus \$150
e. \$100,000.01 - \$500,000.00	5% plus \$150
f. \$500,000.01 - \$1,000,000.00	3% plus \$150
g. \$1,000,000.01 and above	2% plus \$150
<b>6. SYSTEM DEVELOPMENT CHARGES</b>	
<b>A. Water</b>	
a. Equivalent Dwelling Unit (EDU)	\$3,615.41
b. 5/8" x 3/4" Meter	\$3,615.41
c. 3/4" Meter	\$5,422.99
d. 1" Meter	\$9,038.52
e. 1 1/2" Meter	\$18,077.05
f. 2" Meter	\$28,922.65
g. 3" Meter	\$53,697.59
h. 4" Meter	\$90,382.90
i. 6" Meter	\$180,765.80
j. Meters greater than 6"	calculated based on EDU
k. Meter Cost: 3/4 inch or 1 inch meter and meter box	Larger meters are assessed based on time and material costs.
<b>I. Water Taping Fees</b>	Costs + 20%
<b>B. Sewer</b>	
a. City wide	\$5,157.90 per equivalent residential unit
b. North Bluff Sewer Basin	\$2,467.60 per equivalent residential unit
c. South UGB Sewer Basin	\$2,087.85 per equivalent residential unit
d. Southeast UGB Sewer Basin	\$2,793.64 per equivalent residential unit
e. Sewer Taping Fees	Costs + 20%
<b>C. Park</b>	
a. Single Family	
i.	\$3,717.00 per dwelling unit
ii.	\$4,647.00 per dwelling unit
iii.	\$4,581.00 per dwelling unit
iv.	\$5,511.00 per dwelling unit
b. Multi-Family	
i.	\$2,495.00 per dwelling unit
ii.	\$3,114.00 per dwelling unit
iii.	\$3,071.00 per dwelling unit
iv.	\$3,691.00 per dwelling unit
b. Congregate Multi-Family	
i.	\$1,967.00 per dwelling unit
ii.	\$2,431.00 per dwelling unit
iii.	\$2,369.00 per dwelling unit
iv.	\$2,863.00 per dwelling unit
<b>D. Payment in Lieu of Park Land Dedication</b>	
a. Payment in Lieu of Park Land Dedication, Not Deferred	\$241,000.00 per acre

b. Payment in Lieu of Park Land Dedication, Deferred	\$265,000.00 per acre
<b>E. Street</b>	
a. Residential	\$4,063.21 per single family dwelling unit
b. Transportation	\$256.03 per adjusted average daily person trip
<b>7. WATER RATES</b>	
<b>A. Base by Customer Class</b>	
a. Single Family	\$7.81 per month
b. Multi-Family	\$7.81 per month
c. Commercial/Industrial	\$7.81 per month
d. Wholesale	\$9.34 per month
e. Single Family - outside City limits	\$11.74 per month
<b>B. Charge by Meter Size - inside city limits</b>	
a. 5/8" Meter	\$0.28 per month
b. 3/4" Meter	\$0.42 per month
c. 1" Meter	\$0.72 per month
d. 1 1/2" Meter	\$1.38 per month
e. 2" Meter	\$2.21 per month
f. 3" Meter	\$4.20 per month
g. 4" Meter	\$6.97 per month
h. 6" Meter	\$13.96 per month
i. 8" Meter	\$22.33 per month
j. 10" Meter	\$32.13 per month
<b>C. Charge by Meter Size - outside city limits</b>	
a. 5/8" Meter	\$0.41 per month
b. 3/4" Meter	\$0.65 per month
c. 1" Meter	\$1.06 per month
d. 1 1/2" Meter	\$2.10 per month
e. 2" Meter	\$3.30 per month
f. 3" Meter	\$6.23 per month
g. 4" Meter	\$10.38 per month
h. 6" Meter	\$20.74 per month
i. 8" Meter	\$34.59 per month
j. 10" Meter	\$47.73 per month
<b>D. Volume Charge by Customer Class</b>	
a. Single Family	\$3.13 per 100 cubic feet
b. Multi-Family	\$2.95 per 100 cubic feet
c. Commercial/Industrial	\$2.70 per 100 cubic feet
d. Wholesale	\$3.30 per 100 cubic feet
e. Single Family - outside City limits	\$4.70 per 100 cubic feet
f. Commercial/Industrial - outside City limits	\$4.20 per 100 cubic feet
g. Skyview Acres	\$0.81 per 100 cubic feet, plus COP pass through
<b>E. Metered Use From Fire Hydrant</b>	
a. Deposit	\$300.00
b. Set-up/take-down/billing fee	\$60.00
c. Meter Rental (day 1 to day 30)	\$2.00 per day
d. Meter Rental (day 31 and beyond)	\$5.00 per day
e. Water Rate	calculated based on consumption
<b>F. Fire Hydrant Flow Test</b>	
a. Set-up and observe (without neutralization)	\$75.00 per test
b. Set-up and observe (with neutralization)	\$200.00 per test
<b>8. SEWER RATES</b>	
<b>A. Base by Customer Class</b>	
a. Single Family	\$23.70 per month
b. Single Family - Reduced	\$11.86 per month
c. Multi-Family	\$23.70 per month
d. Commercial/Industrial	\$11.29 per month
<b>B. Volume Charges by Customer Class</b>	
a. Single Family	\$6.08 per 100 cubic feet
b. Single Family - Reduced	\$3.05 per 100 cubic feet
c. Multi-Family	\$6.08 per 100 cubic feet
d. Commercial/Industrial	\$8.26 per 100 cubic feet
e. Residential - No water service	\$85.49 per month
<b>9. STORMWATER RATES</b>	
<b>A. Utility Fee</b>	

a. Equivalent Residential Unit (ERU)	\$3.50 per month, per ERU (ERU = 2,750 sq. ft. of impervious surface)
<b>10. SANDYNET CHARGES</b>	
<b>A. Miscellaneous</b>	
a. Installation Fee	\$100.00
b. Shut-Off Fee	\$50.00
<b>B. Wireless</b>	
a. Residential - 5 mbps	\$24.95 per month
b. Residential - 10 mbps	\$34.95 per month
c. Rural - 5 mbps	\$29.95 per month
d. Rural BIP - 5 mbps	\$39.95 per month
e. Rural Enhanced - 10 mbps	\$49.95 per month
<b>C. Fiber</b>	
a. Residential - 300 mbps	\$41.95 per month
b. Residential - 1 gbps	\$59.95 per month
c. Business - 300 mbps	\$41.95 per month
d. Business - 1 gbps	\$59.95 per month
e. Business - other	per contractual agreement, authorized by department director and/or City Manager
<b>D. Digital Voice</b>	
a. Residential	\$20.00 per month
b. Business	\$28.95 per month
<b>E. Other</b>	
a. Static IP address	\$10.00 per month
b. Fax line	\$11.95 per month
c. Mesh unit	\$5.00 per month
<b>11. MUNICIPAL COURT</b>	
<b>A. Administrative</b>	
a. File Review Fee	\$25.00
b. Payment Arrangement Fee	\$50.00
c. Suspension Fee	\$15.00
<b>12. PARKING</b>	
<b>A. Citations</b>	
a. Parking in area not allowed	\$50.00
b. Parking in excess of posted time	\$30.00
<b>13. POLICE</b>	
<b>A. Impound</b>	
a. Vehicle Impound Fee	\$100.00
<b>B. Reports</b>	
a. Copy of accident report	\$10.00
b. Copy of other police report	\$15.00
<b>C. Alarm Registration</b>	
a. Residential	\$20.00 no charge for 65 or older with primary resident
b. Business	\$50.00
c. Government	no charge
d. Penalty Fee	failure to obtain registration within 30 days of alarm installation
e. False Alarm - first	\$75.00
f. False Alarm - second	\$50.00
g. False Alarm - third	\$100.00
h. False Alarm - fourth	after the four false alarm the registration is suspended
	\$150.00 for one year
<b>D. Miscellaneous</b>	
a. Fingerprinting Fee	\$20.00 for first card, \$10 for each additional card
b. Local background check letter	\$5.00 additional \$5 for notarized letter
c. DVD	\$20.00 each
d. Photo CD	\$15.00 each
<b>14. TRANSIT</b>	
<b>A. Fares</b>	
a. SAM Gresham, Estacada, and Shopper Shuttle (in town)	no charge in city limits
b. SAM Commuter Route to Gresham or Estacada	per trip (one-way origin-to-destination including transfers)
	\$1.00
c. STAR Dial-A-Ride	per trip (one-way origin-to-destination including transfers)
	\$1.00
d. STAR - Seniors or disabled	\$1.00 round trip (in town)

e. STAR Dial-A-Ride Complementary Paratransit	per trip (one-way origin-to-destination including transfers)	\$1.00
f. ED Dial-A-Rode (out of town)	\$2.00 per trip (one-way origin-to-destination)	\$2.00
<b>B. Fare Media</b>		
a. Multi-Trip Pass (24 trips)		\$20.00 per pass
b. Monthly Pass		\$30.00 per month
c. All Day Pass		\$5.00 Redeemable on SAM and Mt. Hood Express
<b>15. LIBRARY</b>		
<b>A. Damaged Items</b>		
a. Damaged book, audio/visual material, or Library of Things item	Full replacement cost	
<b>B. Library Fines</b>		
a. Overdue Fines		\$0.25 per day
b. Maximum Overdue Fine		\$5.00
c. Library of Things item		\$1.00 or \$5.00 per day, depending on item
d. All lost Items	Full replacement cost	
e. Cultural Pass - overdue		\$5.00 per day
<b>C. Meeting Space</b>		
a. Community Room		\$25.00 Individual
b. Community Room		per hour - for-profit organizations or groups, no charge
		\$25.00 for non-profits
<b>D. Non-Resident Fees</b>		
a. Out of District Fee		\$95.00 per year
b. Three month temporary card		\$25.00 per quarter
<b>E. Prints and Copies</b>		
a. Copies (grey scale)		\$0.10 per side
b. Copies (color)		\$0.25 per side
<b>16. COMMUNITY SERVICES</b>		
<b>A. Rental Fees - Community Center</b>		
a. Auditorium		\$35.00
b. Dining Room		\$35.00
c. Kitchen		\$15.00
d. Art Room		\$10.00
e. Conference Room		\$10.00
f. Lounge		\$10.00
g. Total Floor		\$55.00 per floor, plus \$100 deposit
h. Non-profit		no charge
<b>B. Rental Fees - Community Campus</b>		
a. Upper Field		\$20.00 per hour, \$200 daily
b. Lower Field/Track		\$20.00 per hour, \$200 daily
c. Gym		\$40.00 per hour, \$400 daily
d. 25 Yard Pool		\$60.00 per hour, \$600 daily
e. Shallow Pool		\$15.00 per hour, \$150 daily
f. Deep Pool		\$15.00 per hour, \$150 daily
g. Kiddie Pool		\$15.00 per hour, \$150 daily
h. Pool (all aspects)		\$75.00 per hour, \$750 daily
i. Long Term or Specialty Rentals		per contractual agreement, authorized by department director and/or City Manager

## EXHIBIT B

Fee Name	Current	Proposed	Description
<b>1. MISCELLANEOUS CHARGES</b>			
<b>F. Park Use (effective July 1, 2021)</b>			
a.-Residents	<del>\$0.00</del>		
b.-Non-Residents	<del>\$25.00</del>		
c.-Meinig Park Gazebo			
	<del>\$200.00</del>		<del>\$300 deposit, with \$100 refund, per user agreement</del>
a. Centennial Plaza/Meinig Park Gazebo			
i. Resident		\$200.00	
ii. Non-Resident		\$300.00	
<b>7. WATER RATES (effective July 2021 billing)</b>			
<b>A. Base by Customer Class</b>			
a. Single Family	\$7.23	\$7.81	per month
b. Multi-Family	\$7.23	\$7.81	per month
c. Commercial/Industrial	\$7.23	\$7.81	per month
d. Wholesale	\$8.65	\$9.34	per month
e. Single Family - outside City limits	\$10.87	\$11.74	per month
<b>B. Charge by Meter Size - inside city limits</b>			
a. 5/8" Meter	\$0.26	\$0.28	per month
b. 3/4" Meter	\$0.39	\$0.42	per month
c. 1" Meter	\$0.67	\$0.72	per month
d. 1 1/2" Meter	\$1.28	\$1.38	per month
e. 2" Meter	\$2.05	\$2.21	per month
f. 3" Meter	\$3.89	\$4.20	per month
g. 4" Meter	\$6.45	\$6.97	per month
h. 6" Meter	\$12.93	\$13.96	per month
i. 8" Meter	\$20.68	\$22.33	per month
j. 10" Meter	\$29.75	\$32.13	per month
<b>C. Charge by Meter Size - outside city limits</b>			
a. 5/8" Meter	\$0.38	\$0.41	per month
b. 3/4" Meter	\$0.60	\$0.65	per month
c. 1" Meter	\$0.98	\$1.06	per month
d. 1 1/2" Meter	\$1.94	\$2.10	per month
e. 2" Meter	\$3.06	\$3.30	per month
f. 3" Meter	\$5.77	\$6.23	per month
g. 4" Meter	\$9.61	\$10.38	per month
h. 6" Meter	\$19.20	\$20.74	per month
i. 8" Meter	\$32.03	\$34.59	per month
j. 10" Meter	\$44.19	\$47.73	per month
<b>D. Volume Charge by Customer Class</b>			
a. Single Family	\$2.90	\$3.13	per 100 cubic feet
b. Multi-Family	\$2.73	\$2.95	per 100 cubic feet
c. Commercial/Industrial	\$2.50	\$2.70	per 100 cubic feet
d. Wholesale	\$3.06	\$3.30	per 100 cubic feet
e. Single Family - outside City limits	\$4.35	\$4.70	per 100 cubic feet
f. Commercial/Industrial - outside City limits	\$3.89	\$4.20	per 100 cubic feet
g. Skyview Acres	\$0.75	\$0.81	per 100 cubic feet, plus COP pass through
<b>8. SEWER RATES (effective July 2021 billing)</b>			
<b>A. Base by Customer Class</b>			
a. Single Family	\$20.61	\$23.70	per month
b. Single Family - Reduced	\$10.31	\$11.86	per month
c. Multi-Family	\$20.61	\$23.70	per month
d. Commercial/Industrial	\$9.82	\$11.29	per month
<b>B. Volume Charges by Customer Class</b>			
a. Single Family	\$5.29	\$6.08	per 100 cubic feet
b. Single Family - Reduced	\$2.65	\$3.05	per 100 cubic feet
c. Multi-Family	\$5.29	\$6.08	per 100 cubic feet
d. Commercial/Industrial	\$7.18	\$8.26	per 100 cubic feet
e. Residential - No water service	\$74.34	\$85.49	per month
<b>9. STORMWATER RATES (effective July 2021 billing)</b>			
<b>A. Utility Fee</b>			
a. Equivalent Residential Unit (ERU)	\$3.25	\$3.50	per month, per ERU (ERU = 2,750 sq. ft. of impervious surface)



## Staff Report

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**Meeting Date:** June 21, 2021

**From** Tyler Deems, Deputy City Manager / Finance Director

**SUBJECT:** Supplemental Budget BN 2019-21

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### **BACKGROUND:**

Local Budget Law allows for changes to be made to the budget after adopt in certain circumstances, specifically when conditions or situations arise since that were unknown at the time the budget was adopted. The current Biennium 2019-21 budget was adopted two years ago, in June 2020. Since then, certain projects have been undertaken that have necessitated some minor changes in the adopted budget. These changes are not uncommon, especially in the second year of the biennium.

Changes that are less than 10% of the total fund can be adopted at a regularly scheduled Council meeting. Changes that over 10% of the total fund require a public hearing. The changes for the General Fund, Street Fund, and Water Fund are less than 10%, meaning no public hearing is required. The changes for the Sewer Fund do exceed 10%, so a public hearing is required. A summary of the changes is provided below:

### **General Fund**

*Administration* - The Administration Department includes all expenses associated with the City Manager and City Recorder. One significant change within this department is related to the implementation of the Pay Equity Study and Compensation Analysis. This implementation has resulted in higher than originally budgeted personnel costs. As a result, it is anticipated an additional \$25,000 is needed to avoid exceeding the adopted appropriations for this department. The supplemental budget increases total resources in this department by \$25,000 via an intrafund transfer from Non-Departmental contingency. Total appropriations for this Administration Department have been increased by this same amount to cover the increased expenditures.

*Legal* - The Legal Department accounts for all the legal services and charges associated with the administration of the city. With numerous land use issues, negotiations with the Sandy Police Association, and additional Council meetings, legal expenses have increased. In addition, the Department had a lower than budgeted beginning balance due to higher than anticipated spending in BN 2017-19. The supplemental budget increases total resources in this department by \$50,000 via an intrafund transfer from Non-Departmental contingency. Total appropriations for the Legal Department have been increased by the same amount to cover the expenditures.

*Non-Departmental* - The Non-Departmental Department is tasked with accounting for all expenditures that cannot be allocated to a specific department (utilities, office supplies, etc.). Additionally, this department houses the contingency for the General Fund. To cover the increased costs associated with the city's administration and legal expenditures, an intrafund transfer from contingency to the Administration Department in the amount of \$25,000 and to the Legal Department in the amount \$50,000 is required.

#### **Street Fund**

Street Fund Operations accounts for the staffing, repairs and maintenance, and general operating expenses associated with the city's street system. During the current biennium additional funds were spent on the street maintenance program, which includes the pavement preservation program. In addition, utility costs (streetlights) are higher than budgeted. As such, it is necessary to do an appropriation transfer of \$300,000 from Contingency to Operations.

#### **Water Fund**

During the current biennium the Council directed staff to enter into an agreement with McKinstry to replace all of the water meters with automated meter reading technology. The total project cost was estimated to be \$2,500,000, with 67% paid by the Water Fund and the remaining 33% of the project funded via the Sewer Fund. Due to this project, it is anticipated that the total appropriations for the Operations Department will be exceeded by approximately \$800,000. Due to this, it is necessary to do an appropriation transfer of \$800,000 from Contingency to Operations.

#### **Sewer Fund**

With recent repairs to the existing wastewater treatment plant, as well as the cost of the water meter replacement project (33% of the entire project cost), the Operations Department of Sewer Fund is anticipated to exceed the current appropriations. In addition, sewer rates were increased during the 2019-21 biennium, raising nearly \$2,000,000 in additional revenue. A supplemental budget is required to account of the additional expenditures, which are offset by the increase in rate revenue.

Although a public hearing is not required for all of the changes noted above, staff is recommending holding a public hearing to allow members of the public to provide comments.

#### **BUDGETARY IMPACT:**

- General Fund appropriations increased by \$75,000
- Street Fund Operations increased by \$300,000, Contingency decreased by \$300,000
- Water Fund Operations increased by \$800,000, Contingency decreased by \$800,000

- Sewer Fund Fines, Fees, & Assessments increased by \$2,00,000, Operations increased by \$2,000,000.

**RECOMMENDATION:**

Hold a public hearing to allow for public testimony; Adopt Resolution 2021-20.

**SUGGESTED MOTION:**

I make a motion to adopt Resolution 2021-20, a Resolution Adopting a Supplemental Budget for the City of Sandy for BN 2019-21.

**LIST OF ATTACHMENTS/EXHIBITS:**

- Resolution 2021-20





NO. 2021-20

**A RESOLUTION ADOPTING A SUPPLEMENTAL BUDGET FOR THE CITY OF SANDY FOR BN 2019-21**

**Whereas**, the City of Sandy has adopted a biennial budget for the period July 1, 2019 to June 30, 2021. Local Budget Law (ORS Chapter 294) allows for changes to the adopted budget via supplemental budget in certain cases; and

**Whereas**, ORS 294.473 allows the governing body to adopt a supplemental budget at a regularly scheduled Council meeting; and

**Whereas**, an intrafund transfer is needed from Non-Departmental Contingency to Administration and Legal to cover higher than expected personnel expenditures and legal expenditures in the respective departments; and

**Whereas**, additional expenditures within the Operations Department of the Street Fund have occurred and the fund has been adjusted to reflect current expenditure trends; and

**Whereas**, the Water Fund has incurred higher than budgeted expenses, specifically related to the replacement of all water meters within the City and has adequate contingency funds to cover the expenditures; and

**Whereas**, the Sewer Fund has incurred unforeseen expenditures due to significant repairs and maintenance of the existing wastewater treatment plant a portion of the water meter conversion project. Sewer rates were increased during the biennium to assist in paying for the required upgrades to the existing treatment plant.

**NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Sandy that the following department/fund budgets be amended as follows:**

<b>Fund</b>	<b>Adopted</b>	<b>Revised</b>	<b>Change</b>
<i>General</i>			
Resources:			
Transfers In	-	75,000	75,000
Requirements:			
Administration	487,961	512,961	25,000

#2021-20

Legal	207,414	257,414	50,000
Non-Departmental	1,286,189	1,286,189	-
<i>Street</i>			
Requirements:			
Operations	2,278,569	2,578,569	300,000
Contingency	1,575,429	1,275,429	(300,000)
<i>Water</i>			
Requirements:			
Operations	2,809,537	3,609,537	800,000
Contingency	1,452,441	652,441	(800,000)
<i>Sewer</i>			
Resources:			
Fines, Fees, & Assessments	2,970,000	4,970,000	2,000,000
Requirements:			
Operations	3,039,115	5,039,115	2,000,000

This resolution is adopted by the Common Council of the City of Sandy and approved by the Mayor this 21 day of June 2021

\_\_\_\_\_  
Stan Pulliam, Mayor

ATTEST:

\_\_\_\_\_  
Jeff Aprati, City Recorder

#2021-20



## Staff Report

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**Meeting Date:** June 21, 2021  
**From** Jordan Wheeler, City Manager  
**SUBJECT:** Water Supply Options Selection

---

### **BACKGROUND:**

The city is obligated under its bilateral compliance agreement with the State of Oregon Drinking Water Services to complete a Water Master Plan update and develop an action plan for how the city will address the requirement to treat for cryptosporidium from the Bull Run Source. The city contracted with Murraysmith for the Water Master Plan update and at the [May 17th Council Work Session](#), Murraysmith presented an analysis and cost estimates for the options to either provide cryptosporidium treatment for the water purchased from the Portland Water Bureau (PWB), or connect to the City of Portland's system a point downstream from their proposed new treatment facility.

At the [June 7th City Council meeting](#), staff presented background and a chronology on the prior studies on the City's water supply and the decisions of prior City Councils. These studies and analyses included exploring well and groundwater sources, developing a supply from the Salmon River, and purchasing Bull Run water from PWB. Ultimately in 2008 the City opted to enter into a 20 year purchase agreement with PWB and construct the pipeline and intertie with the Bull Run system. The pipeline was completed in 2013 at a cost of \$11 million.

Given the City's investment in the the connection to the Bull Run supply, the environmental, legal, and cost hurdles associated with other sources such as the Salmon River source, and the uncertainty surrounding large capacity groundwater resources in the Sandy area, the Bull Run supply is the recommended option to meet current and future water needs for the city for the foreseeable future. To explore all options for alternatives or redundant and supplemental water supply, staff also recommends the City contracts for additional studies of the groundwater possibilities. This work could be explored through an amendment to the scope on the Water Master Plan for management of that study.

The information presented by Murraysmith demonstrated that there would be a narrow cost advantage in the short term associated with purchasing untreated water from Portland and constructing our own treatment facility compared to purchasing treated water from Portland's proposed filtration plant. The cost gap between these two options is expected to widen over time. The following table lists various advantages and disadvantages associated with each Bull Run option.

<b>Treated water purchase from PWB</b>	<b>Purchase of untreated water from PWB at our current connection</b>
Lower initial capital cost	Higher initial capital cost
Relieves Sandy of the burden of operating a treatment facility	Provides Sandy with control over finished water quality and treatment
Long term uncertainty over treated water rates	Sandy has greater control over treatment costs
Subject to vagaries of Portland political structure	Sandy maintains local control over water supply decisions
Requires changes to disinfection process at Sandy's other sources	Treatment would be compatible with disinfection at our other sources
Portland's treatment facility is controversial with the surrounding residents	Sandy avoids involvement in a Portland/Multnomah County issue

A more detailed analysis of the costs, risks, resiliency issues and other factors associated with the Bull Run source will be further developed as part of the Water Master Plan Update.

**BUDGETARY IMPACT:**

The options of purchasing finished treated water from PWB or purchasing raw Bull Run water have similar cost projections over a 30-year horizon. Constructing our own treatment facility presents a higher capital cost and ongoing operating cost, but will have a lower cost for purchasing water from PWB. It also gives the city a little more control over future rate impacts from system reinvestments. The Council will also have options in the treatment approach which can impact the costs.

	<b>Purchase Treated Water from PWB</b>	<b>Purchase Raw Water and Treat</b>	<b>Savings</b>
30-year total cost	\$144,075,794	\$137,022,808	\$7,052,985
75-year total cost	\$723,773,657	\$655,540,396	\$68,233,262

Purchasing 'raw' water and treating it would save approximately \$7M in the first 30 years and approximately \$68.2M in the following 45 years.

These figures include initial capital costs for each option and future capital costs for upgrade and replacements at 10% of original capital cost (plus inflation at 3.0% per year) for the purchase and treat option only. It is assumed that future capital costs of purchasing treated water would be included in the treated water rate. For the raw water option, the assumptions include constructing a filtration plant and the bulk water

purchase cost projections from PWB. The City would have some options to weigh in how the water is treated.

Rates are based on PWB forecast rates for 2022-2031 followed by 2.0% per year average annual rate increases.

More detailed cost information will be developed as part of the Water Master Plan Update process. The costs would then be integrated into the water rate model to forecast future rate adjustments.

**RECOMMENDATION:**

Staff recommends that the City Council directs staff to notify City of Portland that Sandy does not intend to purchase treated water from their new treatment facility but intends to remain a wholesale customer through the term of the existing agreement; Notify Oregon Health Authority-Drinking Water Services of Sandy's intent to treat unfiltered water from the Bull Run system prior to September 2027; and to amend the Water Master Plan Update fee and scope to perform a study of the potential groundwater resources north and east of Sandy.

**SUGGESTED MOTION:**

I move to direct staff to notify City of Portland and the Oregon Health Authority-Drinking Water Services Program of Sandy's intent to treat unfiltered water from the Bull Run system prior to September 2027, and further direct staff to seek a proposal from Murraysmith to amend the fee and scope for the Water Master Plan Update to include a desktop study of potential groundwater resources in the Sandy area.



## Staff Report

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**Meeting Date:** June 21, 2021  
**From:** Jeff Aprati, City Recorder  
**SUBJECT:** Pool Exploratory Task Force Bylaws Clarification

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### **BACKGROUND:**

During the Council's discussion regarding the establishment of the Pool Exploratory Task Force, which occurred on [April 19, 2021](#), the Council emphasized the importance of exploring multiple options related to the future of the Aquatic Center, rather than focusing solely on reopening the existing facility.

Possible options mentioned included:

- Repairing and re-opening the Olin Bignall Aquatic Center
- Replacing the existing pool with new pool(s)
- Building a new pool and incorporating parts of the existing pool
- Temporarily re-opening the existing pool and transitioning to new construction.

While the Council discussed a multifaceted approach, and while the name of the task force was changed to reflect a broader scope, no motion was made at the time to formally amend Article II of the Task Force's bylaws to reflect this expanded purpose. The attached revisions address this need, and are endorsed unanimously by Councilors Exner, Walker, and Hokanson.

### **RECOMMENDATION:**

Approve the revised Pool Exploratory Task Force Bylaws.

The Council may also choose to discuss and provide direction to staff on the following issues, which have been raised in recent days by Council Members:

- A possible deadline for the Task Force to complete its work
- A broader vision/plan for the Community Campus, and how the Task Force's work may fit into it

### **SUGGESTED MOTION:**

"I move to approve the revised Pool Exploratory Task Force Bylaws."

## **Pool Exploratory Task Force Bylaws**

Amended: June 21, 2021

### **Article I: Name**

This body shall be known as the Pool Exploratory Task Force (Task Force). It was established by Council motion on April 19, 2021. The body is a 'Task Force,' per the framework established by Resolution 2021-07; as such it is intended to exist on a temporary basis until its purpose is fulfilled.

### **Article II: Purpose**

Produce a recommendation to the Mayor on ~~how to reopen the Olin Bignall Aquatic Center. Specifically, identify upgrades, repairs, and other modifications necessary for reopening the pool.~~ options for providing and operating a pool and pool programs for Sandy area residents. Potential options include but are not limited to: 1. Repairing and re-opening the Olin Bignall Aquatic Center; 2. Replacing the existing pool with new pool(s); 3. Building a new pool and incorporating parts of the existing pool; or 4. Temporarily re-opening the existing pool and transitioning to new construction. ~~Determine a preferred~~ Evaluate and make a recommendation on alternative pool operating models; to include programs, hours, staffing; that maximizes the utilization of the pool, revenue, and minimizes expenses. Identify cost models for the various pool options, including upfront costs, budgets, and revenue streams. Propose a feasible timeline for construction and re-opening opening the pool. Explore the availability of grants or other non-city sources of funding.

### **Article III: Membership and Terms**

The Task Force is comprised of nine (9) seats. Members serve indefinitely until or unless they resign, are removed, or the Task Force is disbanded. The City Council retains sole authority to appoint or remove members. Seat vacancies, applications, and appointment procedures shall be conducted in accordance with the provisions of Resolution 2021-07.

No more than two (2) of the Task Force members may reside outside of the city limits of the City of Sandy. The Task Force may include up to three (3) members of the Sandy City Council ~~and~~. The nine member Task Force will be assisted by up to two (2) non-voting members from the City of Sandy staff.

To ensure representation of various interests and stakeholders, the Task Force should ideally include members with expertise in some aspect of pool construction, operations, or management; expertise in any aquatic program or sport; grant writing and management; or other relevant interest or experience.

**Article IV: Officers**

The officers of the Task Force shall be the Chair and Vice Chair. Officers shall be elected at the first meeting of each calendar year. Officer terms shall extend for one year, with no limitation on reelection. The Chair shall preside over meetings and maintain order. The Vice Chair shall preside in the absence of the Chair.

**Article V: Code of Conduct**

Task Force members shall abide by the Boards and Commissions Code of Conduct and/or any other such requirements established by the City Council.

**Article VI: Meetings**

The Task Force shall meet not less than six times per year. Meeting dates may be changed or canceled by the Chair, in consultation with the Staff Liaison, with no prior notice to the membership. A majority of the voting membership shall constitute a quorum.

If a member should have two (2) consecutive unexcused absences from regular meetings, he/she may be replaced with a new member appointed by the Sandy City Council.

**Article VII: Amendments**

Amendments to these bylaws may be made at the City Council's discretion. The Task Force may propose recommended changes to the Council.





## Staff Report

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**Meeting Date:** June 21, 2021  
**From** Greg Brewster, IT/SandyNet Director  
**SUBJECT:** SandyNet Advisory Board Member Appointments

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**BACKGROUND:**

The SandyNet Advisory Board currently has no members. Bylaws were established and approved by Council for the SandyNet Advisory Board on April 5th, 2021 and applications were accepted shortly after. Nine applications were submitted and six responded to schedule an interview: Colin Sheridan, Don Williams, Gregory Freetage, Joe Smith, Joel Brache and Michael Horttor. The applicants were interviewed on June 15, 2021.

Councilor Pietzold, Councilor Hokanson and Councilor Sheldon served on the interview panel. The panel recommends that all 6 be appointed to the Board.

Terms lengths for boards starting with no current members is three individuals for three years and four individuals for four years to prevent a complete refresh of the board at the fourth year. Thus, the following individuals are recommended for appointment to the following positions/terms:

Seat #	Name	Term Begins	Term Ends
1	Colin Sheridan	01/01/2021	12/31/2024
2	Don Williams	01/01/2021	12/31/2023
3	Gregory Freetage	01/01/2021	12/31/2024
4	Michael Horttor	01/01/2021	12/31/2023
5	Joe Smith	01/01/2021	12/31/2024
6	Joel Brache	01/01/2021	12/31/2023

Upon completion of the interviews, the interview panel discussed recommending adjustments to the Advisory Board's bylaws. The panel recommended that the Council Liaison be included as a voting member of the Advisory Board.

The panel also recommended that the bylaws be amended to allow individuals who own a business within Sandy city limits to serve on the board.

**RECOMMENDATION:**

The panel recommends Colin Sheridan, Don Williams, Gregory Freetage, Joe Smith, Joel Brache and Michael Horttor be appointed to the SandyNet Advisory Board for 3 and 4 year terms.

The interview panel voted unanimously to recommend adjusting the bylaws under article three to allow business owners within Sandy to also server on the board as well as designating the Council liaison as an ex officio member and have the ability to take part in discussions, deliberations and decisions.

**SUGGESTED MOTION:**

"I move to appoint Colin Sheridan, Don Williams, Gregory Freetage, Joe Smith, Joel Brache and Michael Horttor to the SandyNet Advisory Board as prescribed in the staff report; and to amend the Advisory Board's bylaws as recommended by the interview panel."



Greg Brewster <gbrewster@ci.sandy.or.us>

**Form submission from: SandyNet Advisory Board Application**

**Sandy Oregon** <sandy-or@municodeweb.com>  
Reply-To: Sandy Oregon <web-notifications@municode.com>  
To: gbrewster@ci.sandy.or.us

Wed, Apr 28, 2021 at 6:07 PM

Submitted on Wednesday, April 28, 2021 - 6:03pm

Submitted by anonymous user

Submitted values are:

First Name Joe  
Last Name Smith  
Email  
Phone Number  
Address [37167 Coralburst St](#)  
City Sandy  
State OR  
Zip Code 97055-6831  
Mailing Address (if different)

Please explain your interest in serving on the SandyNet Advisory Board

As I approach retirement, it is my goal to become more active in local and state governmental affairs. Although my career focus has been the gaming industry, I also served as the chief financial officer of a federal agency for 12 years. I have been involved in multiple major casino projects, inclusive of the Spirit Mountain Casino in 1995. My contribution to the Board would be of a financial nature.

What knowledge, education, or skills would you bring to the Board?

Bachelor of Science Degree Accounting, University of Nevada Las Vegas, Certified Public Accountant, Certified in Financial Forensics, Certified fraud Examiner, and Certified Government Audit Professional. Professional Memberships: American Institute of Certified Public Accountants, Oregon Society of Certified Public Accountants, Association of Certified Fraud Examiners, and The Institute of Internal Auditors.

Upload Current Resume [joe-smith\\_bio.pdf](#)

By checking this box, I agree to the following: I certify that the information contained in this application is correct to the best of my knowledge. I understand that to falsify information is grounds for refusing to appoint me, or for removal should I be appointed.

---



Greg Brewster <gbrewster@ci.sandy.or.us>

**Form submission from: SandyNet Advisory Board Application**

**Sandy Oregon** <sandy-or@municodeweb.com>  
Reply-To: Sandy Oregon <web-notifications@municode.com>  
To: gbrewster@ci.sandy.or.us

Thu, Apr 29, 2021 at 9:30 AM

Submitted on Thursday, April 29, 2021 - 9:30am

Submitted by anonymous user

Submitted values are:

First Name MICHAEL  
Last Name HORTTOR  
Email  
Phone Number  
Address [18712 Cloud Cap Ave](#)  
City Sandy  
State OR  
Zip Code 97055

Mailing Address (if different) [18712 Cloud Cap Ave](#)

Please explain your interest in serving on the SandyNet Advisory Board

With the continued uncertainty of the worlds health crisis Internet access is more important then ever. I am very interested in ways to provide low cost and reliable internet service to our residents of ours city. This is a great service to provide with Local ownership and control.

What knowledge, education, or skills would you bring to the Board?

- Bring 20 years + of experience in Utility/ Energy industries with strong Analytical skills, Exceptionally Organized, and able to lead Small and Large Projects
- 15 years + experience as "Senior Operational Analyst" with Strong background in Project Management/ Business Analyst/ and Project lead for multiple Process Improvements Projects
- 15 years proficiency using Visio, MS SharePoint, MS Project, and MS Office (Excel, and Access)
- Managed 15.5 million budgets for 5 departments including developed, administered and monitoring

Upload Current Resume [michael\\_d\\_horttor\\_-\\_resume\\_2021.docx](#)

By checking this box, I agree to the following: I certify that the information contained in this application is correct to the best of my knowledge. I understand that to falsify information is grounds for refusing to appoint me, or for removal should I be appointed.

---



Greg Brewster <gbrewster@ci.sandy.or.us>

**SandyNet Advisory Board Application - New Form Submission for Sandy Oregon**

joel@brachefamily.net <joel@brachefamily.net>  
To: applications@sandy.net.org

Thu, Apr 2, 2020 at 2:19 PM

**A new submission has been received for SandyNet Advisory Board Application at 04/02/2020 2:19 PM**

<b>First Name:</b>	Joel
<b>Last Name:</b>	Brache
<b>Email Address:</b>	
<b>Phone:</b>	
<b>Address:</b>	<a href="#">10254 SE Talbert St.</a>
<b>City:</b>	Clackamas
<b>State/Province:</b>	OR
<b>Zip Code:</b>	97015
<b>Mailing address, if different (e.g., PO Box):</b>	PO Box 1452 Sandy, OR 97055
<b>Please explain why you are interested in serving on this board:</b>	I would like to continue my participation in the SandyNet board.
<b>What knowledge, education, or skills would you bring to this board?:</b>	Small business owner/operator for over 20 years. 26+ years in IT and technology.



Greg Brewster <gbrewster@ci.sandy.or.us>

**Form submission from: SandyNet Advisory Board Application**

**Sandy Oregon** <sandy-or@municodeweb.com>  
Reply-To: Sandy Oregon <web-notifications@municode.com>  
To: gbrewster@ci.sandy.or.us

Thu, Apr 29, 2021 at 4:54 PM

Submitted on Thursday, April 29, 2021 - 3:58pm

Submitted by anonymous user

Submitted values are:

First Name Gregory  
Last Name Freetage  
Email [jethroe57@gmail.com](mailto:jethroe57@gmail.com)  
Phone Number  
Address  
City Sandy  
State OR  
Zip Code 97055  
Mailing Address (if different)

**Please explain your interest in serving on the SandyNet Advisory Board**

I am a happy customer of Sandy Net and want to see it grow. I think that large national operations for any kind of service do not have the best interest of the public or smaller cities. Comcast, Verizon and others are what Sandy Net should strive to different from.

**What knowledge, education, or skills would you bring to the Board?**

I would like to think my most important attribute would be common sense. I have used IP address and META data to target terrorists, that might not be in high demand right now in Sandy...but I understand the need for advancing hardware and software to optimize physical and virtual infrastructure.

Upload Current Resume [gregory\\_a\\_freetage\\_int\\_and\\_ops\\_specialist.docx](#)

By checking this box, I agree to the following: I certify that the information contained in this application is correct to the best of my knowledge. I understand that to falsify information is grounds for refusing to appoint me, or for removal should I be appointed.

\_\_\_\_\_

5/10/2021

City of Sandy Mail - Form submission from: SandyNet Advisory Board Application



Greg Brewster <gbrewster@ci.sandy.or.us>

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## Form submission from: SandyNet Advisory Board Application

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**Sandy Oregon** <sandy-or@municodeweb.com>  
Reply-To: Sandy Oregon <web-notifications@municode.com>  
To: gbrewster@ci.sandy.or.us

Thu, May 6, 2021 at 1:08 PM

Submitted on Thursday, May 6, 2021 - 1:08pm

Submitted by anonymous user

Submitted values are:

First Name Colin  
Last Name Sheridan  
Email  
Phone Number  
Address [18537 White Tail Ave](#)  
City Sandy  
State Oregon  
Zip Code 97055  
Mailing Address (if different)

Please explain your interest in serving on the SandyNet Advisory Board

As a career technologist, having a reliable ISP option available is very important to me. When looking for a new area in Oregon to relocate to roughly 3 years ago, I was drawn to Sandy mainly because of SandyNet. Knowing there was an established and supported community ISP available to me made the decision to move to Sandy easy. Additionally, I believe that community run fiber in Oregon, including SandyNet, MiNet, and more recent additions in Eugene and Hillsboro, show the demand for and the success of Community Fiber in Oregon, and can hopefully serve as an example for other communities looking at similar initiatives. The goal of enabling easy and complete access to the internet for as much of the population as possible, and the methods in which that goal is reached are very important to me. That the city has added community access to SandyNet as a requirement for new construction and has worked so hard to connect the pre-existing infrastructure of this community, shows an alignment in the ideals that I hold related to the importance of accessibility. I would like to be part of the future trajectory of SandyNet. As the world adjusts to new norms, we are also finding an increased reliance on Technology. Having a robust, efficient, open, and economical ISP available will help to enable success for all constituents for which it is available.

What knowledge, education, or skills would you bring to the Board?

While I may lack the complete network-specific skills that the current staff of Sandy Net / Sandy IT have, I believe my background in technology, mainly in systems and network administration, would serve as a valued addition to this panel. Additionally, I have spent much of my energy and time in my career seeking to be an in-between for the world of technology and the people it affects. Making sure that communication, information, and policy is approachable and understandable for all users is vitally important given the complexities of these systems that can easily be lost in translation. My experience in end user support and training can hopefully help fulfil some of this vitally important need.

Upload Current Resume [colin\\_sheridan\\_resume.pdf](#)

By checking this box, I agree to the following: I certify that the information contained in this application is correct to the best of my knowledge. I understand that to falsify information is grounds for refusing to appoint me, or for removal should I be appointed.



Greg Brewster &lt;gbrewster@ci.sandy.or.us&gt;

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**Form submission from: SandyNet Advisory Board Application**

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**Sandy Oregon** <sandy-or@municodeweb.com>  
Reply-To: Sandy Oregon <web-notifications@municode.com>  
To: gbrewster@ci.sandy.or.us

Thu, Apr 29, 2021 at 11:50 AM

Submitted on Thursday, April 29, 2021 - 11:49am

Submitted by anonymous user

Submitted values are:

First Name Don  
Last Name Williams  
Email  
Phone Number  
Address 40192 Laurel St  
City Sandy  
State Oregon  
Zip Code 97055

Mailing Address (if different)

Please explain your interest in serving on the SandyNet Advisory Board

As a local resident, and customer of Sandy Net at both my residence and local business. I personally feel the value of Sandy Net has by far out performed its competition. But that competition does certainly lurk to improve itself, It would be my goal to continue to see the service grow especially in rural area's when possible, and for the service to remain cutting edge. I have a wide array of knowledge in Broadband, whether it coaxial based, fiber infrastructure, or wireless technology that could be leveraged to benefit Sandy Nets bright future, and provide solid advise and analysis to the City.

**What knowledge, education, or skills would you bring to the Board?**

I would bring a combined 39 years of direct knowledge and experience in the Broadband Communications Business. In past I have held positions of Service Technician, Maintenance Technician, Technical Supervisor, and System Plant Manager. I began my career at Storer Cable, Anaheim Ca in 1982 and have progressed my career over these many years. I moved to Oregon in 1987 and worked in Washington County for a large MSO owner(s) Willamette Broadband-Columbia Cable-TCI and AT&T. We were one of the first systems to deploy fiber transportation cables in Washington County in the State of Oregon that had 4K miles of coaxial plant and greater than 65K customers. I had regulatory responsibilities to (MACC) Metro Area Communications Commission, and also had direct working relationships with the FCC in Portland working on joint projects such as "Direct Pick up" and "signal radiation" problems with consumer television sets.. I have also published two articles with Communications Technology- "Back to Basics" a National trade magazine.

For the last 21 years, I have work for a large Global Broadband Communications Manufacturer in the role as Regional Account Manager. I am (NCTI) National Cable Television Institute Graduate in Broadband through Advanced Technician, as well as a formally Certified Technician/ Engineer (SCTE). Society of Telecommunications Engineers.

I have had senior fiscal and employee management responsibilities throughout my broadband career. And on the smaller side, I have operated a small business in the town of Sandy for the past 6 years.. I look forward to learning more about serving on the Sandy Net Board, and the needed commitment of time for the position. I thank you for your [consideration.to](#) possibly serve the Community..

Upload Current Resume [resume\\_don\\_i\\_williams\\_.doc](#)

By checking this box, I agree to the following: I certify that the information contained in this application is correct to the best of my knowledge. I understand that to falsify information is grounds for refusing to appoint me, or for removal should I be appointed.

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## **SANDYNET ADVISORY BOARD BY-LAWS**

### **Article I: Name**

This body shall be known as the SandyNet Advisory Board (Board). It is established in accordance with Resolution 2018-14 of the Sandy City Council (May 22, 2018).

### **Article II: Purpose**

Advise the Sandy City Council on the operations, long-term strategy, growth, and scope of services offered by SandyNet, the City's municipal fiber utility, to meet the current and future needs of Sandy and the greater service area.

### **Article III: Membership and Terms**

The Board is comprised of seven seats, each with a four-year term. The seats are organized into two staggered cohorts to ensure that no more than four seat terms expire in any given year. Appointments to fill a seat vacancy shall be made for the remainder of the unexpired term. Board members and applicants must be residents ~~of Sandy~~ or owners of businesses within Sandy's city limits, with one Board member allowed to reside in the Urban Growth Boundary or Urban Reserve area outside city limits. Applicants for the Board will undergo an interview process as determined by the City Council. The Council retains sole authority to appoint or remove members.

To ensure representation of various interests of SandyNet stakeholders, the Board should ideally include at least one member with interest/experience in the following fields:

- Business operator/owner
- Occupation in relevant technology related field(s)
- Member of relevant technology board, commission, group or council

A City Council liaison shall be a **voting ex officio member** of the Board and shall take part in its discussions, deliberations, and decisions. Ex Officio members shall not be counted toward the constitution of a quorum at any meeting.

The City Manager shall designate a Staff Liaison with responsibility for providing administrative and logistical support to the Board.

### **Article IV: Officers**

The officers of the advisory board shall be Chair and Vice Chair. They shall be elected at the first meeting of each calendar year and shall serve for a one-year term. The Chair shall preside over meetings and maintain order. The Vice Chair shall preside in the absence of the chair.

### **Article V: Code of Conduct**

Board Members shall abide by the Boards and Commissions Code of Conduct and/or any other similar requirements established by the City Council.

**Article VI: Meetings**

The Board shall meet not less than four times per year. All meetings will be held in accordance with public meetings law established by the State of Oregon. Meeting dates may be changed or canceled by the Chair, in consultation with the Staff Liaison, with prior notice to the membership. A majority of the voting membership shall constitute a quorum.

If a member should have two (2) consecutive unexcused absences from regular meetings, he/she may be replaced with a new member appointed by the Sandy City Council. The new appointee shall fill the former member's unexpired term.

**Article VII: Amendments**

Amendments to these bylaws may be made at the City Council's discretion. The Board may propose recommended changes to the Council.



## Staff Report

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**Meeting Date:** June 21, 2021

**From** Jordan Wheeler, City Manager  
Wastewater Treatment Plant Improvements Project Schedule

**SUBJECT:** Update

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### **BACKGROUND:**

City staff and our owner's representative on the Wastewater System Improvements project have been working with the project consulting engineers and contractor on the schedule for the wastewater treatment plant improvements. The project schedule has been directly impacted by the coronavirus pandemic's effect on global supply chains and shipping delays. Even with long procurement times and early work packages, we are experiencing unprecedented lead times for deliveries of critical equipment. These delays mean that some of the critical pieces of equipment will not arrive on site until this fall with the consequence of the entire project not being completed by our target date of November 1. The City's owner's representative contractor developed some options on addressing the delays and mitigating the impacts and risks to the project and environment.

The attached technical memo provides an explanation of the issue and an analysis of 3 alternatives that were explored. The recommendation is that we proceed with constructing the project over two summers (2021 and 2022). This approach was determined to be the lowest risk to the environment and to the city in regards to permit exceedances and treatment plant performance. With this option, the improvements on one aeration train and one clarifier will be completed and functional by November 1, 2021 which will still improve performance and capacity at the plant over the winter discharge season. Additionally, the updated headworks, updated blower system, and updated electrical system will still be completed by November 1. In total, \$2 million in upgrades will be made this year.

The options were presented to the Wastewater Project Oversight Committee on June 3 and the committee members concurred with the recommendation. City staff and owner's representative also met and shared the information with the Oregon Department of Environmental Quality.

### **BUDGETARY IMPACT:**

Constructing the improvements over two summers will require a second mobilization and extra general condition costs. The estimate is \$40,000-\$80,000 in extra project costs.

### **RECOMMENDATION:**

The recommendation is to proceed with constructing the project over two summers.

**SUGGESTED MOTION:**

"I move to accept the revised project schedule for the Wastewater Treatment Plant Improvements Project."



# Project Delivery Summary

Prepared for: Jordan Wheeler, City Manger  
Mike Walker, Public Works Director  
City of Sandy, OR

Project: Existing WWTP Condition Improvements Project

Author: Brittany Park, PE  
Leeway Engineering Solutions LLC (Leeway)

Reviewer: Rob Lee, PE, PMP  
Leeway Engineering Solutions LLC

Date: June 1, 2021

Subject: Project Schedule Evaluation

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## Introduction

The City of Sandy, Oregon (City) is upgrading the existing Wastewater Treatment Plant (WWTP) processing facilities to provide greater ease of operability, worker safety, and environmental permit compliance. This project is part of a greater effort in Sandy to improve the wastewater system. The project is on an accelerated schedule and must be complete as soon as possible to comply with the



Mutual Agreement and Order between the City and the EPA. This Technical Memorandum (TM) provides an overview to the project construction schedule issues and provides recommendations on how to proceed.

## Problem Definition

The original project schedule had all construction completed by the seasonal switch over to discharge to Trickle Creek on November 1, 2021. The project team has realized that, with typical construction sequencing, this completion date cannot be achieved.

### Cause of construction schedule delay

A pandemic, natural disasters, and surges in demand over the past year have caused shortages of supplies and shipping capabilities across the country. The project schedule has been directly impacted by these market issues. We are seeing lead times much longer than usual. Below is a list of bid dates and expected delivery dates. These time frames indicate the extent of market delays specific to this project.

**Table 1 – Equipment Procurement lead times for the WWTP condition improvements project.**

Equipment name	RFP Issued to Suppliers	Bid closure date
Grit System	NA	3/19/2021
Jib Crane	4/28/2021	5/12/2021
Aeration Basin Valves and Actuators	4/30/2021	5/21/2021
MCC and VFDs	4/30/2021	5/28/2021
Membrane Disk Diffusers	5/12/2021	5/28/2021
Clarifier Assemblies	5/13/2021	6/2/2021
Slide and Weir Gates	4/26/2021	5/11/2021

The team tried to mitigate these impacts as much as possible by getting early procurement packages out ahead of the first Guaranteed Maximum Price (GMP) Package. Solicitations went out as early as April, 2021. But even with the extra effort, some critical equipment needed to start construction will not be delivered onsite until August at the earliest and October at the latest. The equipment delivery dates limit the summer month construction period.

## Scheduling Solutions

There are three scheduling solutions that the have been presented below. None of the options fully mitigate the impact to schedule and require weighing of cost and non-cost factors.

### Option 1 – Maintain current construction schedule

The following milestones were produced using conventional construction sequencing based on equipment lead time inputs:

Aeration Basin 2 – functional before 10/31/21

Aeration Basin 1 & 2 – complete 1/27/22  
Clarifier 2 – functional by 10/31/21  
Clarifier 1 – functional by 1/26/22

This construction schedule does not meet the November 1, 2021, deadline for completion and requires one aeration train and clarifier to be down during the winter discharge to Trickle Creek.

#### *Option Risks Implications*

Below is a list of risk associated with this schedule:

- The Sandy WWTP when fully operational does not have enough capacity to handle peak wet weather flows. Operating at 50% capacity during winter wet weather flows will overwhelm the plant and cause permit exceedances.
- It must be communicated to DEQ, councilors, and other interested parties why the original November 1, 2021 schedule is not being met.

#### *Option Cost implications*

This schedule is the base case and there are no budgetary impacts.

#### *Option 2 – Utilize Equalization Basin as a temporary Aeration Basin*

This is the most creative option. It is possible to complete major construction on the aeration basins by November 1, 2021 if the aeration basin can be completely emptied. This allows the contractor to complete all work at once and compresses the schedule. There are two aeration trains within the aeration basin. Current construction phasing only allows for one aeration train down at a time while the other aeration train remains in operation. The only way to have the full aeration basin down at once is to provide temporary aeration that can handle plant summer capacity flows.

The solution is to convert the equalization basin into a temporary aeration lagoon and bypass the aeration basin. Some upgrades on the equalization basin would be needed to complete this. Equalization basin upgrades include, but not limited to, purchasing new surface aerators, upgraded electrical service and conduit, extra labor hours for operations staff, and additional by-pass pumps.

#### *Risks Implications*

This scheduling solution is the riskiest of the three options. Below is a list of concerns/ risks to the project:

- There is currently no room for error in the schedule due to procurement lead times. If construction is not completed one time, there is a risk of exceeding permit limits during the seasonal discharge to Trickle Creek.
- If the plant receives surges from an early fall storm, there will be no capacity for the plant to treat or store the excess flows. This would lead to an unpermitted discharge to Trickle Creek.
- The additional aerators will take up power capacity needed for future upgrades, triggering the need for a plant power upgrade earlier than anticipated.



- Attachment A contains a list of concerns from Veolia staff, all would need addressed before using the equalization basin for a temporary aeration basin.
- DEQ approval must be received before bypassing the aeration basin.

#### *Cost implications*

This is the most expensive option. On a Class 5 estimate level, there is about \$50,000 gained in contractor efficiencies from being able to do all the work at once. The extra equipment required to transform the equalization basin into an aeration lagoon is approximately \$300,000+ in costs. Total extra project costs are \$250,000+.

#### *Option 3 –Construction over two summers*

This option elongates the construction schedule to reduce construction risk. One aeration train and one clarifier will be completed and functional by November 1, 2021. The second aeration train and clarifier will be updated during the 2022 summer season.

This schedule will allow the plant to operate both clarifiers and aerations trains through the winter of 2021/2022. Although construction will not be complete, the plant should perform better than the base case because half of the liquid processes will have been updated.

#### *Option Risks Implications*

Below is a list of risks associated with this schedule:

- Most delayed construction schedule of the options.
- The capacity of the plant during the 2021/2022 winter season will be greater than the current plant with half of the liquid train upgrades completed. The plant will not yet have the full design capacity but should be able to handle greater spikes in wet weather flow than the current plant. There is still a risk that the system will be overwhelmed by a large winter storm and cause exceedance in permit limit discharge.
- It must be communicated to DEQ, councilors, and other interested parties why the original November 1, 2021 schedule is not being met.

#### *Option Cost implications*

This option required a second mobilization of the contractor and extra General Condition costs with the extended schedule. At a class 5 level, there will be \$40,000-\$80,000 in extra project costs.

#### *Summary*

The above options are summarized below in Table 2.



**Table 2. Summary of Options**

Option	Extra Cost	Schedule Impact	Risks
Maintain current construction schedule	~0\$	3-month delay	<ul style="list-style-type: none"> <li>• High risk of permit violations during winter 2021/2022 operation</li> <li>• Must communicate delays to DEQ, councilors, and other interested parties</li> </ul>
Utilize Equalization Basin as a temporary Aeration Basin	~\$300,000+	0-month delay	<ul style="list-style-type: none"> <li>• High risk of unpermitted discharge into Trickle Creek</li> <li>• High risk of permit violation during late Fall 2021</li> <li>• Trigger for plant power upgrade</li> <li>• DEQ approval must be received before bypassing the aeration basin</li> </ul>
Construction Over Two Summers	~\$40,000-\$80,000	9-month delay	<ul style="list-style-type: none"> <li>• Lowest risk for permit violation during winter 2021/2022 operation</li> <li>• Must communicate delays to DEQ, councilors, and other interested parties</li> </ul>

### Recommendations

Leeway recommends proceeding with Option 3 – Construction over two summers. Although this option does not provide a completed project by November 1, 2021, it is the option that provides the lowest risk of permit violations to the City. The extra costs for the extended schedule are minimal and all project team members agree that this option will provide the best result to the City.

### Closure

The project team is disappointed to move out the construction schedule, but the successes of the project are not minimal. This project kicked off design in January 2021 and by November 1, 2021, the City will have approximately \$2M in upgrades that include an updated headworks, updated blower system, updated electrical system, one updated aeration train, and one rehabilitated clarifier.

## **Attachment A – Veolia’s Temporary Use of EQ Basin as AB during AB Retrofit Prerequisites/Concerns**

Could it be done? Yes but multiple items need to be addressed in advance. This could only take place during summer operating season. Some prerequisites and thoughts listed below.

1. West Yost (WY) to prepare Engineering proposal for DEQ review (if requested by DEQ).
2. City to obtain DEQ and any other necessary State agency approval.
3. Approval and sign off by the City of Sandy and Veolia including addressing of any liabilities concerns of Veolia Management.
4. City approval for Veolia supplemental over time reimbursement for additional manual monitoring of special temporary system outside of contract scope.
5. Slayden to install new MCC utility pump controls and/or power conditioning.
6. WY and Veolia to determine if single pump adequate normal flows. This is needed to provide 100 redundancy electrical power pump.
7. Veolia and Slayden verify all alarms for utility basin functions like level and flows.
8. Slayden to install RAS by-pass piping to be put in place for RAS return to EQ basin.
9. Slayden to provide Diesel backup pump for EQ level controlled and alarmed. This is to address power loss event in which both Utility pumps OOS.
10. Slayden to install utility pumps tie in to clarifiers including cross tie to allow flow to be routed to either clarifier...
11. Slayden to install engineered DO supply system to EQ basin with monitoring, and control function.
12. Slayden to provide adequate isolation gate for head of current aeration basin for proper LOTO isolation of the AB's...
13. Slayden to provide temporary level reading in EQ with value in SCADA if possible...
14. WY to design and Slayden to provide provision for emergency gravity or pumped line to disinfection system and out fall.
15. WY and Veolia to evaluate possible impacts to permit requirements with primary concern for total coliform at inlet to the Nursery
16. WY and Veolia to address impacts to Disk Filter loadings if Clarifier is unable to meet 15 to 17 ppm solids.