

City of Oregon City



Final Report for
PAVEMENT
MAINTENANCE UTILITY
FEE UPDATE

July 2015

FCS GROUP

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SECTION I: BACKGROUND

This section describes the policy context and project scope upon which the body of this report is based.

A. POLICY

The City of Oregon City (City) established a Pavement Maintenance Utility Fee (PMUF) in 2008 to provide a reliable, ongoing funding source for the City's transportation infrastructure. The City is currently updating its five year maintenance plan for its transportation infrastructure and examining at what level the PMUF recovers the costs of all projects.

B. PROJECT

In 2014, the City contracted with FCS GROUP to evaluate pavement maintenance costs and determine if the current and projected PMUF revenue is sufficient to satisfy maintenance requirements in the five year maintenance plan.

We approached this project as a series of three steps:

- ◆ **Customer Analysis.** In this step, we worked with City staff to correctly identify the customer base and growth in the next five years.
- ◆ **Revenue Requirement.** In this step, we worked with City staff to identify and agree on the pavement maintenance costs to be included in the analysis.
- ◆ **Report.** In this step, we documented our calculation of PMUF rates and articulated our recommendations for rate adjustments.

SECTION II: CUSTOMER ANALYSIS

This section documents the calculation of residential and non-residential trips. These trips constitute the denominator of the PMUF rate calculation.

A. PMUF RATE STRUCTURE

PMUF rates are based on average daily trip (ADT) generation. Estimates of average daily trip generation, as reported in the ITE Trip Generation manual, vary by the type of land use and the size of the development (as measured in terms that are relevant to the type of land use – for example, building square footage for an office building, students for a high school, or fueling positions for a gas station). The PMUF separates residential and non-residential ADTs with different charges per ADT.

Residential accounts are charged the same rate per trip, with trips determined according to whether the residential account is single family or multifamily. There is also a special low income account class, which is charged 50 percent of the single family rate. In order to project the correct number of ADTs into the future and avoid overstating revenue from low income accounts, we assume the low income account class is charged the same monthly fee per ADT as single family and multifamily units but generates 50 percent of the trips of a single family unit. This is done for analytic purposes and results in the correct amount of revenue from low income accounts.

Trips for single family and multifamily accounts are based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and low income accounts are assumed to produce 50 percent of single family trips, as noted above. See **Exhibit 2.1** for ADTs by residential account type.

Exhibit 2.1: Trip Rates per Development Type, FY 14-15

	Single Family	Multi Family	Low Income
ADTs (A)	9.57	6.72	4.785*
Monthly Fee per ADT (B)	\$1.24	\$1.24	\$1.24
Monthly Fee (A x B)	\$11.90	\$8.36	\$5.95

Source: ITE and Oregon City, compiled by FCS GROUP.

*Low income trips derived from single family trips.

When the PMUF was established, non-residential rates were designed to recover 50 percent of collector street needs and 100 percent of arterial street needs. Since local streets (the majority of streets in the City's inventory) are excluded from this calculation, non-residential accounts pay less per ADT than residential units, \$0.204 per ADT compared to \$1.24 per ADT for residential.

Non-residential accounts are grouped into one of five trip bins, or classifications, as determined by their trip generation in the ITE manual after a pass-by trip adjustment. These bins are organized as follows:

- ◆ Developments with ADT rates of 0 to 5.9 ADTs per unit are charged for 2 ADTs per unit,
- ◆ Developments with trip rates of 6.0 to 17.4 ADTs per unit are charged for 10 ADTs per unit,
- ◆ Developments with trip rates of 17.5 to 32.4 ADTs per unit are charged for 25 ADTs per unit,

- ◆ Developments with trip rates of 32.5 to 69.9 ADTs per unit are charged for 40 ADTs per unit, and
- ◆ Developments with trip rates of 70.0 or more ADTs per unit are charged for 100 ADTs per unit.

The only land uses outside of the residential and non-residential classifications noted above are schools. Schools are charged on a non-residential trip cost basis per student, after adjustments for diverted-linked trips. For the purposes of this analysis, schools are grouped into a non-residential category titled “no bin.”

B. RESIDENTIAL ANALYSIS

Residential PMUF data was derived from current monthly PMUF billing counts. **Exhibit 2.2** shows residential summary statistics and total ADTs by account type. Similar to the non-residential analysis above, an account may have several units which serve as the basis for the charge.

Exhibit 2.2: PMUF Account and Unit Data				
	Accounts	Units	Trips per Unit	ADTs
Single Family	9,613	9,615	9.57	92,016
Multi Family	404	3,498	6.72	23,507
Low Income	186	191	4.785	914
Total	10,203	13,304		116,436

Source: Oregon City staff, compiled by FCS GROUP.

C. NON-RESIDENTIAL ANALYSIS

The City recently underwent a city-wide audit of non-residential PMUF billing to correctly align the PMUF fee with trips per development and ensure each non-residential account is in the appropriate bin. **Exhibit 2.3** shows a summary of the non-residential accounts, number of units per bin, and total non-residential ADTs. The number of units is the multiplier by which the fee is calculated for a specific development. For example, ITE defines a unit of a supermarket as 1,000 square feet. If a supermarket is 40,000 square feet, the supermarket would be one non-residential account and contain 40 units.

Exhibit 2.3: Non-Residential Accounts and Trips by Bin				
Bin Class	Accounts	ADTs Billed per Account	Number of Units per Bin	Number of Bin Trips (ADTs)
1	65	2	9,096	18,192
2	203	10	3,066	30,659
3	57	25	568	14,200
4	212	40	2,016	80,658
5	30	100	103	10,262
No Bin	15	*varies	6,255	5,586
Total	582		21,104	159,555

Source: Oregon City staff, compiled by FCS GROUP.

Note: The number of ADTs billed per account in the ‘No Bin’ category varies by account. The average number of trips per unit is 0.89 ADTs and is used for analysis and projection purposes.

The table above shows the total number of non-residential ADTs, calculated as the product of bin trips and units per bin, as well as the average trips per unit. Total ADTs helps determine the revenue gathered from the PMUF and average trips per unit helps project trips for the future.

D. TOTAL TRIPS

Aggregating non-residential and residential trips results in a total number of ADTs billed by the City segregated by customer class. **Exhibit 2.4** synthesizes the 2015 trip counts. This serves as the basis for projecting the revenue requirement.

Exhibit 2.4: Total ADTs in FY 2015	
Customer Class	ADTs
Bin 1	18,192
Bin 2	30,659
Bin 3	14,200
Bin 4	80,658
Bin 5	10,262
No Bin	5,586
Residential	92,016
Multifamily	23,507
Low Income	914
Total	275,991

Source: Previous tables, compiled by FCS GROUP.

E. CUSTOMER PROJECTIONS

In order to determine future revenue requirements, a projection of the current trip counts into the future is necessary. Units per category, both residential and non-residential, were escalated using Metro's population and employment growth rates. Population is projected to grow at a compound annual growth rate of 1.41 percent per year and Employment is projected to grow at 1.8 percent per year. **Exhibit 2.5** shows the number of trips by customer class and category.

Exhibit 2.5: ADTs by Category and Customer Class					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Residential					
Single Family	92,016	93,313	94,629	95,963	97,317
Multifamily	23,507	23,838	24,174	24,515	24,861
Low Income	914	927	940	953	967
Total Residential	116,436	118,078	119,743	121,432	123,144
Non-Residential					
Bin 1	18,192	18,520	18,853	19,193	19,539
Bin 2	30,659	31,211	31,774	32,346	32,929
Bin 3	14,200	14,455	14,716	14,981	15,251
Bin 4	80,658	82,111	83,590	85,097	86,630
Bin 5	10,262	10,446	10,635	10,826	11,021
No Bin	5,586	5,686	5,789	5,893	5,999
Total Non-Residential	159,555	162,430	165,357	168,336	171,369
Total ADTs	275,991	280,508	285,100	289,768	294,513

Source: Oregon City staff, compiled by FCS GROUP.

SECTION III: REVENUE REQUIREMENT

In this section, we will determine the amount of revenue that the PMUF will need to raise to meet both operating and capital needs.

The City uses PMUF revenue primarily for street maintenance and rehabilitation projects. Roughly one fourth of expenditures in the Pavement Maintenance Utility Fund are for operating costs. The remainder is for projects listed in the five-year pavement maintenance plan. Projected expenditures include the impact of inflation based on the following criteria:

- ◆ Materials and services were escalated by 5.0 percent per year per City staff,
- ◆ Transfers were escalated by 1.7 percent based on the three year average Consumer Price Index growth, and
- ◆ Project costs were escalated by 2.8 percent based on the five-year average annual increase in the *Engineering New Record* Construction Cost Index for Seattle.

A. OPERATIONS AND MAINTENANCE

O&M costs are divided into two types of expenditures, materials & services and transfers. Materials and services are things such as office costs and materials related to pavement maintenance. Transfers to other funds are for administrative personnel costs. Costs are determined based on budgeted amounts and City staff input.

Exhibit 3.1: O&M Requirements					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Materials and Services					
Office Costs	\$120	\$126	\$132	\$139	\$146
Materials	104,500	109,725	115,211	120,972	127,020
Contract Services - Slurry & Chip Seal	202,000	212,100	222,705	233,840	245,532
Subtotal	\$306,620	\$321,951	\$338,049	\$354,951	\$372,699
Transfers & Other Uses					
Transfer to Streets	\$90,000	\$91,547	\$93,120	\$94,721	\$96,349
Transfer to General Fund	5,000	5,086	5,173	5,262	5,353
Transfer to GIS	1,300	1,322	1,345	1,368	1,392
Subtotal	\$96,300	\$97,955	\$99,639	\$101,351	\$103,093
Total Materials and Services	\$402,920	\$419,906	\$437,687	\$456,302	\$475,792

Source: Oregon City staff, compiled by FCS GROUP.

B. PAVEMENT MAINTENANCE/TREATMENT

Pavement maintenance and treatment costs are based on a five-year street rehabilitation plan created by MSA and adopted by the City. The plan contains all desired street maintenance expenditures with specific projects to be completed each year. The list includes projects for all street types. Project expenditures start at \$1.1 million and increase to \$1.5 million at the end of the projection period. The

only year in which capital expenditures decrease is FY 2017, in which the City spends just under \$1 million on projects.

Exhibit 3.2: Project Requirements					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Pavement Maintenance Projects	\$1,137,191	\$1,245,093	\$947,433	\$1,546,583	\$1,513,290
Number of Projects	64	47	38	29	48

Source: Oregon City staff, compiled by FCS GROUP.

C. TOTAL REVENUE REQUIREMENT

Combining the O&M and project requirements yields a total annual revenue requirement for the City PMUF. **Exhibit 3.3** summarizes the total requirements for the PMUF by category and year.

Exhibit 3.3: PMUF Requirements					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Operations and Maintenance	\$402,920	\$419,906	\$437,687	\$456,302	\$475,792
Pavement Maintenance Projects	\$1,137,191	\$1,245,093	\$947,433	\$1,546,583	\$1,513,290
Total Revenue Requirement	\$1,540,111	\$1,665,000	\$1,385,120	\$2,002,885	\$1,989,081

Source: Oregon City staff, compiled by FCS GROUP.

SECTION IV: CONCLUSION

This section summarizes the recommendations for the report.

A. ADEQUACY OF CURRENT RATES

Now that ADTs (**Exhibit 2.5**) and project costs (**Exhibit 3.3**) are derived, we can calculate the revenue that Oregon City gathers from the current rate structure. **Exhibit 4.1** shows the amount of revenue gathered from each customer class based on calculated trips. Note that the revenues below do not reflect annual inflation adjustments.

Exhibit 4.1: Revenues Based on Current PMUF Rates					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Non-Residential Trips	159,555	162,430	165,357	168,336	171,369
Residential Trips	116,436	118,078	119,743	121,432	123,144
Annual Non-Residential Rate Revenue (\$0.204 per trip x 12)	\$390,591	\$397,629	\$404,793	\$412,087	\$419,512
Annual Residential Rate Revenue (\$1.24 per trip x 12)	\$1,738,224	\$1,762,736	\$1,787,593	\$1,812,801	\$1,838,364
Total Revenue	\$2,128,815	\$2,160,364	\$2,192,386	\$2,224,888	\$2,257,877

Source: Oregon City staff, compiled by FCS GROUP.

Based on current rates, the City will raise more than \$2.1 million annually. In addition to the PMUF revenue, the Pavement Utility Fund also receives approximately \$2,000 in miscellaneous revenue. These revenues exceed the revenue requirement throughout the forecast period, as shown in **Exhibit 4.2**.

Exhibit 4.2: Annual Surplus/(Deficit) Based on Current Rates					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Revenues	\$2,130,637	\$2,162,217	\$2,194,271	\$2,226,806	\$2,259,827
Expenditures	\$1,540,111	\$1,665,000	\$1,385,120	\$2,002,885	\$1,989,081
Ending Year Surplus/(Deficit)	\$590,525	\$1,087,743	\$1,896,894	\$2,120,814	\$2,391,560

Source: Compiled by FCS GROUP.

B. RECOMMENDATION

Given that projected revenues under the current rate structure are expected to exceed projected expenditures, we recommend that the City maintain current rates for the next five years and increase the number of projects in its maintenance plan. As noted in the draft Five Year Pavement Maintenance Plan Update, the Pavement Condition Index (PCI) is expected to decline over the next several years because of mandatory curb retrofits to comply with the Americans with Disabilities Act and increased construction requirements. The projected surplus can be used to prevent the decline in PCI over the next five years.

APPENDIX

City of Oregon City Transportation Maintenance Utility Rate Model Summary

Capital Funding	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Total Capital Projects	\$ 1,137,191	\$ 1,245,093	\$ 947,433	\$ 1,546,583	\$ 1,513,290
Grants and Developer Donations	-	-	-	-	-
State Loan Proceeds	-	-	-	-	-
Other Debt Proceeds	-	-	-	-	-
Improvement Fees for Capacity-Increasi	-	-	-	-	-
Revenue Bond Proceeds	-	-	-	-	-
Use of Capital Fund Balance	-	1,245,093	947,433	1,546,583	1,513,290
Direct Rate Funding	1,137,191	-	-	-	-
Total Funding Sources	\$ 1,137,191	\$ 1,245,093	\$ 947,433	\$ 1,546,583	\$ 1,513,290

Revenue Requirements	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Revenues					
Rate Revenues Under Existing Rates	\$ 2,128,815	\$ 2,160,364	\$ 2,192,386	\$ 2,224,888	\$ 2,257,877
Non-Rate Revenues	9,066	2,212	2,259	2,307	2,357
Total Revenues	\$ 2,137,881	\$ 2,162,576	\$ 2,194,645	\$ 2,227,195	\$ 2,260,234
Expenses					
Cash O&M Expenses	\$ 402,920	\$ 419,906	\$ 437,687	\$ 456,302	\$ 475,792
Existing Debt Service	-	-	-	-	-
New Debt Service	-	-	-	-	-
Rate Funded System Reinvestment	-	-	-	-	-
Rate Funded Maintenance Projects	1,137,191	-	-	-	-
Total Expenses	\$ 1,540,111	\$ 419,906	\$ 437,687	\$ 456,302	\$ 475,792
Annual Rate Adjustment	0.00%	0.00%	0.00%	0.00%	0.00%
<i>Rate Increases Dictated by:</i>	<i>Analysis</i>	<i>Analysis</i>	<i>Analysis</i>	<i>Analysis</i>	<i>Analysis</i>
Rate Revenues After Rate Increase	\$ 2,128,815	\$ 2,160,364	\$ 2,192,386	\$ 2,224,888	\$ 2,257,877
Net Cash Flow After Rate Increase	597,769	1,742,670	1,756,958	1,770,893	1,784,442
Coverage After Rate Increases	n/a	n/a	n/a	n/a	n/a
Residential Rate per Trip	\$ 1.24	\$ 1.24	\$ 1.24	\$ 1.24	\$ 1.24
Non-Residential Rate per Trip	\$ 0.204	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.20

Fund Balances	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Operating Fund	\$ 71,753	\$ 74,778	\$ 77,944	\$ 81,259	\$ 84,730
Project Fund	1,974,855	2,479,281	3,298,036	3,535,522	3,820,881
Debt Reserve Fund	-	-	-	-	-
Total	\$ 2,046,608	\$ 2,554,059	\$ 3,375,981	\$ 3,616,781	\$ 3,905,611
<i>Combined Minimum Target Balance</i>	<i>\$ 49,675</i>	<i>\$ 51,769</i>	<i>\$ 53,961</i>	<i>\$ 56,256</i>	<i>\$ 58,659</i>

City of Oregon City Transportation Maintenance Utility Rate Model Assumptions

		For fiscal year ending 6/30:				
Economic & Financial Factors		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
General Cost Inflation		1.72%	1.72%	1.72%	1.72%	1.72%
Construction Cost Inflation		2.81%	2.81%	2.81%	2.81%	2.81%
Labor Cost Inflation	prior model	5.00%	5.00%	5.00%	5.00%	5.00%
Population / Trip Growth		1.41%	1.41%	1.41%	1.41%	1.41%
Employment / Trip Growth		1.80%	1.80%	1.80%	1.80%	1.80%
General Inflation plus Growth		3.15%	3.15%	3.15%	3.15%	3.15%
Intergovernmental Revenue	prior model	2.00%	2.00%	2.00%	2.00%	2.00%
No Escalation		0.00%	0.00%	0.00%	0.00%	0.00%
[Extra]		0.00%	0.00%	0.00%	0.00%	0.00%
Fund Earnings		0.50%	0.50%	0.50%	0.50%	0.50%
Utility Tax		0.00%	0.00%	0.00%	0.00%	0.00%

Accounting Assumptions

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
FISCAL POLICY RESTRICTIONS					
Min. Op. Fund Balance Target (days of O&M expense)	45	45	45	45	45
Max. Op. Fund Balance (days of O&M expense)	65	65	65	65	65

Minimum Capital Fund Balance Target

Select Minimum Capital Fund Balance Target	2	User Input
1 - Defined as % of Plant		
Plant-in-Service in 2014		
Minimum Capital Fund Balance - % of plant assets	0.00%	1.00%
2 - Amount at Right ==>	\$ -	\$ -

RATE FUNDED SYSTEM REINVESTMENT

Select Reinvestment Funding Strategy	4	System Reinvestment is not Funded
Amount of Annual Cash Funding from Rates		
1 - Equal to Annual Depreciation Expense		
2 - Equal to Annual Depreciation Expense less Annual Debt Principal Payments		
3 - Equal to Amount at Right ==>	\$ -	\$ -
4 - Do Not Fund System Reinvestment		

OREGON CITY METRO GROWTH FORECASTS

Population - 2010	31,859
Population - 2035	45,214
Jobs - 2010	14,388
Jobs - 2035	22,485

City of Oregon City

Transportation Maintenance Utility Rate Model

Operating Revenue and Expenditure Forecast

		For Fiscal Year Ending 6/30:				
Revenues		Budget	Projection	Projection	Projection	Projection
		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Pavement Maintenance Fund						
Bin 1	Employment / Trip Growth	\$ 44,534	\$ 45,336	\$ 46,153	\$ 46,985	\$ 47,831
Bin 2	Employment / Trip Growth	75,053	76,405	77,782	79,183	80,610
Bin 3	Employment / Trip Growth	34,760	35,387	36,024	36,674	37,334
Bin 4	Employment / Trip Growth	197,450	201,008	204,629	208,317	212,070
Bin 5	Employment / Trip Growth	25,120	25,573	26,034	26,503	26,980
No Bin	Employment / Trip Growth	13,673	13,920	14,170	14,426	14,686
Single Family	Population / Trip Growth	1,373,661	1,393,032	1,412,676	1,432,597	1,452,799
Multifamily	Population / Trip Growth	350,919	355,868	360,886	365,975	371,136
Low Income	Population / Trip Growth	13,644	13,836	14,031	14,229	14,430
Subtotal Pavement Maintenance Fund		<u>2,128,815</u>	<u>2,160,364</u>	<u>2,192,386</u>	<u>2,224,888</u>	<u>2,257,877</u>
Misc. Income	General Cost Inflation	\$ 1,822	\$ 1,853	\$ 1,885	\$ 1,918	\$ 1,951
TOTAL REVENUES		\$ 2,130,637	\$ 2,162,217	\$ 2,194,271	\$ 2,226,806	\$ 2,259,827
Expenditures		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Pavement Maintenance Fund						
Materials and Services						
Office Costs	Labor Cost Inflation	\$ 120	\$ 126	\$ 132	\$ 139	\$ 146
Operations Costs	Labor Cost Inflation	-	-	-	-	-
Materials	Labor Cost Inflation	104,500	109,725	115,211	120,972	127,020
Contract Services - Slurry Seal	Labor Cost Inflation	202,000	212,100	222,705	233,840	245,532
Subtotal Materials and Services		<u>306,620</u>	<u>321,951</u>	<u>338,049</u>	<u>354,951</u>	<u>372,699</u>
Capital Outlay						
Roadway Reconstruction	Construction Cost Inflation	-	-	-	-	-
Transfers & Other Uses						
Transfer to Streets	General Cost Inflation	90,000	91,547	93,120	94,721	96,349
Transfer to General Fund	General Cost Inflation	5,000	5,086	5,173	5,262	5,353
Transfer to GIS	General Cost Inflation	1,300	1,322	1,345	1,368	1,392
Subtotal Transfers & Other Uses		<u>96,300</u>	<u>97,955</u>	<u>99,639</u>	<u>101,351</u>	<u>103,093</u>
[Other Pavement Maintenance Fund]						
[Extra]	[Extra]	-	-	-	-	-
[General Extra]	[Extra]	-	-	-	-	-
[General Extra]	[Extra]	-	-	-	-	-
[General Extra]	[Extra]	-	-	-	-	-
Subtotal [Other Pavement Maintenance Fund]		<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Add'l O&M from CIP	From CIP	-	-	-	-	-
Total Cash O&M Expenditures		\$ 402,920	\$ 419,906	\$ 437,687	\$ 456,302	\$ 475,792

City of Oregon City

Transportation Maintenance Utility Rate Model

Customer Projections

Trips by Category	ADTs per Unit
Bin 1	2
Bin 2	10
Bin 3	25
Bin 4	40
Bin 5	100
No Bin	0.89
Single Family	9.57
Multifamily	6.72
Low Income	4.79

ADTs Projected	Escalation	Est FY 2014	Count FY 2015	Proj. FY 2016	Proj. FY 2017	Proj. FY 2018	Proj. FY 2019
Units per Category							
Bin 1	Employment / Trip Growth 1.80%	8,932	9,096	9,260	9,427	9,597	9,769
Bin 2		3,011	3,066	3,121	3,177	3,235	3,293
Bin 3		558	568	578	589	599	610
Bin 4		1,980	2,016	2,053	2,090	2,127	2,166
Bin 5		101	103	104	106	108	110
No Bin	Population / Trip Growth 1.41%	6,142	6,255	6,367	6,482	6,599	6,718
Single Family		9,479	9,615	9,751	9,888	10,028	10,169
Multifamily		3,449	3,498	3,547	3,597	3,648	3,700
Low Income		188	191	194	196	199	202
Total Units		33,840	34,408	34,975	35,553	36,140	36,737

City of Oregon City
Transportation Maintenance Utility Rate Model
Pavement Maintenance Program

Project Costs and O&M Impacts in Year: FY 2015				Cumulative Construction Cost Inflation ==>		0.00% 2.81% 5.69% 8.65% 11.70%				
				(Project costs are escalated using Construction Cost Inflation assumptions)						
				TOTAL FORECASTED PROJECT COSTS						
No.	Description	Current Cost	Year	R&R	TOTAL ESCALATED COSTS	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
P-1	GLEN OAK RD; from ST HWY 213 to 100 FT. W. OF HEIDER DR	\$ 27,349	FY 2015	\$ 27,349	\$ 27,349	\$ 27,349	\$ -	\$ -	\$ -	\$ -
P-2	GLEN OAK RD; from 100' W OF HEIDER DR to 200' W. OF QUINALT DR	\$ 7,632	FY 2015	7,632	7,632	7,632	-	-	-	-
P-3	GLEN OAK RD; from 200' W. OF QUINALT DR to COQUILLE DR	\$ 7,760	FY 2015	7,760	7,760	7,760	-	-	-	-
P-4	GLEN OAK RD; from COQUILLE DR to END OF SIDEWALK/LT#15035	\$ 8,100	FY 2015	8,100	8,100	8,100	-	-	-	-
P-5	GLEN OAK RD; from END OF SIDEWALK/LT#15035 to 100' W OF AUGUSTA DR	\$ 3,742	FY 2015	3,742	3,742	3,742	-	-	-	-
P-6	GLEN OAK RD; from 100' W OF AUGUSTA DR to S. BEAVER CREEK RD	\$ 6,709	FY 2015	6,709	6,709	6,709	-	-	-	-
P-7	BEAVERCREEK RD; from 1000 FT W. OF MOLALLA AV to KAEN RD	\$ 30,122	FY 2015	30,122	30,122	30,122	-	-	-	-
P-8	BEAVERCREEK RD; from KAEN RD to HEALTH DEPT ENTRANCE	\$ 12,569	FY 2015	12,569	12,569	12,569	-	-	-	-
P-9	BEAVERCREEK RD; from MOLALLA AV to 200 FT W. OF MOLALLA AV	\$ 4,533	FY 2015	4,533	4,533	4,533	-	-	-	-
P-10	BEAVERCREEK RD; from 200 FT W. OF MOLALLA AV to 1000 FT W. OF MOLALLA AV	\$ 18,133	FY 2015	18,133	18,133	18,133	-	-	-	-
P-11	RED SOILS CT; from BEAVER CREEK RD to CUL DE SAC	\$ 12,852	FY 2015	12,852	12,852	12,852	-	-	-	-
P-12	13TH ST; from JACKSON ST to VANBUREN ST	\$ 894	FY 2015	894	894	894	-	-	-	-
P-13	BELLAMY WAY; from CARMELITA DR to KAYENTA PL	\$ 983	FY 2015	983	983	983	-	-	-	-
P-14	BOYNTON ST; from CENTRAL POINT RD to WINDMILL DR	\$ 5,102	FY 2015	5,102	5,102	5,102	-	-	-	-
P-15	CARMELITA DR; from COHO WAY to LELAND DR	\$ 3,677	FY 2015	3,677	3,677	3,677	-	-	-	-
P-16	CARMELITA DR; from LELAND DR to CARMELITA PL	\$ 2,287	FY 2015	2,287	2,287	2,287	-	-	-	-
P-17	CARMELITA PL; from PROSPECTOR TER to MCDOWELL LN	\$ 2,355	FY 2015	2,355	2,355	2,355	-	-	-	-
P-18	CENTURY DR; from MEYERS RD to 100 FT. W. OF DATELINE AVE	\$ 3,293	FY 2015	3,293	3,293	3,293	-	-	-	-
P-19	CRISP DR; from PEASE RD to WINDMILL DR	\$ 1,669	FY 2015	1,669	1,669	1,669	-	-	-	-
P-20	DATELINE AVE; from GAFFNEY LN to CENTURY DR	\$ 2,215	FY 2015	2,215	2,215	2,215	-	-	-	-
P-21	DRIFTWOOD DR; from BOYNTON ST to SUN HAVEN TER	\$ 1,719	FY 2015	1,719	1,719	1,719	-	-	-	-
P-22	FISHERMANS WAY; from S. PEASE RD to MAYFLY CT	\$ 2,323	FY 2015	2,323	2,323	2,323	-	-	-	-
P-23	FRONTIER PKWY; from 100 FT W OF WESLEY LYNN ST to 50 FT W OF JESSIE CT	\$ 3,422	FY 2015	3,422	3,422	3,422	-	-	-	-
P-24	GAFFNEY LN; from CUL DE SAC to S. NOBLE RD	\$ 2,179	FY 2015	2,179	2,179	2,179	-	-	-	-
P-25	GAFFNEY LN; from 100 FT. SW. OF DATELINE AVE to DEAD END NE. OF DATELINE AVE	\$ 1,444	FY 2015	1,444	1,444	1,444	-	-	-	-
P-26	HAMPTON DR; from DEAD END NW OF WINDMILL to PEASE RD	\$ 2,188	FY 2015	2,188	2,188	2,188	-	-	-	-
P-27	HAZEL CREEK DR; from HAZEL PARK DR to DEAD END SW. OF HAZEL DELL	\$ 1,836	FY 2015	1,836	1,836	1,836	-	-	-	-
P-28	HAZELDELL AVE; from CENTRAL POINT RD to ORCHARD GROVE DR	\$ 5,716	FY 2015	5,716	5,716	5,716	-	-	-	-
P-29	JAMES CT; from SQUIRE DR to CUL DE SAC	\$ 1,082	FY 2015	1,082	1,082	1,082	-	-	-	-
P-30	JEFFERSON ST; from 12TH ST to END	\$ 2,352	FY 2015	2,352	2,352	2,352	-	-	-	-
P-31	JOHN ADAMS ST; from 12TH ST to 15TH ST	\$ 6,017	FY 2015	6,017	6,017	6,017	-	-	-	-
P-32	KAFTON TER; from KAYENTA PL to HOUSE #12678	\$ 1,841	FY 2015	1,841	1,841	1,841	-	-	-	-
P-33	KAFTON TER; from HOUSE #12678 to GENTRY HIGHLANDS LN	\$ 758	FY 2015	758	758	758	-	-	-	-
P-34	KAYENTA PL; from BELLAMY WAY to KAFTON TERR	\$ 1,507	FY 2015	1,507	1,507	1,507	-	-	-	-
P-35	LITTLE PLAINS PKWY; from DEAD END SW OF BOYNTON to DEAD END NE OF SUN HAVEN	\$ 2,869	FY 2015	2,869	2,869	2,869	-	-	-	-

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						FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
P-36	MADISON ST; from 6TH ST to 7TH ST	\$ 1,147	FY 2015	1,147	1,147	1,147	-	-	-	-
P-37	MAYFLY CT; from FISHERMANS WY to CUL DE SAC	\$ 1,195	FY 2015	1,195	1,195	1,195	-	-	-	-
P-38	MEADOWLAWN DR; from PEASE RD to CUL DE SAC	\$ 4,132	FY 2015	4,132	4,132	4,132	-	-	-	-
P-39	MILLENNIUM WAY; from CENTURY DR to DATELINE AVE	\$ 2,030	FY 2015	2,030	2,030	2,030	-	-	-	-
P-40	MONROE ST; from 10TH ST to 12TH ST	\$ 3,236	FY 2015	3,236	3,236	3,236	-	-	-	-
P-41	NEVIN CT; from CUL DE SAC (NW) to ROYAL AVE	\$ 2,152	FY 2015	2,152	2,152	2,152	-	-	-	-
P-42	NOBEL RD; from MEYERS RD to LOT #13385	\$ 731	FY 2015	731	731	731	-	-	-	-
P-43	NOBEL RD; from LOT #13385 to LOT #13336	\$ 1,496	FY 2015	1,496	1,496	1,496	-	-	-	-
P-44	NOBEL RD; from LOT #13336 to END OF PAVEMENT	\$ 2,154	FY 2015	2,154	2,154	2,154	-	-	-	-
P-45	ORCHARD GROVE DR; from MCCORD RD to DEAD END SW. OF HAZELDELL AV	\$ 9,789	FY 2015	9,789	9,789	9,789	-	-	-	-
P-46	PEARL ST; from MOLALLA AV to ELURIA ST	\$ 3,420	FY 2015	3,420	3,420	3,420	-	-	-	-
P-47	PRAIRIEVIEW TER; from WICKIUP DR to FRONTIER PKWY	\$ 1,832	FY 2015	1,832	1,832	1,832	-	-	-	-
P-48	ROYAL AVE; from SCHAEFER DR to NEVIN CT	\$ 2,774	FY 2015	2,774	2,774	2,774	-	-	-	-
P-49	SCHAEFER DR; from NOBEL DR to ROYAL AVE	\$ 2,779	FY 2015	2,779	2,779	2,779	-	-	-	-
P-50	SQUIRE DR; from SCHAEFER DR to MEYERS RD	\$ 3,649	FY 2015	3,649	3,649	3,649	-	-	-	-
P-51	SUN HAVEN TER; from DRIFTWOOD DR to SUNRISE WAY	\$ 2,197	FY 2015	2,197	2,197	2,197	-	-	-	-
P-52	SUNRISE WAY; from BOYNTON ST to SUN HAVEN TER	\$ 997	FY 2015	997	997	997	-	-	-	-
P-53	WAYNE DR; from DEAD END N to 100 FT. N. OF ANN DR	\$ 2,526	FY 2015	2,526	2,526	2,526	-	-	-	-
P-54	WINDMILL DR; from FISHERMANS WAY to DEAD END NE	\$ 1,656	FY 2015	1,656	1,656	1,656	-	-	-	-
P-55	WINDMILL DR; from DEAD END SW OF HAMPTON to ROGUE RIVER WAY	\$ 5,495	FY 2015	5,495	5,495	5,495	-	-	-	-
P-56	WINSTON DR; from SMITHFIELD DR to HOLCOMB BLVD	\$ 1,430	FY 2015	1,430	1,430	1,430	-	-	-	-
P-57	WOODLANDS TER; from WICKIUP DR to FRONTIER PKWY	\$ 1,863	FY 2015	1,863	1,863	1,863	-	-	-	-
P-58	PUMP STATION DW; from 13181 GAFFNEY LANE to -	\$ 147	FY 2015	147	147	147	-	-	-	-
P-59	5TH ST; from MONROE ST to JACKSON ST	\$ 9,429	FY 2016	9,429	9,694	-	9,694	-	-	-
P-60	7TH ST; from MADISON ST to JOHN Q. ADAMS ST	\$ 10,261	FY 2016	10,261	10,549	-	10,549	-	-	-
P-61	7TH ST; from JOHN Q. ADAMS ST to HARRISON ST	\$ 20,855	FY 2016	20,855	21,440	-	21,440	-	-	-
P-62	BEAVERCREEK RD; from ST HWY 213 to FIR ST	\$ 27,373	FY 2016	27,373	28,141	-	28,141	-	-	-
P-63	MEYERS RD; from HWY 213 to LUTHERAN CHURCH ENTRANCE	\$ 19,180	FY 2016	19,180	19,718	-	19,718	-	-	-
P-64	MOLALLA AVE; from DIVISION ST to PEARL ST	\$ 23,074	FY 2016	23,074	23,721	-	23,721	-	-	-
P-65	MOLALLA AVE; from PEARL ST to MT HOOD ST	\$ 34,767	FY 2016	34,767	35,742	-	35,742	-	-	-
P-66	SINGER HILL RD; from 7TH ST to 10TH ST	\$ 10,108	FY 2016	10,108	10,391	-	10,391	-	-	-
P-67	3RD ST; from MCLOUGHLIN PROMENADE to HIGH ST	\$ 751	FY 2016	751	772	-	772	-	-	-
P-68	3RD ST; from HIGH ST to CENTER ST	\$ 1,488	FY 2016	1,488	1,530	-	1,530	-	-	-
P-69	6TH ST; from MCLOUGHLIN BLVD to MAIN ST	\$ 1,449	FY 2016	1,449	1,489	-	1,489	-	-	-
P-70	6TH ST; from MCLOUGHLIN PROMENADE to HIGH ST	\$ 708	FY 2016	708	728	-	728	-	-	-
P-71	8TH ST; from CENTER ST to WASHINGTON ST	\$ 1,042	FY 2016	1,042	1,071	-	1,071	-	-	-
P-72	10TH ST; from WASHINGTON ST to MADISON ST	\$ 4,879	FY 2016	4,879	5,016	-	5,016	-	-	-
P-73	11TH ST; from MAIN ST to RR TRACKS	\$ 743	FY 2016	743	764	-	764	-	-	-
P-74	11TH ST; from RR TRACKS to WASHINGTON ST	\$ 2,305	FY 2016	2,305	2,370	-	2,370	-	-	-
P-75	11TH ST; from TAYLOR ST to 100 FT SE. OF TAYLOR ST	\$ 267	FY 2016	267	274	-	274	-	-	-
P-76	16TH ST; from MAIN ST to RR TRACKS	\$ 1,342	FY 2016	1,342	1,379	-	1,379	-	-	-

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						FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
P-77	ALDEN ST; from DEAD END S. (OFF CASCADE) to DEAD END (N)	\$ 323	FY 2016	323	332	-	332	-	-	-
P-78	ALDERWOOD PL; from HARTKE LOOP to HARTKE LOOP	\$ 4,794	FY 2016	4,794	4,928	-	4,928	-	-	-
P-79	BARCLAY AVE; from CHERRY AV to BRIGHTON AV	\$ 2,868	FY 2016	2,868	2,949	-	2,949	-	-	-
P-80	FREDERICK ST; from BEG OF PAVE (N OF CLEAR) to CLEVELAND ST	\$ 660	FY 2016	660	679	-	679	-	-	-
P-81	GAIN ST; from HARLEY AVE to S. FRONT ST	\$ 1,227	FY 2016	1,227	1,261	-	1,261	-	-	-
P-82	GALES LN; from MOLALLA AV to END	\$ 1,929	FY 2016	1,929	1,983	-	1,983	-	-	-
P-83	HILDA ST; from MOLALLA AV to 200 FT E. OF MOLALLA AV	\$ 906	FY 2016	906	931	-	931	-	-	-
P-84	UMBER VIEW LN; from TRAIL DR to SUMMER VIEW LN	\$ 360	FY 2016	360	370	-	370	-	-	-
P-85	LINCOLN ST; from DIVISION ST to 9TH ST	\$ 1,000	FY 2016	1,000	1,028	-	1,028	-	-	-
P-86	LONGSTANDING CT; from SOUTH END RD to CUL DE SAC	\$ 2,723	FY 2016	2,723	2,799	-	2,799	-	-	-
P-87	MONROE ST; from DEAD END S to HOUSE #309	\$ 2,006	FY 2016	2,006	2,062	-	2,062	-	-	-
P-88	MYRTLE ST; from PEARL ST to STH END	\$ 679	FY 2016	679	698	-	698	-	-	-
P-89	POLK ST; from 12TH ST to 10TH ST	\$ 2,273	FY 2016	2,273	2,337	-	2,337	-	-	-
P-90	PROMONTORY AVE; from BRIGHTON AV to END	\$ 391	FY 2016	391	402	-	402	-	-	-
P-91	ROSEBERY AVE; from 100 FT E OF CARAVATTA CT to WASSAIL LN	\$ 4,136	FY 2016	4,136	4,252	-	4,252	-	-	-
P-92	SUMMIT ST; from BRIGHTON AV to JERSEY AV	\$ 3,844	FY 2016	3,844	3,952	-	3,952	-	-	-
P-93	VAN BUREN ST; from 6TH ST to DEAD END (N)	\$ 459	FY 2016	459	472	-	472	-	-	-
P-94	VAN BUREN ST; from 54' E/O 8TH ST to 9TH ST	\$ 1,003	FY 2016	1,003	1,031	-	1,031	-	-	-
P-95	WARNER ST; from MOLALLA AV to PROSPECT ST	\$ 1,048	FY 2016	1,048	1,078	-	1,078	-	-	-
P-96	WARNER MILNE RD; from MOLALLA AV to PIZZA HUT DRIVEWAY	\$ 903	FY 2016	903	928	-	928	-	-	-
P-97	WASHINGTON ST; from DEAD END S. OF 2ND to 2ND ST	\$ 1,217	FY 2016	1,217	1,251	-	1,251	-	-	-
P-98	CANEMAH RD; from WARNER-PARROTT RD to A.V. DAVIS RD	\$ 12,598	FY 2017	12,598	13,315	-	-	13,315	-	-
P-99	CLACKAMAS RIVER DR; from 100' W. OF CITY LIMITS to CITY LIMITS	\$ 1,009	FY 2017	1,009	1,067	-	-	1,067	-	-
P-100	CENTRAL POINT RD; from PARTLOW RD to 100 FT. S. OF ATLANTA DR	\$ 14,306	FY 2017	14,306	15,120	-	-	15,120	-	-
P-101	MEYERS RD; from BEAVER CREEK RD to EMERSON CT	\$ 7,411	FY 2017	7,411	7,832	-	-	7,832	-	-
P-102	MEYERS RD; from EMERSON CT to 100 FT W. OF SOPHIA CT	\$ 8,811	FY 2017	8,811	9,313	-	-	9,313	-	-
P-103	MEYERS RD; from 100 FT W. OF SOPHIA CT to HIGH SCHOOL AVE	\$ 47,676	FY 2017	47,676	50,389	-	-	50,389	-	-
P-104	S HIGH ST; from S 2ND ST to POLE # 322	\$ 5,249	FY 2017	5,249	5,548	-	-	5,548	-	-
P-105	WARNER PARROTT RD; from PVMNT CHG 30'W/O POLE # 677 to LELAND RD (S.)	\$ 20,219	FY 2017	20,219	21,369	-	-	21,369	-	-
P-106	CLACKAMAS RIVER DR; from 500' N. OF FORSCYTHE RD to 100' W. OF CITY LIMITS	\$ 11,912	FY 2017	11,912	12,590	-	-	12,590	-	-
P-107	CENTRAL POINT RD; from PARRISH RD to WHITE LN	\$ 7,113	FY 2017	7,113	7,517	-	-	7,517	-	-
P-108	HOLMES LN; from PROSPECT ST to MOLALLA AVE	\$ 5,549	FY 2017	5,549	5,865	-	-	5,865	-	-
P-109	MOLALLA AVE; from S. LAZY CREEK LN to OREGON CITY BY PASS	\$ 18,921	FY 2017	18,921	19,997	-	-	19,997	-	-
P-110	TAYLOR ST; from MOLALLA AV to 9TH ST	\$ 13,383	FY 2017	13,383	14,144	-	-	14,144	-	-
P-111	TELFORD RD; from OGDEN DR to PARK DR	\$ 20,819	FY 2017	20,819	22,003	-	-	22,003	-	-
P-112	TELFORD RD; from PARK DR to HOLMES LN	\$ 22,532	FY 2017	22,532	23,814	-	-	23,814	-	-
P-113	LAFAYETTE AVE; from MADRONA DR to LAWTON DR	\$ 786	FY 2017	786	831	-	-	831	-	-
P-114	11TH ST; from POLK ST to TAYLOR ST	\$ 877	FY 2017	877	927	-	-	927	-	-
P-115	ARMEL DR; from CITY LIMITS (145' W. OF TRAIL DR) to TRAIL DR	\$ 732	FY 2017	732	774	-	-	774	-	-
P-116	ARMEL DR; from TRAIL DR to 100' E. OF TRAIL DR	\$ 636	FY 2017	636	672	-	-	672	-	-
P-117	BEEEMER WAY; from #14120 BEEEMER WY to S. HUNTER AV	\$ 918	FY 2017	918	970	-	-	970	-	-

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						FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
P-118	CHERRY AVE; from HOLMES LN to PARK DR	\$ 5,123	FY 2017	5,123	5,415	-	-	5,415	-	-
P-119	COMINGER DR; from LOT WHITCOMB DR to PEASE RD	\$ 4,439	FY 2017	4,439	4,692	-	-	4,692	-	-
P-120	COOK ST; from OLD CUL DE SAC BULB to OAK TREE AV	\$ 2,398	FY 2017	2,398	2,534	-	-	2,534	-	-
P-121	FORTUNA CT; from ROSEBERRY AV to CUL DE SAC	\$ 3,296	FY 2017	3,296	3,483	-	-	3,483	-	-
P-122	GILMAN DR; from DIVISION ST to TRILLIUM AV	\$ 3,205	FY 2017	3,205	3,387	-	-	3,387	-	-
P-123	HOMESTEAD DR; from 100' S OF PEBBLE BEACH to CITY LIMITS (S)	\$ 3,415	FY 2017	3,415	3,610	-	-	3,610	-	-
P-124	OAK ST; from EAST ST to TERRACE AV	\$ 378	FY 2017	378	399	-	-	399	-	-
P-125	CHERRY AVE; from PARK DR to BARCLAY AV	\$ 11,981	FY 2017	11,981	12,662	-	-	12,662	-	-
P-126	CLACKAMETTE DR; from PVMT CHG @ HISTORIC ELM to BEGIN PARKING LOT	\$ 19,725	FY 2017	19,725	20,847	-	-	20,847	-	-
P-127	KAMM ST; from WARNER ST to END	\$ 6,342	FY 2017	6,342	6,702	-	-	6,702	-	-
P-128	OTTER LN; from HILLTOP AV to END	\$ 6,223	FY 2017	6,223	6,577	-	-	6,577	-	-
P-129	12TH ST; from MCLOUGHLIN BLVD to MAIN ST	\$ 2,592	FY 2018	2,592	2,816	-	-	-	2,816	-
P-130	LELAND RD; from WARNER-MILNE RD to PVMNT CHG @ # 18763	\$ 13,510	FY 2018	13,510	14,680	-	-	-	14,680	-
P-131	LELAND RD; from ONE LOT N/O WHITCOMB to MEYERS RD	\$ 13,798	FY 2018	13,798	14,992	-	-	-	14,992	-
P-132	MOLALLA AVE; from TAYLOR ST/7TH ST to DIVISION ST	\$ 4,365	FY 2018	4,365	4,743	-	-	-	4,743	-
P-133	WASHINGTON ST; from 13TH ST to 14TH ST	\$ 6,339	FY 2018	6,339	6,888	-	-	-	6,888	-
P-134	WASHINGTON ST; from 14TH ST to 15TH ST	\$ 8,339	FY 2018	8,339	9,061	-	-	-	9,061	-
P-135	WASHINGTON ST; from 15TH ST to 16TH ST	\$ 6,519	FY 2018	6,519	7,083	-	-	-	7,083	-
P-136	WASHINGTON ST; from 16TH ST to ABERNETHY RD	\$ 12,478	FY 2018	12,478	13,558	-	-	-	13,558	-
P-137	7TH ST; from HIGH ST to SINGER HILL RD	\$ 1,819	FY 2018	1,819	1,976	-	-	-	1,976	-
P-138	7TH ST; from SINGER HILL to WASHINGTON ST	\$ 8,299	FY 2018	8,299	9,017	-	-	-	9,017	-
P-139	7TH ST; from WASHINGTON ST to MADISON ST	\$ 16,998	FY 2018	16,998	18,469	-	-	-	18,469	-
P-140	15TH ST; from HARRISON ST to POLK ST	\$ 5,201	FY 2018	5,201	5,651	-	-	-	5,651	-
P-141	ELECTRIC ST; from CHARMAN ST to LINN AV	\$ 4,689	FY 2018	4,689	5,095	-	-	-	5,095	-
P-142	LINN AVE; from WARNER-MILNE RD to A. V. DAVIS RD	\$ 31,066	FY 2018	31,066	33,755	-	-	-	33,755	-
P-143	LINN AVE; from A. V. DAVIS RD to HOLMES LN	\$ 11,724	FY 2018	11,724	12,738	-	-	-	12,738	-
P-144	LINN AVE; from HOLMES LN to PARK DR	\$ 15,748	FY 2018	15,748	17,111	-	-	-	17,111	-
P-145	TRILLIUM PARK DR; from DAVIS RD to SWORDFERN CT	\$ 15,726	FY 2018	15,726	17,087	-	-	-	17,087	-
P-146	BJERKE ST; from JOSEPHINE ST to NETZEL ST	\$ 1,332	FY 2018	1,332	1,448	-	-	-	1,448	-
P-147	APPERSON BLVD; from GAIN ST to LA RAE	\$ 5,962	FY 2018	5,962	6,478	-	-	-	6,478	-
P-148	APPERSON BLVD; from LA RAE to S. MELINDA ST	\$ 2,817	FY 2018	2,817	3,061	-	-	-	3,061	-
P-149	APPERSON BLVD; from HOLCOMB RD to GAIN ST	\$ 8,211	FY 2018	8,211	8,921	-	-	-	8,921	-
P-150	7TH ST; from HARRISON ST to MOLALLA AVE	\$ 6,406	FY 2019	6,406	7,155	-	-	-	-	7,155
P-151	LELAND RD; from PVMNT CHG @ # 18763 to S. PEASE RD	\$ 8,943	FY 2019	8,943	9,989	-	-	-	-	9,989
P-152	SOUTH END RD; from PINEWOOD CT to WARNER PARROTT RD	\$ 26,642	FY 2019	26,642	29,759	-	-	-	-	29,759
P-153	SOUTH END RD; from DEERBROOK RD to PINEWOOD CT	\$ 10,711	FY 2019	10,711	11,964	-	-	-	-	11,964
P-154	14TH ST; from 95 FT W/O WASHINGTON ST to WASHINGTON ST	\$ 2,017	FY 2019	2,017	2,253	-	-	-	-	2,253
P-155	BARKER AVE; from VINE ST to TELFORD RD	\$ 10,751	FY 2019	10,751	12,009	-	-	-	-	12,009
P-156	BARKER AVE; from SOUTH END RD to VINE ST	\$ 22,508	FY 2019	22,508	25,142	-	-	-	-	25,142
P-157	RAILROAD AVE; from 6TH ST to 7TH ST	\$ 4,950	FY 2019	4,950	5,529	-	-	-	-	5,529
P-158	HIGH SCHOOL AVE; from GLEN OAK RD to MEYERS RD	\$ 8,064	FY 2019	8,064	9,008	-	-	-	-	9,008

No.	Description	Current Cost	Year	R&R	TOTAL ESCALATED COSTS	TOTAL FORECASTED PROJECT COSTS				
						FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
P-159	HOLMES LN; from MCCARVER AV to LINN AV	\$ 10,092	FY 2019	10,092	11,273	-	-	-	-	11,273
P-160	8TH ST; from END to CENTER ST	\$ 834	FY 2019	834	932	-	-	-	-	932
P-161	13TH ST; from MCLOUGHLIN BLVD to MAIN ST	\$ 975	FY 2019	975	1,090	-	-	-	-	1,090
P-162	16TH ST; from WASHINGTON ST to RR TRACKS	\$ 933	FY 2019	933	1,042	-	-	-	-	1,042
P-163	17TH ST; from DEAD END GATE to WASHINGTON	\$ 1,221	FY 2019	1,221	1,364	-	-	-	-	1,364
P-164	A ST; from S. APPERSON BLVD to S. GAIN ST	\$ 2,971	FY 2019	2,971	3,319	-	-	-	-	3,319
P-165	BEAVERCREEK WAY; from BEAVERCREEK RD to MOLALLA AVE	\$ 2,824	FY 2019	2,824	3,155	-	-	-	-	3,155
P-166	CLEAR ST; from BEG PAVE (E OF FREDRICK) to HIRAM AVE	\$ 269	FY 2019	269	301	-	-	-	-	301
P-167	CLEVELAND ST; from S. HUNTER AV to S. SWAN AV	\$ 2,064	FY 2019	2,064	2,305	-	-	-	-	2,305
P-168	ELLA ST; from LINN AV to LEONARD ST	\$ 1,955	FY 2019	1,955	2,183	-	-	-	-	2,183
P-169	HARRISON ST; from 16TH ST to 17TH ST	\$ 2,191	FY 2019	2,191	2,447	-	-	-	-	2,447
P-170	HARRISON ST; from 17TH ST to 18TH ST	\$ 2,453	FY 2019	2,453	2,740	-	-	-	-	2,740
P-171	JESSIE AVE; from 50' E OF JESSIE CT to FRONTIER PKWY	\$ 518	FY 2019	518	578	-	-	-	-	578
P-172	JOSEPH WAY; from DEAD END S. REDDAWAY to FRIARS LN	\$ 2,922	FY 2019	2,922	3,264	-	-	-	-	3,264
P-173	KING RD; from WARNER-PARROTT RD to SCHOOL PARKING LOT	\$ 1,423	FY 2019	1,423	1,590	-	-	-	-	1,590
P-174	MADISON ST; from 5TH ST to 6TH ST	\$ 1,310	FY 2019	1,310	1,464	-	-	-	-	1,464
P-175	MELINDA ST; from S. CLACKAMAS RIVER DR to APPERSON BLVD	\$ 1,321	FY 2019	1,321	1,476	-	-	-	-	1,476
P-176	MOCCASIN WAY; from HOUSE #13227 to DEAD END E. OF REDHAWK DR	\$ 1,862	FY 2019	1,862	2,079	-	-	-	-	2,079
P-177	SUGARPINE ST; from WHITEHORSE CT to 100' E. OF YELLOW WOOD RD	\$ 3,810	FY 2019	3,810	4,256	-	-	-	-	4,256
P-178	TERRACE AVE; from OAK ST to 3RD ST	\$ 1,689	FY 2019	1,689	1,887	-	-	-	-	1,887
P-179	TODD KELLI WAY; from 121' SW OF LEGATO DR to LEGATO DR	\$ 639	FY 2019	639	713	-	-	-	-	713
P-180	WOODGLEN CT; from WOODGLEN WAY to CUL DE SAC	\$ 1,177	FY 2019	1,177	1,315	-	-	-	-	1,315
P-181	BEAVER LN; from HILLTOP AV to END	\$ 8,137	FY 2019	8,137	9,089	-	-	-	-	9,089
P-182	CANEMAH CT; from TELFORD RD to CANEMAH RD	\$ 34,542	FY 2019	34,542	38,584	-	-	-	-	38,584
P-183	FOX LN; from HILLTOP AV to WARNER-MILNE RD	\$ 5,726	FY 2019	5,726	6,396	-	-	-	-	6,396
P-184	FRONT AVE; from S. CLEVELAND ST to S. LA RAE ST	\$ 14,465	FY 2019	14,465	16,158	-	-	-	-	16,158
P-185	HILLTOP AVE; from MOLALLA AV to OTTER LN	\$ 17,931	FY 2019	17,931	20,029	-	-	-	-	20,029
P-186	HILLTOP AVE; from OTTER LN to END	\$ 8,338	FY 2019	8,338	9,313	-	-	-	-	9,313
P-187	RAILROAD AVE; from 7TH ST to 9TH ST	\$ 9,692	FY 2019	9,692	10,826	-	-	-	-	10,826
R-1	CENTER ST; from 5TH ST to 7TH ST	\$ 67,328	FY 2015	67,328	67,328	67,328	-	-	-	-
R-2	9TH ST; from MONROE ST to JACKSON ST	\$ 206,833	FY 2015	206,833	206,833	206,833	-	-	-	-
R-3	9TH ST; from JACKSON ST to TAYLOR ST	\$ 131,164	FY 2015	131,164	131,164	131,164	-	-	-	-
R-4	MOLALLA AVE; from WARNER-MILNE RD to BEAVERCREEK RD	\$ 223,424	FY 2015	223,424	223,424	223,424	-	-	-	-
R-5	MAIN ST; from END/O C&G N/O 205 UNDERPASS to 200' N/O 205 UNDERPASS	\$ 70,471	FY 2015	70,471	70,471	70,471	-	-	-	-
R-6	WASHINGTON ST; from ABERNETHY RD to PVMNT CHG 1,492' N/O ABERNETHY RD	\$ 179,915	FY 2015	179,915	179,915	179,915	-	-	-	-
R-7	MAIN ST; from 12TH ST to 14TH ST	\$ 68,453	FY 2016	68,453	70,373	-	70,373	-	-	-
R-8	MAIN ST; from 14TH ST to 15TH ST	\$ 148,412	FY 2016	148,412	152,575	-	152,575	-	-	-
R-9	5TH ST; from WASHINGTON ST to MONROE ST	\$ 114,541	FY 2016	114,541	117,754	-	117,754	-	-	-
R-10	MADISON ST; from 12TH ST to 15TH ST	\$ 78,055	FY 2016	78,055	80,244	-	80,244	-	-	-
R-11	9TH ST; from JOHN ADAMS ST to MONROE ST	\$ 188,218	FY 2016	188,218	193,497	-	193,497	-	-	-
R-12	JACKSON ST; from 12TH ST to 15TH ST	\$ 240,803	FY 2016	240,803	247,558	-	247,558	-	-	-

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Projects - Page 5

No.	Description	Current Cost	Year	R&R	TOTAL ESCALATED COSTS	TOTAL FORECASTED PROJECT COSTS				
						FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
R-13	JACKSON ST; from 15TH ST to 16TH ST	\$ 78,600	FY 2016	78,600	80,805	-	80,805	-	-	-
R-14	10TH ST; from JACKSON ST to VANBUREN ST	\$ 89,267	FY 2016	89,267	91,771	-	91,771	-	-	-
R-15	VAN BUREN ST; from 12TH ST to 15TH ST	\$ 67,469	FY 2017	67,469	71,307	-	-	71,307	-	-
R-16	WARNER MILNE RD; from LINN AV to HOUSE #150 (PAVE CHG)	\$ 97,500	FY 2017	97,500	103,047	-	-	103,047	-	-
R-17	WARNER MILNE RD; from HOUSE #150 (PAVE CHG) to BEAVERCREEK RD	\$ 177,958	FY 2017	177,958	188,082	-	-	188,082	-	-
R-18	6TH STREET; from JOHN ADAMS ST to JEFFERSON ST	\$ 21,738	FY 2017	21,738	22,974	-	-	22,974	-	-
R-19	JEFFERSON ST; from 5TH ST to 7TH ST	\$ 55,825	FY 2017	55,825	59,001	-	-	59,001	-	-
R-20	JOHN ADAMS ST; from 5TH ST to 7TH ST	\$ 63,800	FY 2017	63,800	67,430	-	-	67,430	-	-
R-21	BRIGHTON AVE; from PARK DR to OGDEN DR	\$ 124,163	FY 2017	124,163	131,227	-	-	131,227	-	-
R-22	15TH ST; from WASHINGTON ST to MADISON ST	\$ 163,652	FY 2018	163,652	177,814	-	-	-	177,814	-
R-23	15TH ST; from MADISON ST to 150' SE OF JACKSON ST	\$ 244,738	FY 2018	244,738	265,917	-	-	-	265,917	-
R-24	15TH ST; from 150' SE OF JACKSON ST to HARRISON ST	\$ 82,438	FY 2018	82,438	89,572	-	-	-	89,572	-
R-25	15TH ST; from HARRISON ST to POLK ST	\$ 11,213	FY 2018	11,213	12,184	-	-	-	12,184	-
R-26	MOLALLA AVE; from BEAVERCREEK RD to CLAIRMONT WY	\$ 164,750	FY 2018	164,750	179,007	-	-	-	179,007	-
R-27	MOLALLA AVE; from CLAIRMONT WY to GARDEN MEADOWS DR	\$ 189,268	FY 2018	189,268	205,647	-	-	-	205,647	-
R-28	12TH ST; from WASHINGTON ST to MADISON ST	\$ 181,544	FY 2018	181,544	197,254	-	-	-	197,254	-
R-29	12TH ST; from MADISON ST to JACKSON ST	\$ 188,268	FY 2018	188,268	204,560	-	-	-	204,560	-
R-30	LINN AVE; from PARK DR to CHARMAN ST	\$ 112,224	FY 2019	112,224	125,355	-	-	-	-	125,355
R-31	LINN AVE; from CHARMAN ST to 4TH ST	\$ 205,266	FY 2019	205,266	229,285	-	-	-	-	229,285
R-32	PARTLOW RD; from S. CENTRAL POINT RD to SPRING VALLEY DR	\$ 167,757	FY 2019	167,757	187,387	-	-	-	-	187,387
R-33	CHERRY AVE; from BARCLAY AV to OGDEN DR	\$ 52,760	FY 2019	52,760	58,934	-	-	-	-	58,934
R-34	10TH ST; from MAIN ST to RR TRACKS/SINGER HILL RD	\$ 26,380	FY 2019	26,380	29,466	-	-	-	-	29,466
R-35	MAIN ST; from 10TH ST to 12TH ST	\$ 91,695	FY 2019	91,695	102,425	-	-	-	-	102,425
R-36	12TH ST; from MAIN ST to WASHINGTON ST	\$ 125,629	FY 2019	125,629	140,330	-	-	-	-	140,330
R-37	14TH ST; from MCLOUGHLIN BLVD to 95 FT W/O WASHINGTON ST	\$ 153,226	FY 2019	153,226	171,155	-	-	-	-	171,155
R-38	15TH ST; from MCLOUGHLIN BLVD to MAIN ST	\$ 34,562	FY 2019	34,562	38,606	-	-	-	-	38,606
R-39	15TH ST; from MAIN ST to WASHINGTON ST	\$ 139,990	FY 2019	139,990	156,371	-	-	-	-	156,371
				-	-	-	-	-	-	-
				-	-	-	-	-	-	-
				-	-	-	-	-	-	-
Total Projects		\$ 6,022,916		\$ 6,022,916	\$ 6,389,590	\$ 1,137,191	\$ 1,245,093	\$ 947,433	\$ 1,546,583	\$ 1,513,290
Total R&R Projects					6,389,590	1,137,191	1,245,093	947,433	1,546,583	1,513,290
Projects by Grants / Developer Donations				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grants/Donations for Growth Projects					-	-	-	-	-	-
Grants/Donations for Existing Projects					-	-	-	-	-	-
Projects by Enterprise Fund				\$ 6,022,916	\$ 6,389,590	\$ 1,137,191	\$ 1,245,093	\$ 947,433	\$ 1,546,583	\$ 1,513,290

City of Oregon City

Transportation Maintenance Utility Rate Model

Fund Activity

Funds	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
OPERATING FUND					
Beginning Balance	\$ 1,448,839	\$ 71,753	\$ 74,778	\$ 77,944	\$ 81,259
plus: Net Cash Flow after Rate Increase	597,769	1,742,670	1,756,958	1,770,893	1,784,442
less: Transfer of Surplus to Project Fund	(1,974,855)	(1,739,645)	(1,753,792)	(1,767,578)	(1,780,971)
Ending Balance	\$ 71,753	\$ 74,778	\$ 77,944	\$ 81,259	\$ 84,730
Minimum Target Balance	49,675	51,769	53,961	56,256	58,659
Maximum Funds to be Kept as Operating Reserves	71,753	74,778	77,944	81,259	84,730
Info: No of Days of Cash Operating Expenses	65	65	65	65	65
PROJECT FUND					
Beginning Balance	\$ -	\$ 1,974,855	\$ 2,479,281	\$ 3,298,036	\$ 3,535,522
plus: Rate Funded System Reinvestment	-	-	-	-	-
plus: Grants / Developer Donations / Other Outside Sources	-	-	-	-	-
plus: Net Debt Proceeds Available for Projects	-	-	-	-	-
plus: Use of Improvement Fees	-	-	-	-	-
plus: Interest Earnings	-	9,874	12,396	16,490	17,678
plus: Transfer of Surplus from Operating Fund	1,974,855	1,739,645	1,753,792	1,767,578	1,780,971
plus: Direct Rate Funding	1,137,191	-	-	-	-
less: Capital Expenditures	(1,137,191)	(1,245,093)	(947,433)	(1,546,583)	(1,513,290)
Ending Balance	\$ 1,974,855	\$ 2,479,281	\$ 3,298,036	\$ 3,535,522	\$ 3,820,881
Minimum Target Balance	\$ -	\$ -	\$ -	\$ -	\$ -
SDC -- IMPROVEMENT FEE FUND					
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -
plus: Improvement Fee Proceeds	-	-	-	-	-
plus: Interest Earnings	-	-	-	-	-
less: Use for Capacity-Increasing Capital Costs	-	-	-	-	-
less: Use for Capacity-Increasing Debt Service	-	-	-	-	-
less: Use for Debt Reserve Requirement	-	-	-	-	-
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -
DEBT RESERVE					
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -
plus: Reserve Funding from New Debt	-	-	-	-	-
less: Use of Reserves for Debt Service	-	-	-	-	-
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -
Minimum Target Balance	-	-	-	-	-