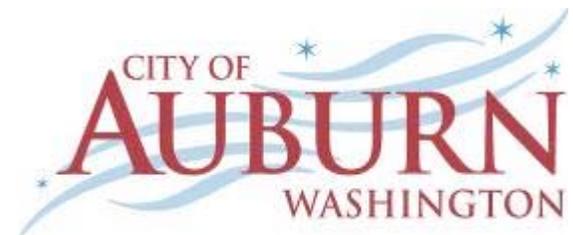
The slide features a blue banner at the top containing the text 'Department of Public Works'. To the left of the banner is a vertical bar with a light blue background and a repeating pattern of yellow geometric shapes. A blue swoosh line starts from the top right, loops over the banner, and ends at a small black circle with white dots on the left side of the banner.

Department of Public Works

Pavement Preservation

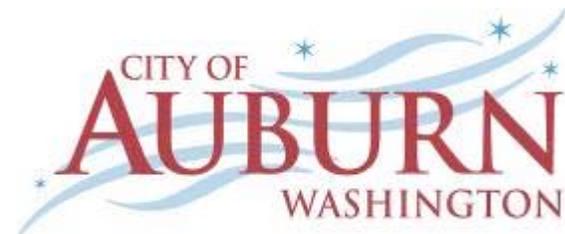
Classified Streets

(Arterials and Collectors)



Classified Street System

- ▶ Auburn has a **total** of 211 centerline-miles of streets.
- ▶ 93 centerline-miles are **Classified streets**
 - ▶ 60 centerline-miles are Arterials
 - ▶ 33 centerline-miles are Collectors
- ▶ 119 centerline miles are Local Streets
(**Non Classified streets**)
- ▶ 10 centerline miles of Arterials are Existing Truck Routes
- ▶ 14 centerline miles of Arterials are **Future Truck Routes**



Presentation Overview

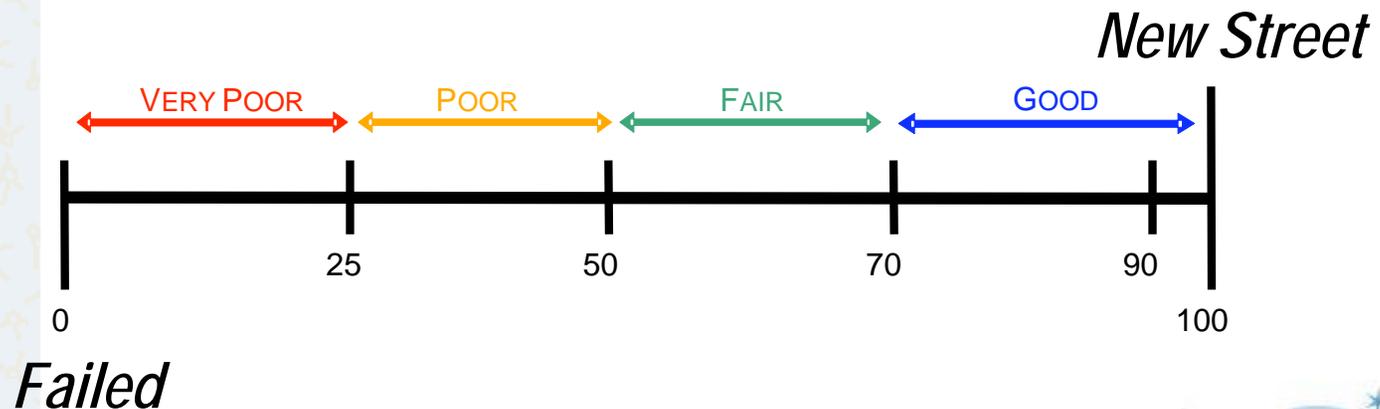
- ❖ PCI – How Pavement Condition is Measured
- ❖ Current Funding vs. Funding Needs
 - ❖ Our Current Funding Situation
 - ❖ Funding Needs to Treat All Deficient Pavement
- ❖ Additional Funding Required to Improve Truck Routes



Pavement Condition Index

PCI stands for **P**avement **C**ondition **I**ndex

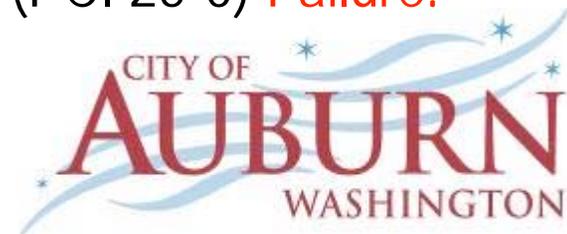
PCI is a number assigned to a street to indicate it's condition based on a scale from 0 to 100. A rating of 100 indicates a street with new pavement. A rating of 0 indicates a street where the pavement has completely **FAILED**.



Current Funding

Current Arterial System Funding

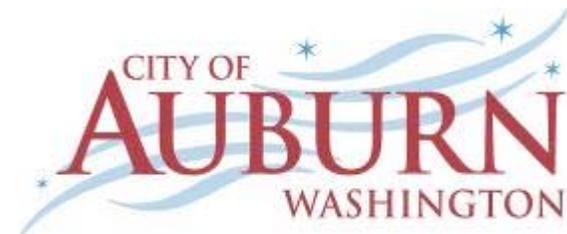
- \$1,900,000 is allocated from the City's 1 % Utility Taxes each year to preserve or reconstruct our entire Arterial Street System.
- After 10 years at this level of underfunding:
 - Our Arterial System will **deteriorate** from the current average system PCI of **65** to an average PCI of **53**
 - 42 miles of streets will be in **good** condition (PCI 100-70); 17 miles will be in **fair** condition; 5 miles be in poor condition; and 28 miles will be in **very poor** condition (PCI 25-0) **Failure!**



Funding Scenarios

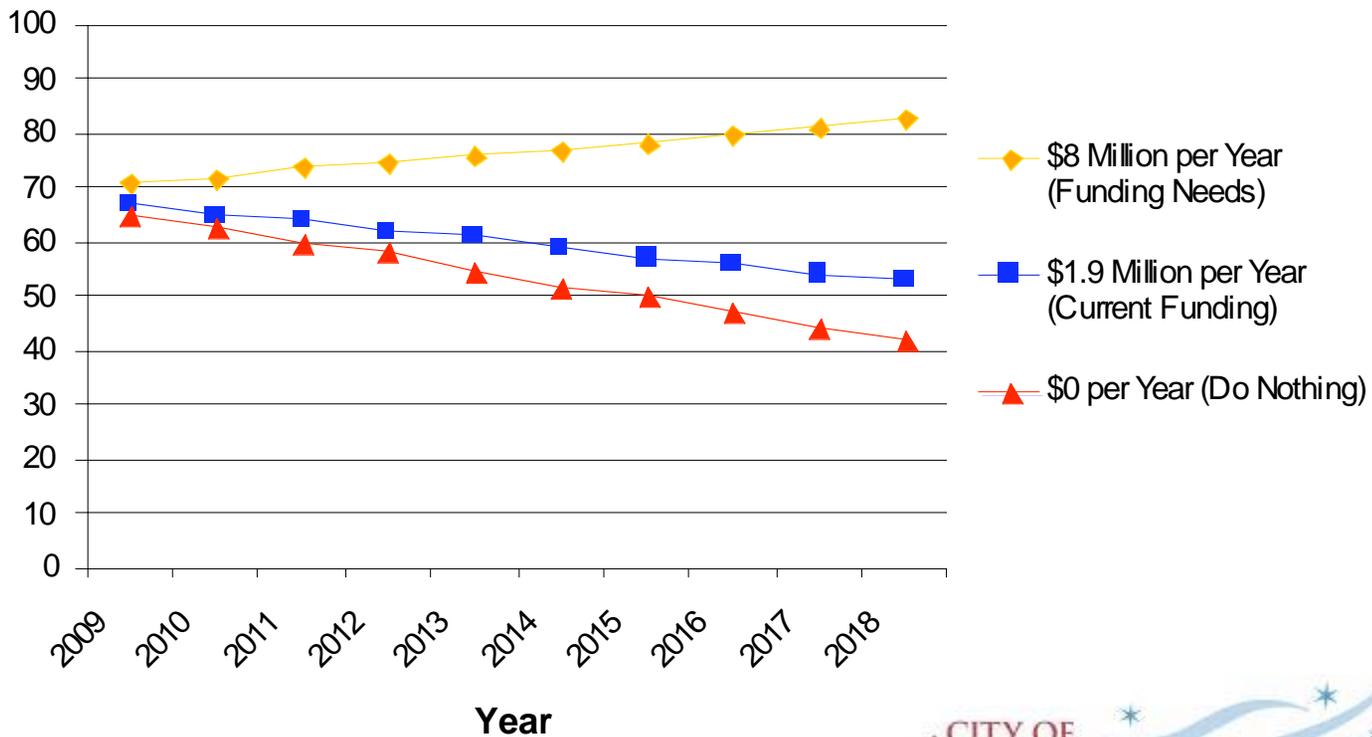
Funding Needs

- \$8,000,000 total per year is needed to treat all the deficient pavement within 10 years. This amounts to \$80M
- After 10 years at this level of funding:
 - All the pavement will be in good condition (PCI 70-100).
 - Our System will **improve** from the current average system PCI of 65 to an average PCI of 83.



10-Year Summary

Average System PCI



Truck Route Improvements

- The estimated costs of \$80 M only accounts for maintaining the existing pavement for light vehicles (commuters traffic)
- An additional **\$40 M** is needed to upgrade all truck routes to modern freight standards. Such improvements would include:
 - Improving the roadway pavement section structural thickness to support heavy loads.
 - Widening the outside travel lanes.
 - Improving turning radii to accommodate truck movements.

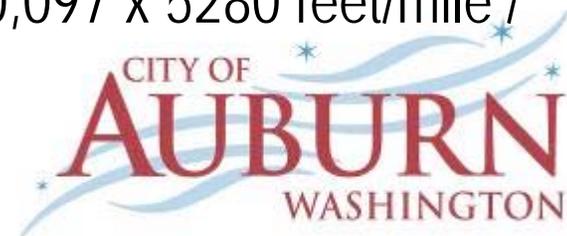


Example: C Street Project

City's Experience in Rebuilding C Street NW: To give you some perspective on the magnitude of our true needs, consider our most recently bid rebuild project on C Street NW. The scope of this project was to remove all existing pavement and rebuild the street to a modern Truck standard. The street had failed similar to the 7 miles we refer to in the presentation and required a complete rebuild. This is a typical minor arterial four lane segment only three blocks long (1000' long or approximately x 40 ' wide).

Total Project Cost: \$900,097.

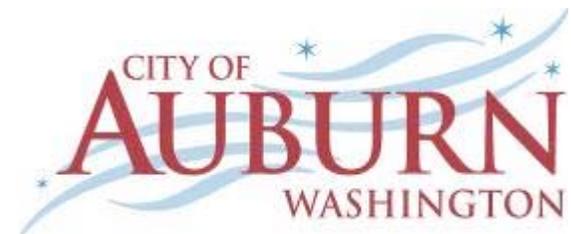
So to rebuild a typical centerline mile of Arterial that is either a bus or truck route would require about: $\$900,097 \times 5280 \text{ feet/mile} / 1000 \text{ feet}$ or about **\$4,752,512**.



Summary of Needs

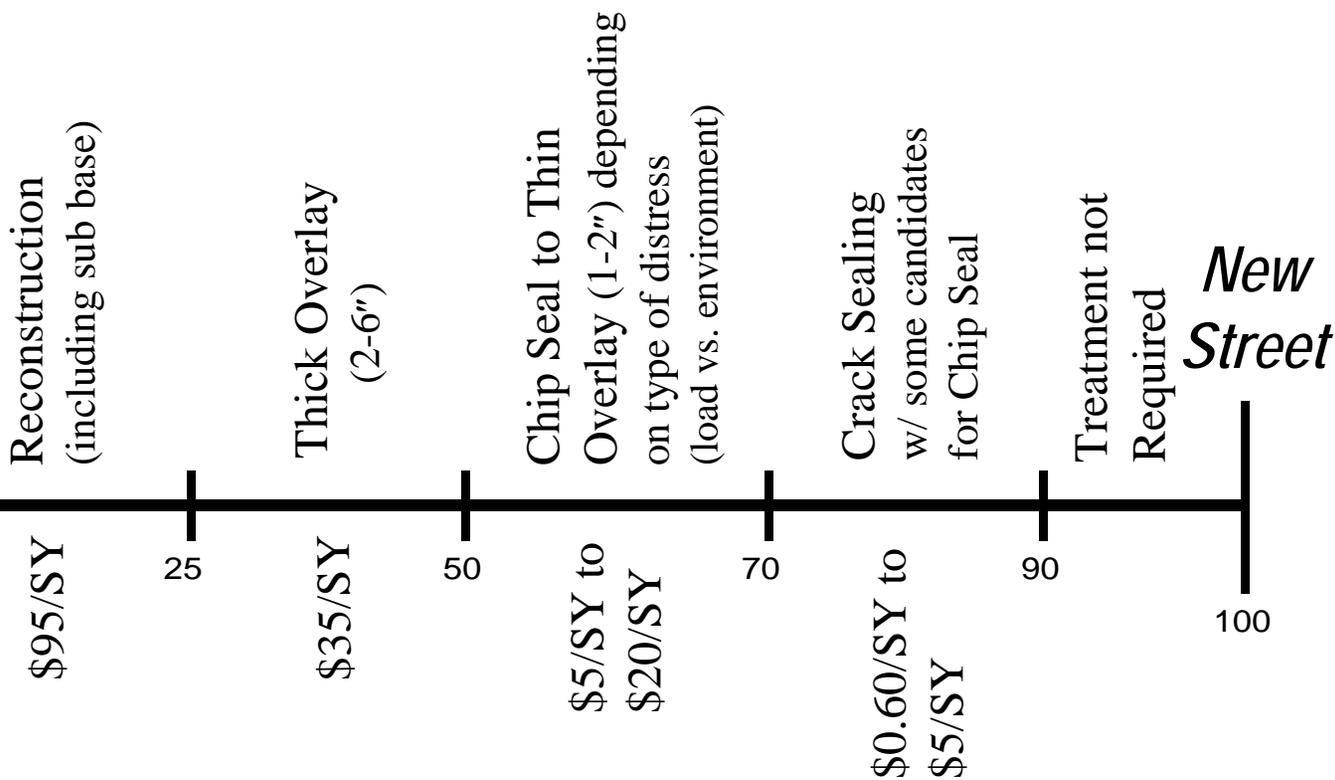
Funding Needs (in 2009 Dollars)

- **Maintenance Program:** \$8 M per year is needed to treat all the deficient pavement within 10 years.
- **Capital Program Truck Routes:** An additional \$40M is needed to upgrade our future Truck Routes to support current landuse
- **Total Funds Needed:** \$120 M



Strategy

Failed

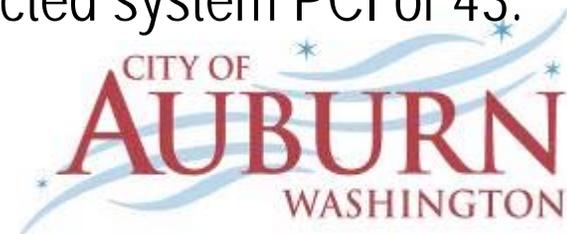


Consequence of Deferral

As work is deferred on a deteriorating system, the annual cumulative debt increases on an accelerating basis. For every year the City continues to defer funding the system at the \$8M level, the cumulative total burden to restore the system to a sustainable condition (PCI of 70) will increase.

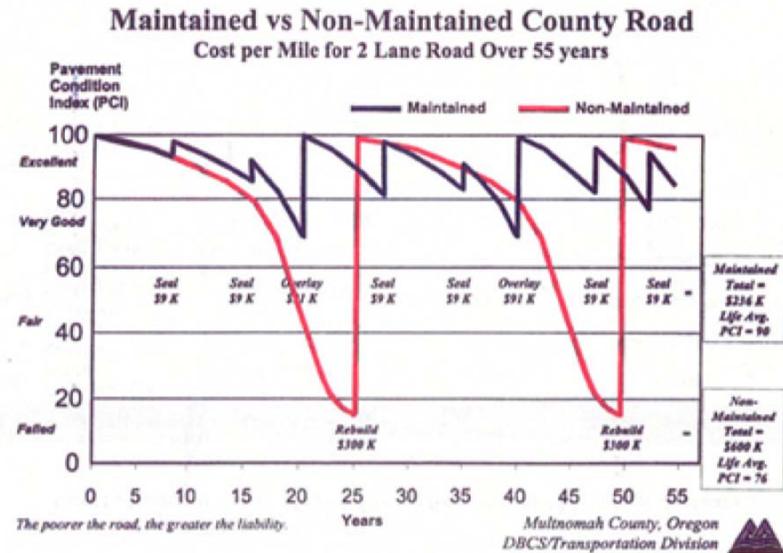
Example: An additional \$5.325 M per year is needed (in 2007 Dollars) to treat all the deficient pavement within 10 years.
Current burden is \$60M

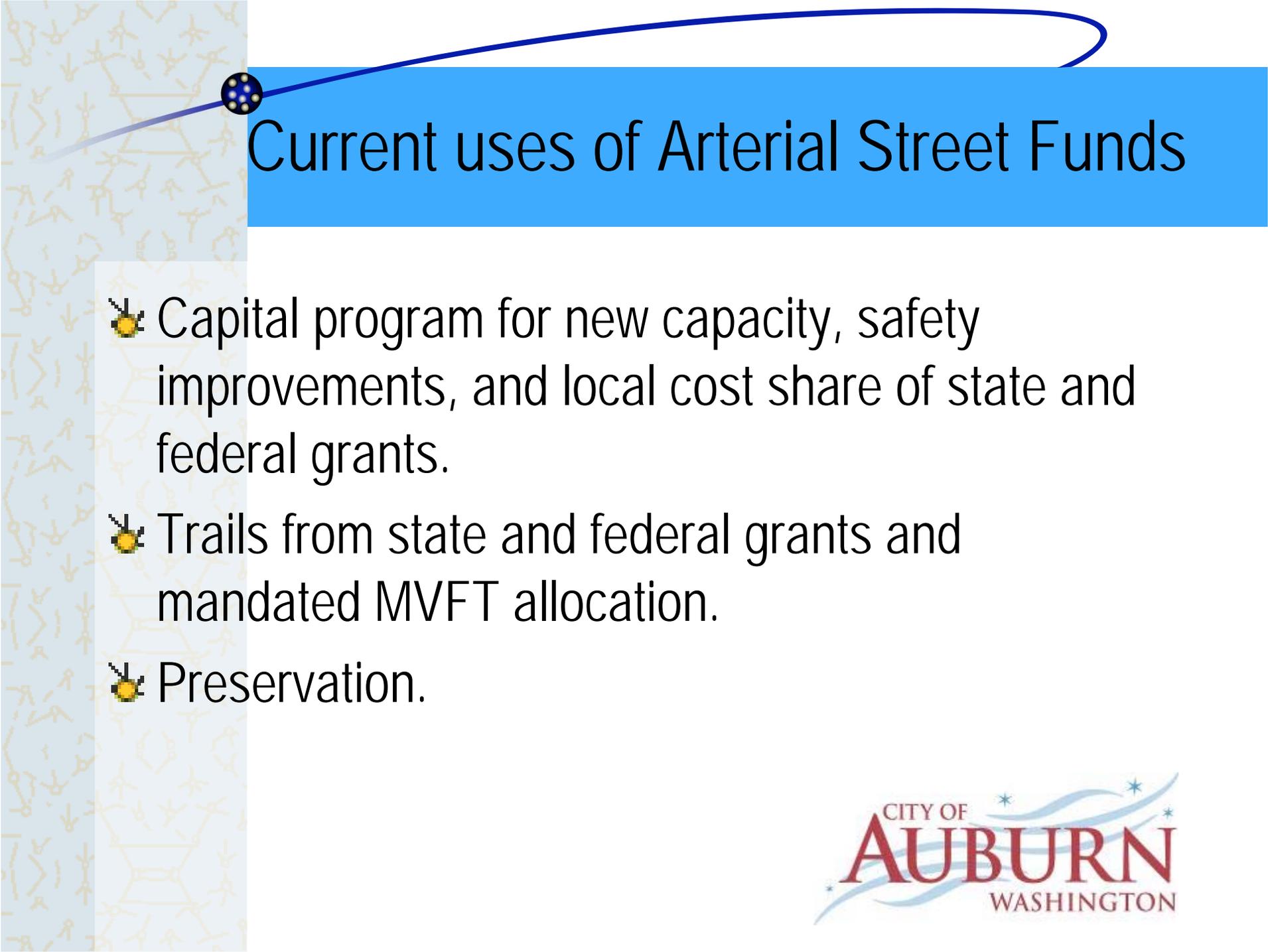
Example: Assuming we continue to invest only \$1,900,000 a year for the next 20 years (with the budget increase of 3% a year for inflation) the pavement database estimates we will defer a total of \$164,753,772 by 2028 with a predicted system PCI of 43.



Multnomah County Data

Effect Of Treatments



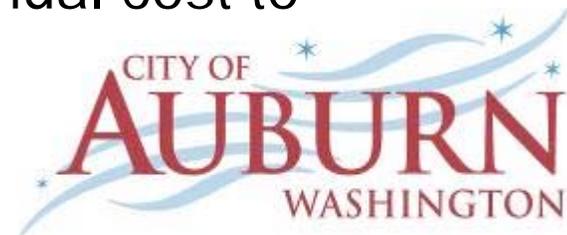


Current uses of Arterial Street Funds

- ✦ Capital program for new capacity, safety improvements, and local cost share of state and federal grants.
- ✦ Trails from state and federal grants and mandated MVFT allocation.
- ✦ Preservation.

Fund Sources

- ✘ State and federal grants: Rebuilds & Preservation do not compete!
- ✘ Impact fees: Not legal to use for preservation/rebuilds
- ✘ Mitigation fees: Same as Impact fees
- ✘ Contributions & donations (generally for specific project)
- ✘ REET I (Used intermittently to fill funding gaps)
- ✘ MVFT \$1.1M annually: \$370K to Art Street Fund, \$830K goes to Street Dept (\$2M annual cost to Operate)

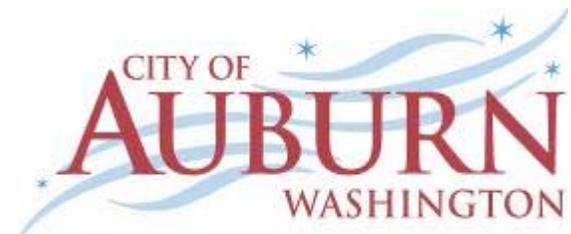




Need New Revenue Streams !

Current Revenues for preservation:

✂ 1 % Utility Tax \$1.9M



Other Possible Revenue Sources

Possible Revenues:

- ✦ Street Utility: Requires Legislative Action
- ✦ New MVET Legislation: \$20/year/vehicle provides \$600k annually (\$7.5M bond)
- ✦ Port, City & County Partnership to form a Port benefit District



What Do We Ask the Commission to do?

In Olympia:

- ✦ The past 10 years show no evidence of concern in Olympia for our Local Arterials – We need a fair share of Freight revenues – help our elected representatives see the need for equity!
- ✦ We need the Street Utility approved – Next Session please

What Do We Ask the Commission to do?

At PSRC:

- ✦ Help us forge a more pro-active & symbiotic partnership with the Ports of Tacoma & Seattle to form a Port District to pay for improving regionally significant freight routes – Build on our FAST Corridor successes, and
- ✦ Determine innovative ways to partner with Transit agencies that have access to FTA funds to make a contribution towards annual Transit route preservation.*



What Do We Ask the Commission to do?

At PSRC cont:

- ✦ Perform a four county assessment of regionally significant freight & transit routes to determine their present pavement condition (PCI ratings), and
- ✦ Adopt a regional Level of Service for PCI of 70 or higher for all regionally significant routes to obtain within the next 20 years, and
- ✦ Determine the funding required annually to obtain the regional standard, and



What Do We Ask the Commission to do?

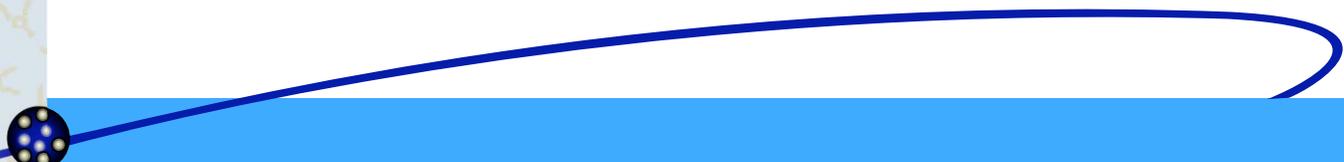
At PSRC cont:

- ✦ Give priority of regional funding allocation to achieving a level of sustainable progress towards reaching the 20 year goal within 20 years, and
- ✦ Provide biennial progress reports back to PSRC Executive Board, and

What Do We Ask the Commission to do?

At PSRC cont:

- ✦ Call for reform of the PSRC scoring system for allocation of federal funds so that repairing & rebuilding old deteriorating pavements on key arterial freight & transit routes are on par with other new capacity projects, or
- ✦ Consider a set aside for Regionally significant freight & transit routes so that like "Trails" we have a fair share of the regional pot of funds each bienenium.



Q&A?

Our System Begs for Your Help!

- ☀️ Who will grasp the Nettle before its too late?
- ☀️ More Auburn Closures are eminent!
- ☀️ Picture Tour Down West Valley Highway Follows to explain why:

