

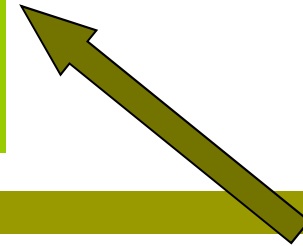
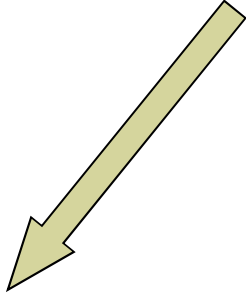
City of Longview



Pavement Preservation Program

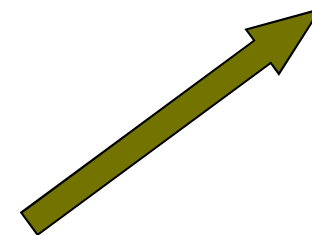
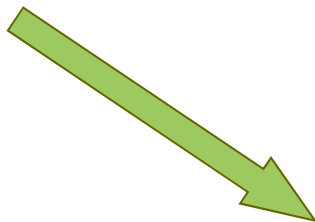
City Council Workshop
February 2, 2012

Jeff Cameron, Public Works Director
Josh Johnson, Street/Stormwater Manager
Amy Blain, Engineer/Project Manager



It is always possible to defer street maintenance.

It is not possible to defer the destructive effects of weather, time and use.



Snapshot of Longview Street Network

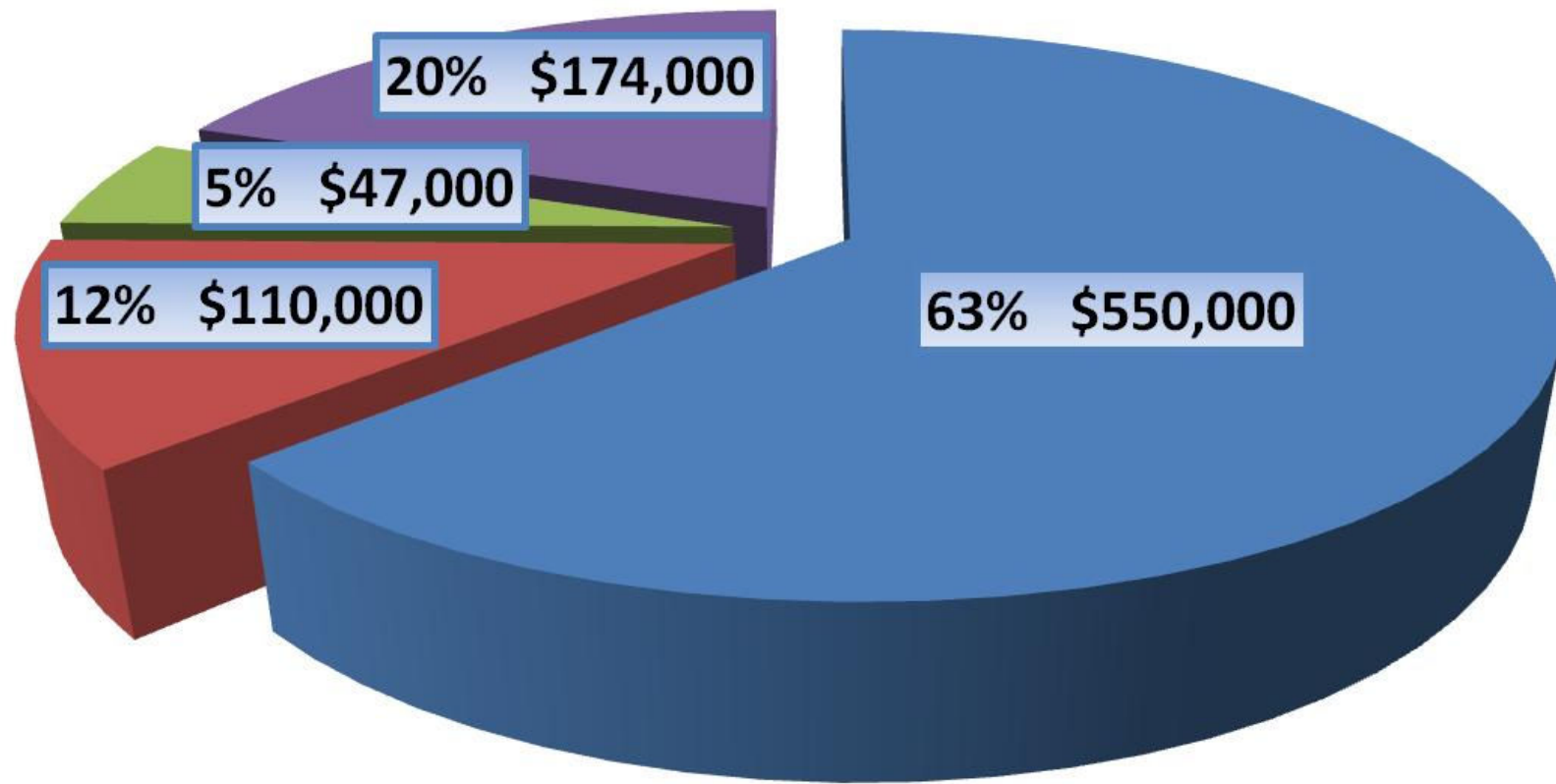
	Asphalt Concrete	Portland Cement Concrete	Total
Miles	64	74	138
% of Network	47%	53%	100%
Replacement Cost	\$65M	\$185M	\$250M
Average Pavement Condition Index Rating (PCI)			
PCI ₂₀₁₁	61	76	68
PCI _{2016*}	51	65	58

* At current funding level

Then and Now

	1981	2011
City Size & Population	12 square miles, 31K	15 square miles, 37K
Street Network	Smaller, Newer, >%PCC	Larger, Older, <%PCC
Staff – Full time	16	15
Staff – Seasonal	4	0
Road Oil	25,000 gal (10 lane mi)	7,000 gal (3 lane mi)
Asphalt & Cold Mix	130 tons	115 tons
Concrete (street/alley)	100 cubic yards	265 cubic yards
Crack Sealing	0 (Began in 1987)	0 (Target is 12,500 lbs)
Customer Requests	< 100	> 400
City-wide Services	400 hours	1,400 hours
Sidewalks – Replace	0 SF	5,100 SF
Sidewalks – Grind	0 LF	1,000 LF
Water/Sewer Patches	Minimal	7,700 SF
Stormwater Workload	Less (Drainage only)	More (NPDES, BMPs)

Longview Streets 2012 Budget



■ Interdepartmental ■ ADA Ramps ■ Misc
Utility Pavement Patches, Sidewalk Program,
Snow & Ice, Potholes, ADA Ramps, Herbicides,
Medians & Curbing, Misc. city-wide assistance

■ Street & Alley Maint.
Remove & Replace, Chip
Seal, Grind & Overlay,
Crack Seal, Blade Alleys

Street Maintenance Strategy

[Prior to Pavement Management]

❖ Chip Seal

- Identify streets each spring
- Maximize based on budget, weather and staff availability

❖ Pavement Repair

- Identify streets needing attention
- Prioritize based on condition, functional class and citizen requests
- Maximize based on budget
- Use staff and/or contractors
- Used Arterial Street Fund & Capital Projects Fund recently
 - Oak St. and 50th Avenue concrete replacement
 - 15th Avenue grind and overlay

Pavement Maintenance Shortfall

Annual Funding	
Current Pavement Maintenance Funding	\$ 550,000
Funding Level to Maintain PCI	<u>\$ 2,800,000</u>
Annual Funding Deficit	\$ 2,250,000

- The pavement maintenance budget is only ~0.2%/year of street network value. It should be >1%.

What will happen if Longview
continues with this strategy?



Immediate Impacts of the Pavement Maintenance Shortfall

- ❖ Network value is dropping $\sim 1.3\%$ /year
- ❖ PCI rating is dropping ~ 2 units/year
- ❖ 150% of every dollar “saved” by deferring maintenance is immediately lost in declining network value – much of that loss is irrecoverable.*
- ❖ Driving on roads in poor-to-mediocre condition costs motorists \$324/yr [TRIPnet.org 9/2011]

* ...and according to the WA Chapter of the American Public Works Association’s Winter 2011 publication WA State Public Works, Pavements that may have cost \$0.65/SY to protect 15-yrs ago will now cost \$85 to rebuild.

Impacts by 2016 of the Pavement Maintenance Shortfall

- ❖ The network will lose \$16.3M in value by 2016.
- ❖ The asphalt network will drop from "Fair" to "Marginal."
- ❖ The concrete Network will drop from "Very Good" to "Fair"
- ❖ The backlog (poor streets needing re-build) will almost double, rising from 7% to >13%.

Asphalt 2016

$PCI_{AVG} = 51$

Note: These are similar to what an average asphalt will look like in 2016.



Above: Tennant Way between Commerce & 14th. $PCI = 51$.

Right: 38th between Rosewood and Oak. $PCI = 52$.



Pavement Maintenance Funding

Annual Funding - 2012		
Motor Vehicle Fuel Tax – General Fund		\$ 470,000
Capital Projects Fund		<u>\$ 80,000</u>
		\$ 550,000
Motor Vehicle Fuel Tax – Arterial Street Fund		\$ 240,000
	[Typically used to match state & federal grants]	
ASF Obligations:	CWCOG & CFM	(\$ 33,000)
	Debt Payments (end in 2014)	(\$ 35,000)
	Bridge inspections	(\$ 5,000)
	ASF Available Balance	<u>\$ 167,000</u>
ASF Need:	WA Way Bridge Repairs (est.)	\$ 280,000
<p>Sufficiency Rating 38.74 out of 100; was 82.02 in 2004 Piles, pile caps, and girders starting to fail Replacement budget estimate = \$6.5 million Federal BRAC Grants require 20% match = \$1.3 million</p>		

Additional Funding

Potential Funding Sources	
Levy Lid Lift – General Fund [Voter Approved]	City-wide A.V. = \$2,703,686,847 Current Levy Rate = \$3.1141 per \$1000 Available Levy Capacity = \$0.4859 Available Funding = \$1.3 Million One Year or Multi-Year Lift Funding variable due to changes in A.V. Leaves no capacity for other needs
M & O Levy – General Fund [Voter Approved]	No limit to levy One Year only Levy Rate at \$0.20/\$1000 = \$541,000
County-wide Fuel Tax [Voter Approved]	Up to 3.75 cents per gallon 1% Dept. of Revenue fee No votes have been successful

Additional Funding

Potential Funding Sources	
General Obligation Bond [Council Approved]	Limited to 1.5% of City-wide A.V. (\$40.5 Million) Available bond capacity = \$38.4 Million Example Bond: \$11.25 Million 20 Year term at 4% \$0.31 Levy Rate
General Obligation Bond [Voter Approved]	Limited to 2.5% of City-wide A.V. (\$67.6 Million) Available bond capacity = \$65.5 Million
Street Utility [Council Approved]	State Supreme Court declared unconstitutional Up to \$2/mo/employee Up to \$2/mo/household

Additional Funding

Potential Funding Sources	
Street Maintenance Utility – Proposed to replace Street Utility [Council Approved]	Legislation proposed last 3 sessions Supported by AWC and various cities SMU Advisory Committee required Fees based on city-determined user classifications and impacts Cannot be used to expand road network Ordinance subject to referendum
Federal STP - U	Regional selection of projects Program focus is network expansion and improvement Pavement rehab projects not likely to be selected
Local Improvement District [Petition or Council Approved]	Not likely to meet requirement of increased property value

Additional Funding

Potential Funding Sources	
Transportation Benefit District TBD Funding Options	Council approves District Council serves as District Board
Vehicle License Renewal Fee [Council Approved]	Up to \$20/vehicle/year (some exemptions) Fee increase subject to voter approval As of Oct. 2011: 27,945 vehicles eligible \$20 fee = \$559,000 1% Dept of Licensing fee
Vehicle License Renewal Fee [Voter Approved]	Up to \$100/veh./year (some exemptions) Fee increase subject to voter approval As of Oct. 2011: 27,945 vehicles eligible \$100 fee = \$2,795,000 1% Dept of Licensing fee
Development Fees [Council Approved]	TBD projects must mitigate impacts of development; no preservation Residential buildings exempt Must credit SEPA mitigation fee against TBD fee

Additional Funding

Potential Funding Sources	
Transportation Benefit District	TBD Funding Options (Cont.)
Sales and Use Tax [Voter Approved]	Up to 0.2% TBD rate at 0.2% = \$1.24 million Expires in 10 years; voters may renew
M & O Property Tax Levy [Voter Approved]	One-year
General Obligation Bond [Council Approved]	Limited to 1.5% of District A.V. (\$40.5 Million for city-wide) Available bond capacity = \$38.4 Million Example Bond: \$11.25 Million 20 Year term at 4% \$0.31 Levy Rate
General Obligation Bond [Voter Approved]	Limited to 5.0% of District A.V. (\$135.2 Million for city-wide) Available bond capacity = \$133.1 Million

Additional Funding

Potential Funding Sources	
Transportation Benefit District	TBD Funding Options (Cont.)
Revenue Bonds [Board Approved]	Limited by TBD revenue to pay debt Revenue may require voter approval
Local Improvement District [Petition or Council Approved]	Not likely to meet requirement of increased property value
Vehicle Tolls [Council Approved]	Must be approved by legislature for tolls on state routes All tolls must be approved by state transportation commission

Transportation Benefit District (TBD)

- ❖ Formed by Council
- ❖ Subject to citizen referendum
- ❖ Advisory vote can be held in advance of formation
- ❖ Requires transportation plan
- ❖ Requires annual reporting
- ❖ Current TBDs use vehicle license fee or sales tax
 - Vehicle license fee – 14 TBDs; 13 at \$20; 1 at \$10
 - Sales Tax – 7 TBDs; all at 0.2% rate
- ❖ Vehicles exempt from license fee
 - > 6,000 lbs curb weight
 - Off-road; farm; snowmobiles; mopeds, truck campers
 - Private use single axle trailer < 2,000 lbs curb weight

Strategies

- Let some streets continue to deteriorate
 - ❖ Maintain arterials and collectors in good condition
 - ❖ Provide only minor maintenance to local streets
 - ❖ Many complaints generated by condition of local streets
- Require new street standards
 - ❖ Longview known for its extensive concrete streets
 - ❖ Concrete streets in good condition - demonstrates long life
 - ❖ Require new streets to be concrete
 - ❖ Require new asphalt streets to be 6" thick or more; current standard is 4"; dramatic life increase with 6"
- Develop new funding source to preserve pavement
 - ❖ Maintain \$250 million asset at current PCI. Reduce asphalt backlog to <10% (currently 13%) and keep concrete backlog at 7%.

Discussion



- ❑ Oriole is so rough it requires signage.