

2020

Pavement Maintenance Utility Fee Annual Report

Preserving our past – building our future

Prepared by:
Jayson Thornberg
Transportation System
Manager



TABLE OF CONTENTS

PURPOSE FOR ANNUAL REPORT-----	3
BACKGROUND-----	3
A BILLABLE UNIT RATE-----	4
RATES AND RATE TYPES-----	6
OREGON CITY’S PAVEMENT CONDITION INDEX-----	6
PREVENTIVE MAINTENANCE-----	7-9
IN-HOUSE PAVEMENT MAINTENANCE-----	10
CONCLUSION-----	10
ATTACHMENTS-----	12

2020 Pavement Maintenance Utility Fee Annual Report

Purpose for an Annual Report

In accordance with Ordinance No. 08-1007, this established City Code 13.30, Transportation Utility Fees (TUF):

“City staff shall prepare an annual report that presents how revenues were spent.”

For consistency and to better align the name of the fee with the purpose, throughout the remainder of this report the TUF will be referred to as a Pavement Maintenance Utility Fee (PMUF).

Background

Oregon City has 136 miles of surface streets with a reconstruction value of approximately \$1 million per mile. Transportation funding is one of the most challenging issues facing public agencies. In the past, Oregon City has used State gas taxes and road transfer revenues to provide limited maintenance of the City's street system. Historically, the City's pavement maintenance liability far exceeded the amount available for use from these revenue sources.

In 2007, the City Commission asked the Public Works Department and a Transportation Funding Study Citizens Committee to identify and establish a sustainable funding source for street maintenance. The Committee concluded that a PMUF was the most equitable and stable source for street funding.

They recommended an annual revenue goal of \$1.5 million to at least maintain the City's average Pavement Condition Index (PCI)¹. The City Commission decided that this target be gradually phased in over a 5-year period to allow customers time to incrementally budget for the fee. With this phased-in fee scenario, first year fees provided a little over \$600,000 in revenue and jump-started the City's pavement maintenance program.



Public Works Department's Milling Machine

Pavement Condition Index (PCI), developed by the United States Army Corps of Engineers, is based on a visual survey of the pavement and a numerical value between 0 and 100 to define the condition with 100 representing excellent pavement.



Micro Seal Application along Beavercreek Road

On May 21, 2008, the City Commission approved Ordinance No. 08-1007 establishing the PMUF. The purpose of the fee was to provide cost recovery for maintaining and operating Oregon City's transportation system. The fee was based on actual cost projections from the Street-Saver Pavement Management software. Like those in many other Oregon communities, the fee is also based on nationally recognized information developed by the Institute of Traffic Engineers that estimates the average number of vehicle trips generated by a property based on how that property is used.

A Billable Unit Rate

In order to meet the annual revenue goal of \$1.5M, the residential monthly unit rate, applied to single-family residential land uses, was established at \$1.15 per adjusted average daily trip. The monthly non-residential unit rate, applied to all other land uses, was established at \$0.189 per adjusted average daily trip. For the first five years, this fee has been phased in to help ease the impact of the fee. The schedule of the phased in fee (with inflation included) is shown in **Table 1**.

Table 1 – PMUF Rates

Time Period	Residential Monthly Rate	Residential Rate per Trip	Non-Residential Rate per Trip	Annual Total Revenue
July 1, 2008 through June 30, 2009	\$4.50	\$0.470	\$0.077	\$605,650
July 1, 2009 through June 30, 2010	\$6.00	\$0.627	\$0.103	\$972,044
July 1, 2010 through June 30, 2011	\$7.50	\$0.784	\$0.129	\$1,231,835
July 1, 2011 through June 30, 2012	\$9.00	\$0.940	\$0.154	\$1,569,587
July 1, 2012 through June 30, 2013	\$11.20	\$1.172	\$0.192	\$1,877,915
July 1, 2013 through June 30, 2014	\$11.56	\$1.207	\$0.198	\$2,043,166
July 1, 2014 through June 30, 2015	\$11.90	\$1.243	\$0.204	\$2,108,444
July 1, 2015 through June 30, 2016	\$12.23	\$1.281	\$0.210	\$2,199,836
July 1, 2016 through June 30, 2017	\$12.62	\$1.319	\$0.216	\$2,305,254
July 1, 2017 through June 30, 2018	\$13.00	\$1.359	\$0.223	\$2,405,028

Time Period	Residential Monthly Rate	Residential Rate Per Trip	Non-Residential Rate per Trip	Annual Total Revenue
July 1, 2018 through June 30, 2019	\$13.39	\$1.399	\$0.229	\$2,531,390
July 1, 2019 through June 30, 2020	\$13.79	\$1.441	\$0.236	\$2,622,443

Rates and Rate Types

Adoption of the PMUF established a rate structure providing for a variety of parcel types. The rates for single-family residences are a straight-forward unit rate per each parcel. Multi-family housing rates were a similar calculation. The monthly fee for schools is computed based on the number of students which varies based on enrollment. All other developed parcels have a monthly fee based on the non-residential unit rate and then considering factors of estimated daily trips and square footages of buildings. Currently, there are 519 non-residential customers.

Oregon City's Pavement Condition Index

The Pavement Condition Index rates the condition of the surface of a road network. In July 2015, the City completed a 5-Year Pavement Maintenance Plan Update (which can be found on the City's website) with an updated review of the condition of portions of all Oregon City streets. The pavement condition survey is a detailed field assessment of a minimum 10% representative sample of each street segment. This survey information is compiled within the Street-Saver software system where a computation is run to establish a citywide Pavement Condition Index (PCI).

In 2020, the overall citywide PCI was 77. This means the Oregon City transportation system is in "good" condition.

Preventive Maintenance

Preventive pavement maintenance treatments are surface treatments that are applied early in the life of the roadway to prolong the life of the surface. The objective of preventive maintenance is to add a protective coating on top of the existing surface to keep surface water from seeping through the small cracks into the underlying base rock or native soil. Crack sealing, slurry sealing, and chip sealing are the traditional types of preventive maintenance used in our region. Preventive maintenance project locations and segment details for 2020 are included below in table form as **Tables 2 and 3**.



Table 2 – Type II Slurry Seal @ approx. \$1.95/sq. yd.

Street	Beginning	Ending	Length (ft)	Total Area (sf)	Total Area (sy)	Total Cost
Barclay Hills Drive	Molalla Avenue	Alden Street	1,228	42,980	4,776	\$9,313.20
Barlow Drive	Holcomb Boulevard	Lot #16253	1,087	31,523	3,503	\$6,830.85
Birchwood Drive	Warner Parrott Road	Hazelwood Drive	738	25,830	3,781	\$7,372.95
Canterwood Court	Spyglass Lane	Cul-De-Sac	317	9,193	1,777	\$3,465.15
Carmelita Drive	Coho Way	Lot #12715	131	3,799	422	\$822.90
Clearbrook Drive	Barker Avenue	Dead End South of Pin Oak Drive	1,197	37,107	4,123	\$8,039.85
Coho Way	Silver Salmon Drive	Carmelita Drive	142	3,976	442	\$861.90
Finnegan's Way	Penny's Way	City Limits	240	6,960	773	\$1,507.36
Freemont Street	Swallowtail Place	Dead End NE of Tidewater Street	442	11,816	1,313	\$2,560.35
Gilman Drive	Trillium Park Drive	Wake Robin Circle	484	12,100	1,344	\$2,620.80
Glendoveer Court	Homestead Drive	Cul-De-Sac	66	1,914	892	\$1,739.40
Highland Drive	Boynton Street	Central Point Road	1,656	48,024	5,336	\$10,405.20
Hiltonhead Court	Homestead Drive	Cul-De-Sac	285	8,550	1,672	\$3,260.40
Hiram Avenue	Holcomb Boulevard	Cleveland Street	1,394	22,304	2,478	\$4,832.10
Homestead Drive	Lot #15049	Pebble Beach Drive	793	22,997	2,555	\$4,982.25
Hunter Avenue	Holcomb Boulevard	Forsythe Road	3,039	54,702	6,078	\$11,852.10
Jennifer Lynn Court	Penny's Way	Cul-De-Sac	123	3,567	1,091	\$2,127.45
Josi Court	Barlow Drive	Cul-De-Sac	293	8,497	1,666	\$3,248.70
Karen Scott Drive	Linda Drive	Todd Kelli Way	254	7,366	818	\$1,595.10
Kari Ann Court	Penny's Way	Cul-De-Sac	75	2,175	942	\$1,836.90
Linda Drive	Parrish Road	Karen Scott Drive	198	5,742	638	\$1,244.10

Street	Beginning	Ending	Length (ft)	Total Area (sf)	Total Area (sy)	Total Cost
Madison Street	3 rd Street	4 th Street	338	8,112	901	\$1,756.95
McCord Road	Central Point Road	N Property Line of Lot #19438	641	21,153	2,350	\$4,582.50
Meriwether Drive	Persimmon Way	Spyglass Lane	406	12,180	1,353	\$2,638.35
Parrish Road	South End Road	Dead End SE of Penny's Way	1,281	37,149	4,128	\$8,049.60
Penny's Way	Finnegan's Way	Parrish Road	812	23,548	2,844	\$5,545.80
Persimmon Way	Homestead Drive	Meriwether Drive	310	8,990	1,082	\$2,109.90
Pin Oak Drive	Woodlawn Avenue	Clearbrook Drive	311	9,952	1,106	\$2,156.70
Rip Tide Street	Swallowtail Place	End	120	3,132	378	\$737.10
Rogue River Way	Pease Road	Dead End NW of Windmill Drive	646	18,734	2,082	\$4,059.90
Silver Salmon Drive	Pease Road	Coho Way	565	16,385	1,915	\$3,734.25
Sockeye Terrace	Silver Salmon Drive	Lot #12594	114	3,306	367	\$715.65
Spyglass Court	Spyglass Lane	Cul-De-Sac	126	7,236	807	\$1,573.65
Spy Glass Lane	Woodglen Way	Meriwether Drive	1,137	32,973	3,755	\$7,322.25
St. Andrews Court	Torrey Pine Drive	Cul-De-Sac	33	1,056	806	\$1,571.70
St. Andrews Drive	Augusta Drive	Torrey Pines Drive	762	22,098	2,455	\$4,787.25
Swallowtail Place	Central Point Road	Pease Road	1,353	39,237	4,360	\$8,502.00
Todd Kelli Way	Karen Scott Drive	Legato Drive	261	7,569	841	\$1,639.95
Torrey Pine Court	Torrey Pines Drive	Cul-De-Sac	33	1,023	836	\$1,630.20
Torrey Pines Drive	Glen Oak Road	Cul-De-Sac	1,285	37,265	4,829	\$9,416.55
Tower Hill Drive	Boynton Street	Highland Drive	252	7,308	812	\$1,583.40
Tradewind Street	Central Point Road	Rip Tide Street	445	12,905	1,501	\$2,926.95
Wake Robin Circle	Gilman Drive	Wake Robin Circle	1,155	28,875	3,336	\$6,505.20

Street	Beginning	Ending	Length (ft)	Total Area (sf)	Total Area (sy)	Total Cost
Walnut Grove Way	Maplelane Road	Lot #14521	409	11,452	1,272	\$2,480.40
Widman Court	Barlow Drive	Cul-De-Sac	635	18,415	2,857	\$5,571.15
Windmill Drive	135' SW of Rogue River Way	Rogue River Wau	157	4,553	506	\$986.70
Woodglen Court	Woodglen Way	Cul-De-Sac	123	3,444	1,072	\$2,090.40
Woodglen Way	City Limits	111' S of Pebble Beach Drive	686	19,894	2,210	\$4,309.50
Woodglen Way	111' S of Pebble Beach Drive	Pebble Beach Drive	120	3,480	387	\$754.65
Woodlawn Avenue	Barker Avenue	Warner Parrott Road	2,163	51,912	5,768	\$12,910.70
Totals			30,841	844,485	103,338	\$203,168.30

In-House Pavement Maintenance and Street Reconstruction

In-house pavement maintenance is work that the Oregon City Public Works Department (OCPW) performs using City equipment. In the summer months, staffing is augmented by seasonal workers and Street Division work can include anything from pothole repair or spot repair of small pavement failures to larger-scale pavement failure repair using the same in-house resources. All in-house pavement maintenance projects are focused on repairing the base of the road, adding additional strength, and repairing failing pavement sections.

Summer 2020 - OCPW used in-house staff and equipment to complete a total of 5 larger-scale individual projects utilizing a total of **441.09** tons of asphalt at a cost of **\$27,942.47**. **Table 3** includes a summary of the 2020 in-house pavement repairs.

Table 3 - 2020 In-House Work

Street	Beginning	Ending	Material Cost	General Treatment Description
Blue Ridge Drive	Shenandoah Drive	Allegheny Drive	\$5,578.00	Taper Grind and 3" Overlay
Molalla Avenue	7 th Street	Division Street	\$2,740.00	2" Mill and Inlay
Washington Street (Round About Ramp)	Washington Street	Clackamas River Drive	\$2,724.00	2" Mill and Inlay
Center Street	2 nd Street	4 th Street	\$3,455.00	Taper Grind and Overlay (Depths vary)
14 th Street	Main Street	Washington Street	\$2,720.00	Rut Patch

Conclusion

This is a program that we are committed to working into an already heavy workload. We know this program is important and valuable to the community. We continue to improve our in-house paving program and balance the demands on the department with the demands of the paving season. Our small paving crew and lightweight equipment continue to provide strong support for the more robust abilities of construction companies in the business of milling and paving.

Thus far, all pavement maintenance expenses have stayed within the City's PMUF budget allocation. The department has received highly-competitive bids which have helped to ensure that the City continues to complete the planned projects with little in the way of deferred projects.

Attachments

Exhibit A – Map - PMUF Major Accomplishments 2020

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

2020 Street Projects

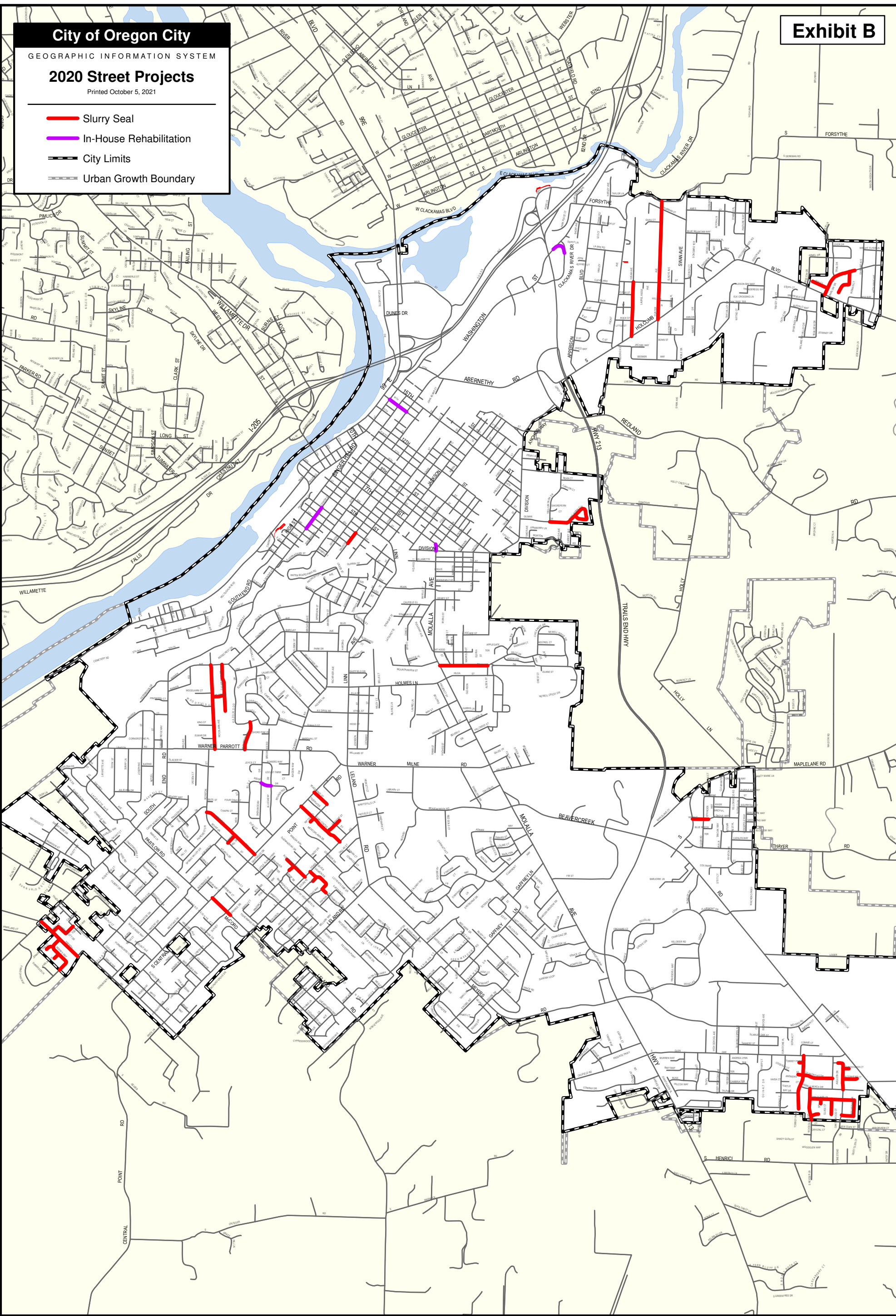
Printed October 5, 2021

Slurry Seal

In-House Rehabilitation

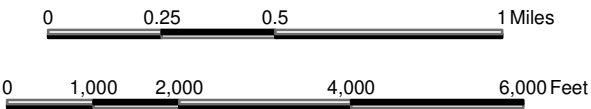
City Limits

Urban Growth Boundary



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.

Please recycle with colored office grade paper.



City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orecity.org

