This information was compiled by the City of Corvallis Public Works Department.

June 2005
Is this street OK?
Is this street OK? No.

Once potholes form, a street is in the final stage of deterioration and needs significant work to be restored.
How streets deteriorate

Vehicle traffic and weather break down the surface.

Cracks appear.
How streets deteriorate

Water seeps through the cracks, and weakens the subsurface.

How streets deteriorate

Vehicles travel over weakened sites.

Subsurface fails.

Surface collapses.

Potholes appear.
What can be done?

Pavement Maintenance Programs

- Crack/Slurry seal prevent additional water seepage.
- Grind/inlay replaces riding surface (top two inches) of street.
Pavement maintenance prolongs service life

Repairs the surface layer.
Prevents water from getting to the subsurface.
Extends typical service life of 20-30 years by two or three times.
Pavement maintenance costs less than reconstruction
(Cost per square yard)
But is there enough money?

No.

Revenues for most transportation maintenance activities are not keeping pace with expenditures.

Revenues for 2004-05 are predicted to be 90% of what they were 10 years ago.
Why aren’t revenues keeping up?

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Vehicle registration fees were raised in 2003, resulting in another $350,000 coming to Corvallis, but….
Gas taxes have not increased in 12 years. Projected Highway Fund dollars are flat.

**Highway Fund Dollars to the Street Fund**

(in million dollars)

- 2004: $2.2
- 2005: $2.3
- 2006: $2.4
- 2007: $2.4
- 2008: $2.4
- 2009: $2.3
At the same time expenditures are increasing because:

• Transportation systems growing.

• Costs for materials and labor increasing.

• Infrastructure aging.
Long term picture

Projected Ending Street Fund Balance

<table>
<thead>
<tr>
<th>Year</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>04-05</td>
<td>$1M</td>
</tr>
<tr>
<td>05-06</td>
<td>$0</td>
</tr>
<tr>
<td>06-07</td>
<td>-$1M</td>
</tr>
<tr>
<td>07-08</td>
<td>-$2M</td>
</tr>
<tr>
<td>08-09</td>
<td>-$3M</td>
</tr>
<tr>
<td>09-10</td>
<td>-$4M</td>
</tr>
<tr>
<td>10-11</td>
<td>-$5M</td>
</tr>
<tr>
<td>11-12</td>
<td>-$6M</td>
</tr>
</tbody>
</table>
Service levels in jeopardy

Without new revenues, current services can not be provided at the same level.

Streets will continue to deteriorate.

Hazards will increase for motorists, bicyclists and pedestrians.
What’s been done?

Public process to examine transportation funding begins

May 2003
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Transportation Task Force meets to study the issue July 2003 - May 2004

Resulted in recommendations to cut services by over $350,000 annually and to seek new revenues; two revenue options were forwarded to the City Council.
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Service cuts implemented June 2004
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Service cuts implemented June 2004

Council selects Transportation Maintenance Fee for new revenue April 2005
What is a Transportation Maintenance Fee?

• Basic concept—everyone benefits from the street system and everyone should pay to maintain it.

• Monthly fee based on estimated use of transportation systems (trip generation).

• More trips, higher fee.
What is ‘trip generation’?

A way of estimating the use of the street system.
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The average trip number comes from a nationally recognized study developed by the Institute of Traffic Engineers.
Examples of ‘trips’

A ‘trip’ is the one-way travel from a starting point to a destination.
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For a single-family household, examples of ‘trips’ include: going to work, coming home from an appointment, having mail delivered, or having garbage picked up.
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Important: the ‘trip’ number is an average based on property use, not actual trips.
Features of the Transportation Maintenance Fee program

- Annual revenue target of $420,000.
- Five year duration.
- Revenues dedicated to specific street maintenance programs.
- Project selection based on pavement condition data.
Proposed projects

$150,000 per year for overlay projects.
Examples: Grant, 9th, Circle, 29th

$250,000 per year for street reconstruction projects.
FY 06-07 Western, 26th to 35th
FY 07-08 Walnut, 13th to Rolling Green
FY 08-09 Walnut, 13th to Highland
FY 09-10 Walnut, Rolling Green to Kings
FY 10-11 Walnut, Kings to 25th
## Examples of Proposed Fee

<table>
<thead>
<tr>
<th>Type of Property</th>
<th>Monthly Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family</td>
<td>$1.36</td>
</tr>
<tr>
<td>Multi-family (8 units)</td>
<td>$7.53</td>
</tr>
<tr>
<td>Office bldg (21,128 sq ft)</td>
<td>$4.87</td>
</tr>
<tr>
<td>Small retail (23,500 sq ft)</td>
<td>$11.17</td>
</tr>
<tr>
<td>Grocery store (48,000 sq ft)</td>
<td>$53.80</td>
</tr>
<tr>
<td>Large retail (132,000 sq ft)</td>
<td>$83.20</td>
</tr>
<tr>
<td>Hewlett-Packard</td>
<td>$135.64</td>
</tr>
</tbody>
</table>
Street Maintenance Quiz

True or False

Property taxes are used to pay for street maintenance.
Street Maintenance Quiz

True or False

Property taxes are used to pay for street maintenance. False
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It’s more cost effective to fix small cracks than large potholes.
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True or False

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Corvallis is the only community with street maintenance funding problems.
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True or False

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Corvallis is the only community with street maintenance funding problems. **False**

An independent group has looked at street maintenance issues.
Street Maintenance Quiz

True or False

It’s more cost effective to fix small cracks than large potholes.  True

Corvallis is the only community with street maintenance funding problems.  False

An independent group has looked at street maintenance issues.  True
Street Maintenance Quiz

How did you do?

0-3 correct: Watch the show again!

4-5 correct: Good for you!!

6 correct: Friend of the Streets
What’s next?

• Public outreach process
  May – July 2005

• Feedback to City Council
  August 2005

• Council deliberations and decision
  September - October 2005
What do you think?

Let us know:

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