

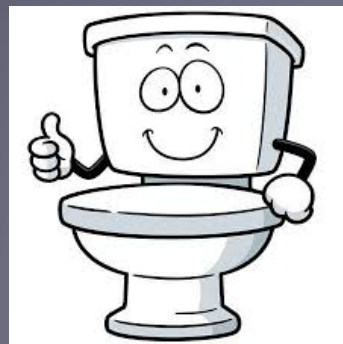
Meeting Agenda - June 10, 2019

- Recent public outreach activities
- Strategies, goals, funding gaps, and funding alternatives
- Options for continuing funding discussion
- Council direction

City of Albany Public Works



WATER



WASTEWATER



STORMWATER



STREETS

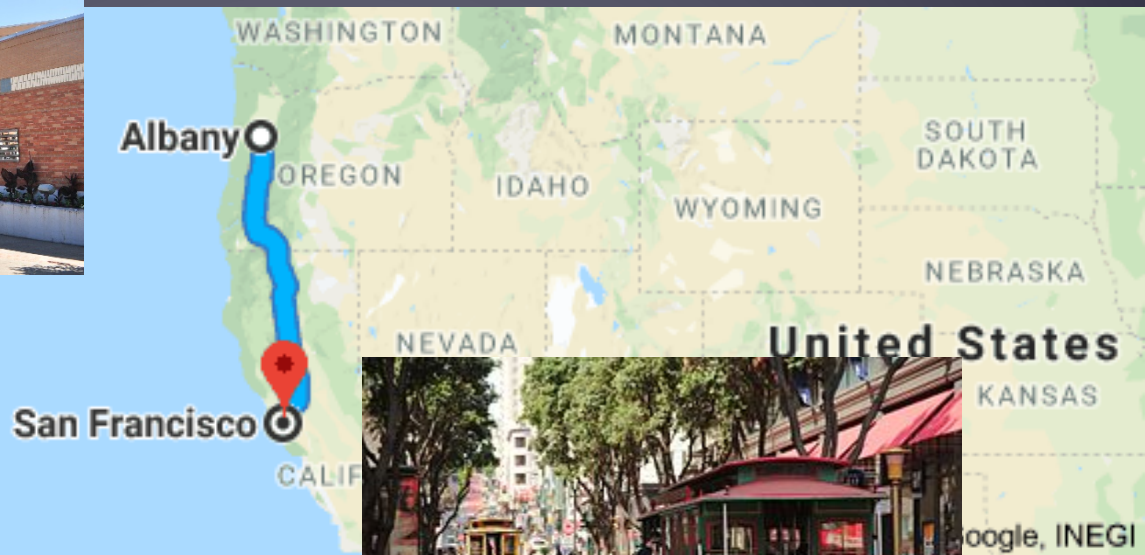
A lot of Infrastructure!

- ~ 600 miles of mainline pipe
- ~ 200 miles of roads
- 3 treatment plants
- Dam and fish screen
- 18-mile earthen canal
- 18 pump/lift stations
- 7 water reservoirs
- 10s of thousands of manholes, signs, valves, services, etc.

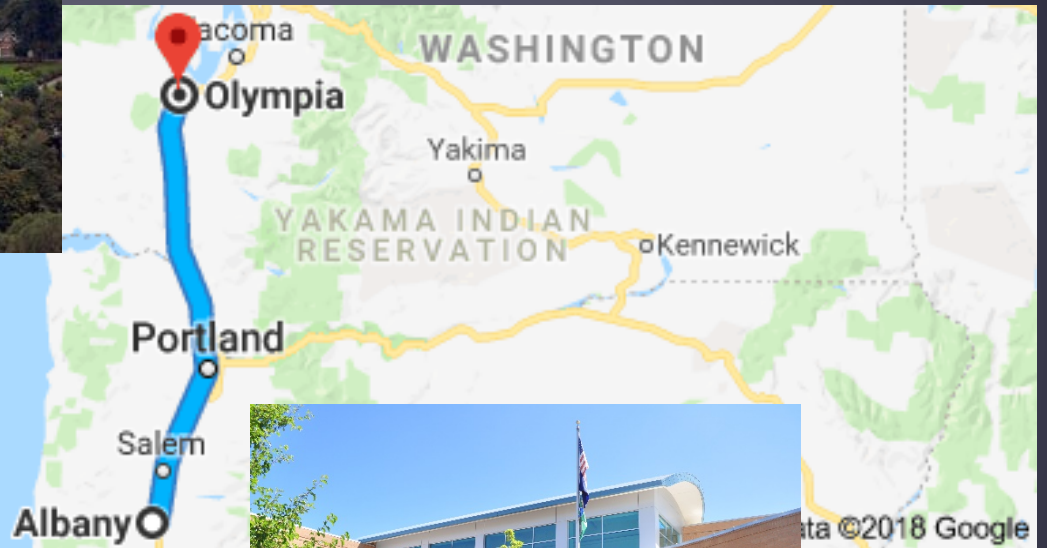
Maintenance Required



Enough pipe to reach from Albany to San Francisco



Enough road to reach from Albany to Olympia



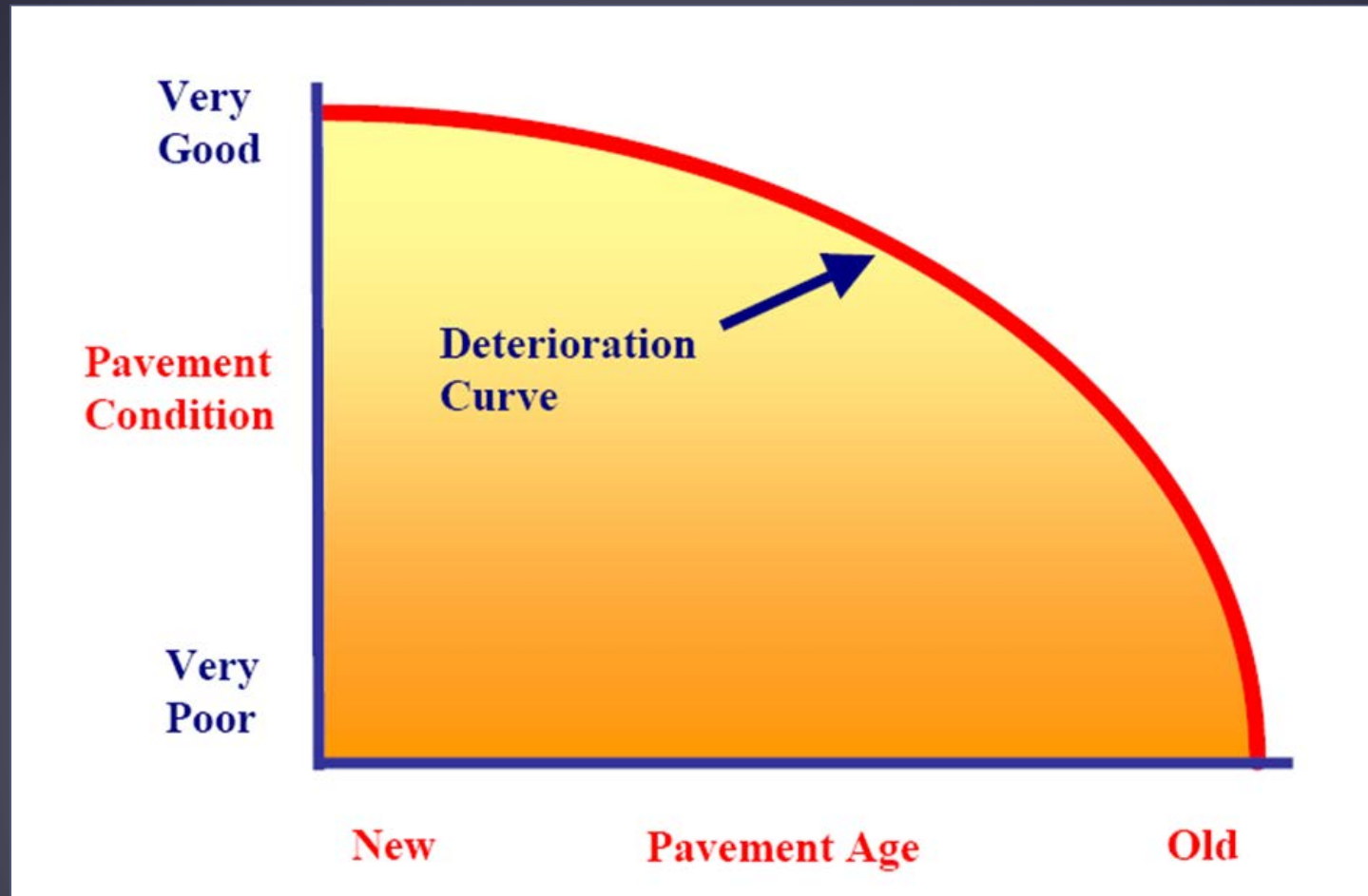
Maintaining Roads



Why is road maintenance important?

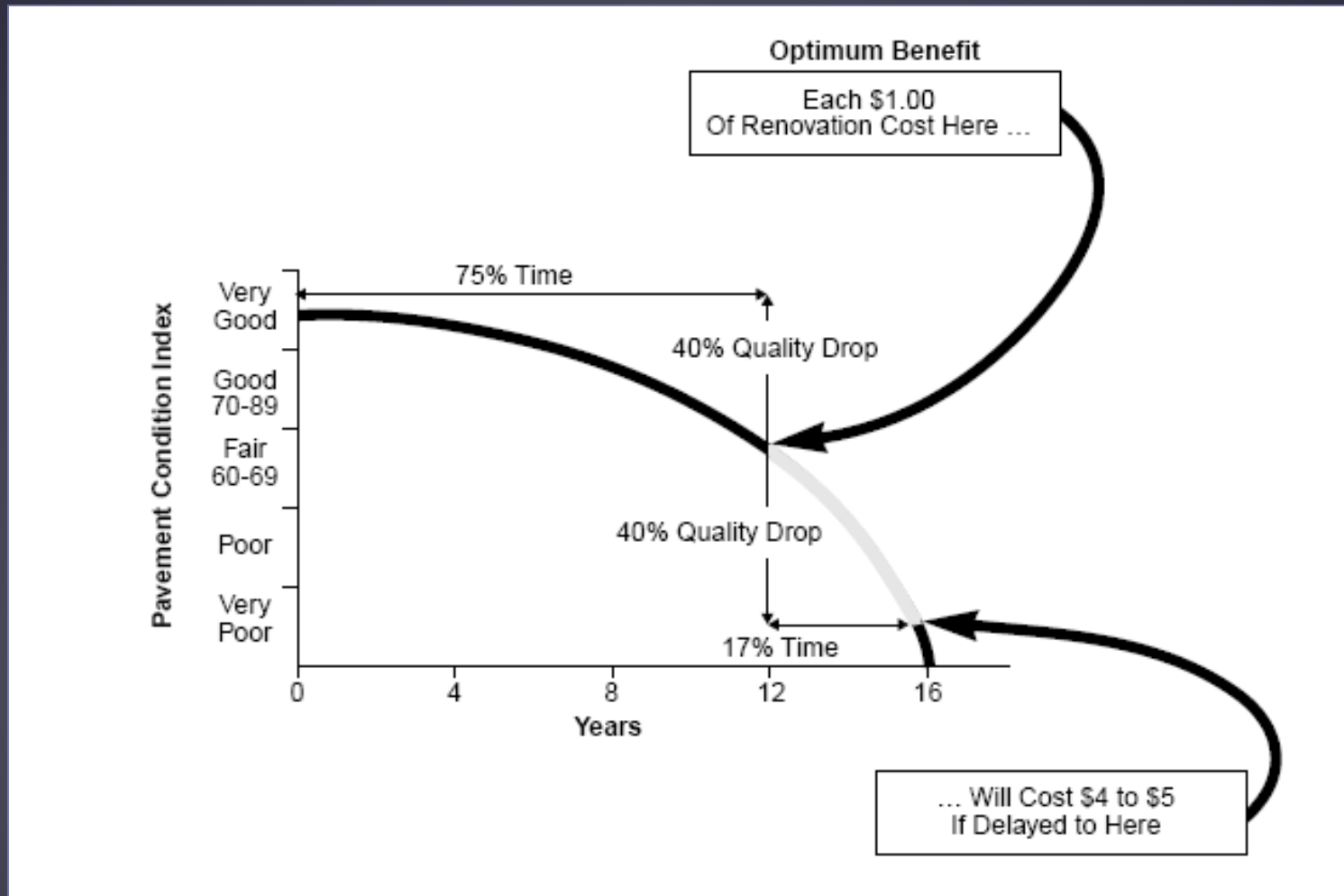
- Safety
- Driver comfort, avoid vehicle damage
- Economy – movement of goods, attracting new business, etc.
- **Routine maintenance is more cost effective than waiting for streets to fail and rebuilding!**

How Pavements Fail



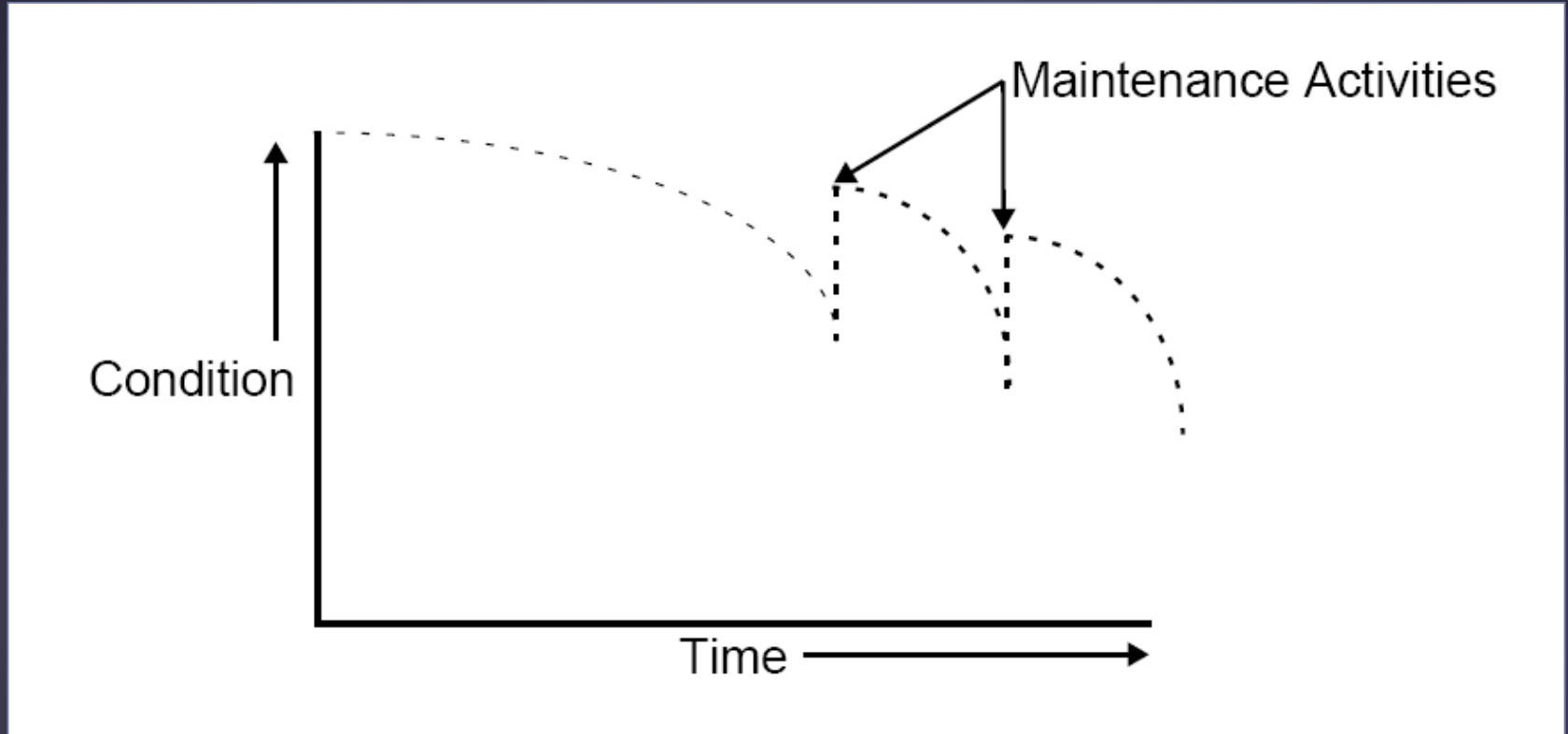
From the National Center for Pavement Preservation

Pavement Renovation Economics



From the Local Agency Pavement Management Application Guide
Published by the Northwest Technology Transfer Center

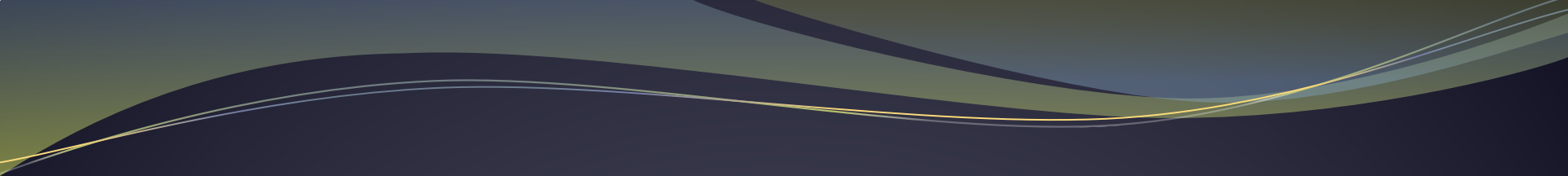
Optimized Investment Strategy



From the Northwest Technology Transfer Center

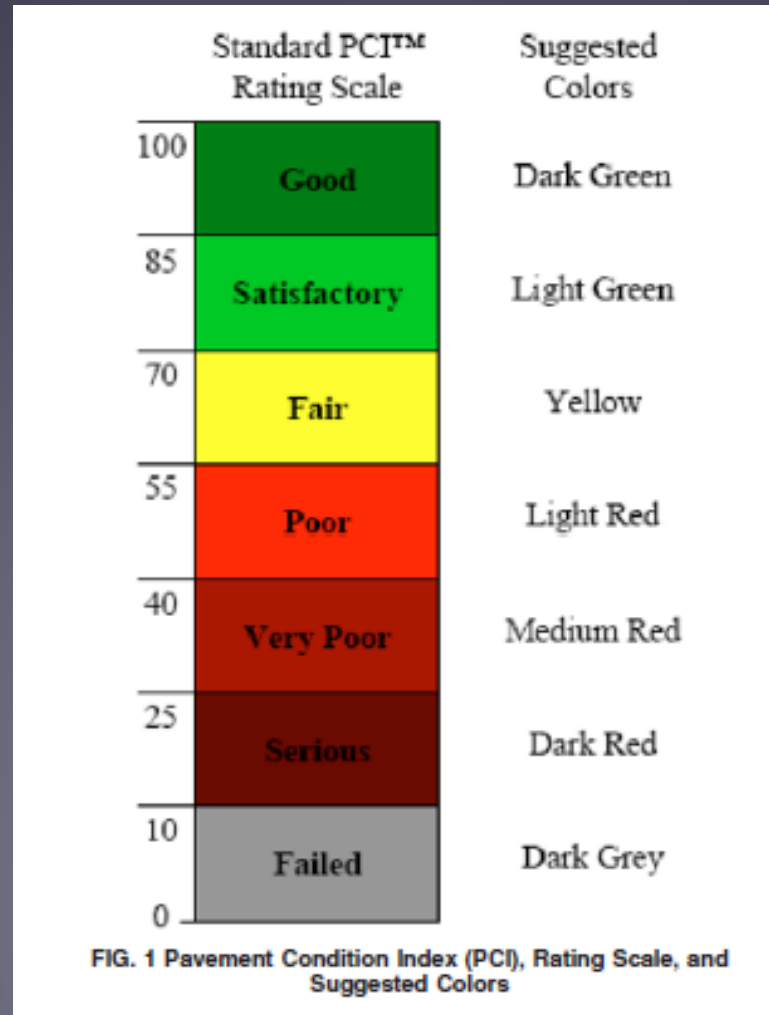
“Keeping the Good Pavements Good”





To be proactive, we need to
know the condition of our
roads.....

Pavement Condition Index (PCI)



City of Albany Streets

Good Condition – PCI = 85 to 100
[N. Albany Road near bridge – PCI = 96]



Fair Condition – PCI = 55 to 70
[34th Ave. near Columbus – PCI = 64]



Very Poor Condition – PCI = 25 to 40
[Hill Street, 20th-24th Ave. – PCI = 33]



Failed Condition – PCI < 10
[Oak Street at school – PCI = 5]



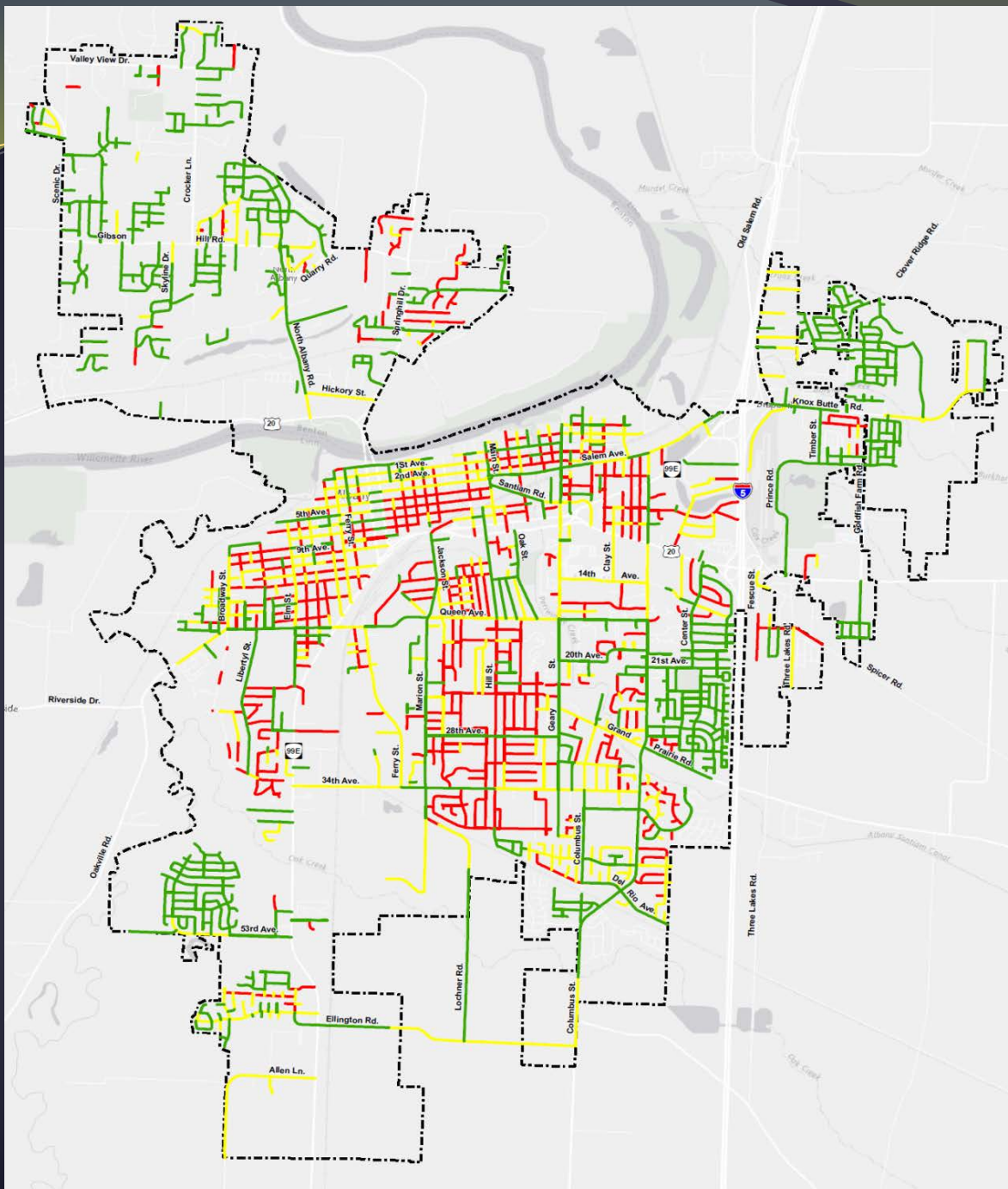
Pavement Conditions

Pavement Condition Index (PCI)

-  Poor
-  Fair
-  Satisfactory

City Maintained Roads

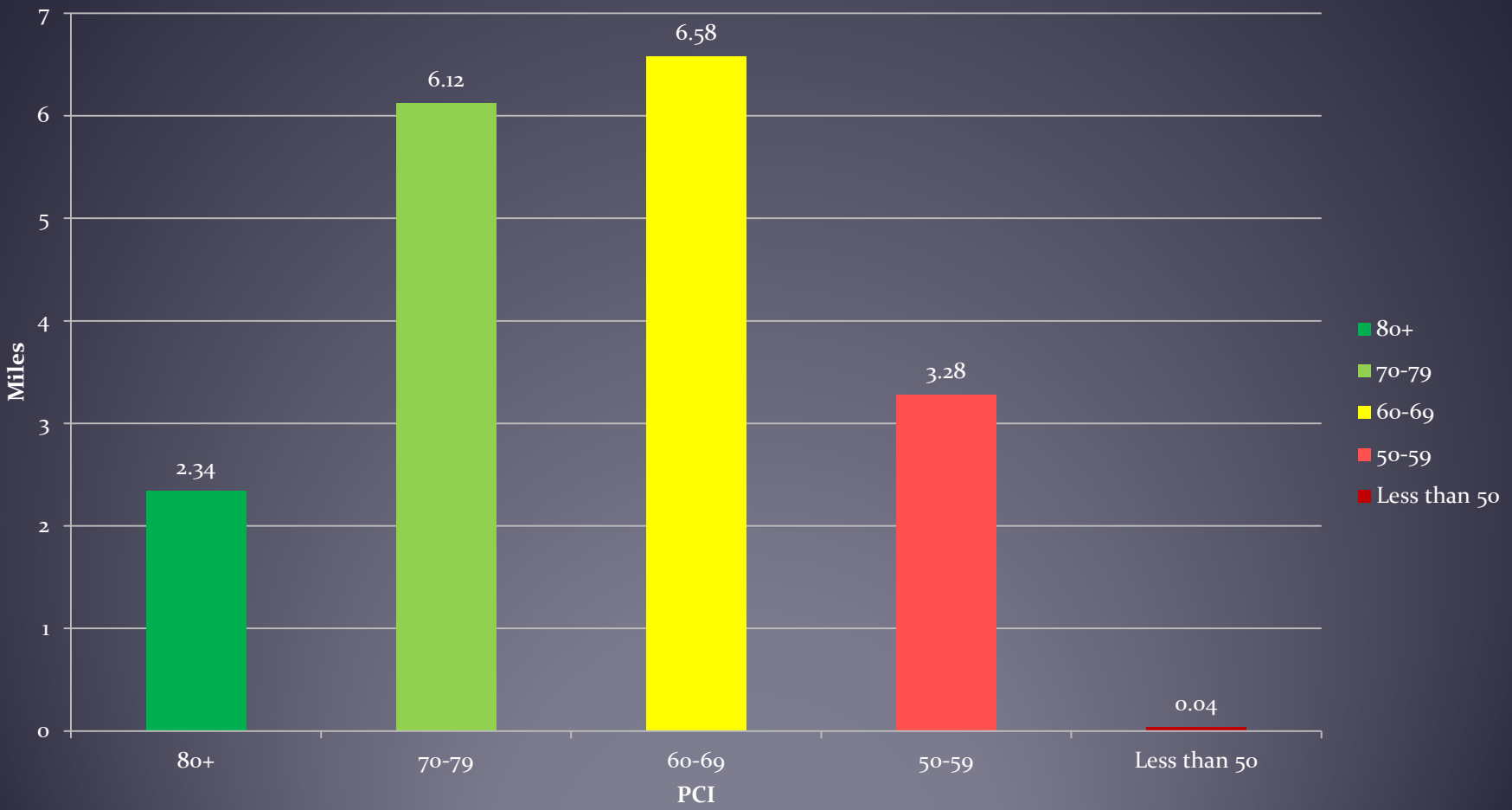
**2016 condition assessment*



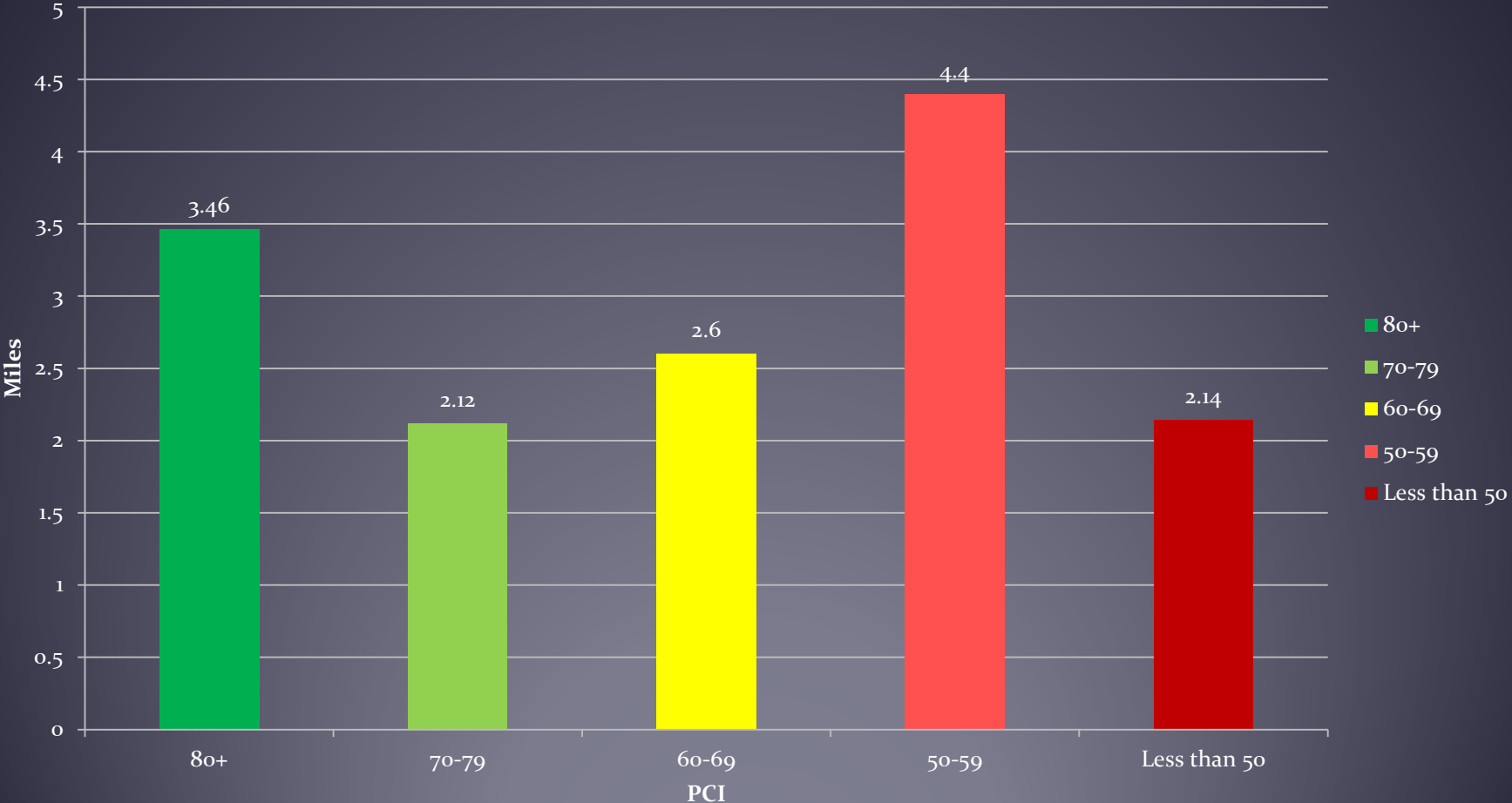
Street Classifications

- **Arterials** - generally have high traffic volumes, provide for trips of moderate to extended length, provide connections to regional transportation routes. (*Examples: Waverly Dr, Queen St, North Albany Rd, State highway*)
- **Collectors** - gather and channel traffic from local streets to the arterial network. They provide a combination of local access and through movements. (*Examples: Marion St, Jackson St, Price Rd, and Crocker Lane*)
- **Local Streets** - low traffic volume roads that provide direct access to abutting land, such as the street in front of your house. They are not intended for long-distance through movements.

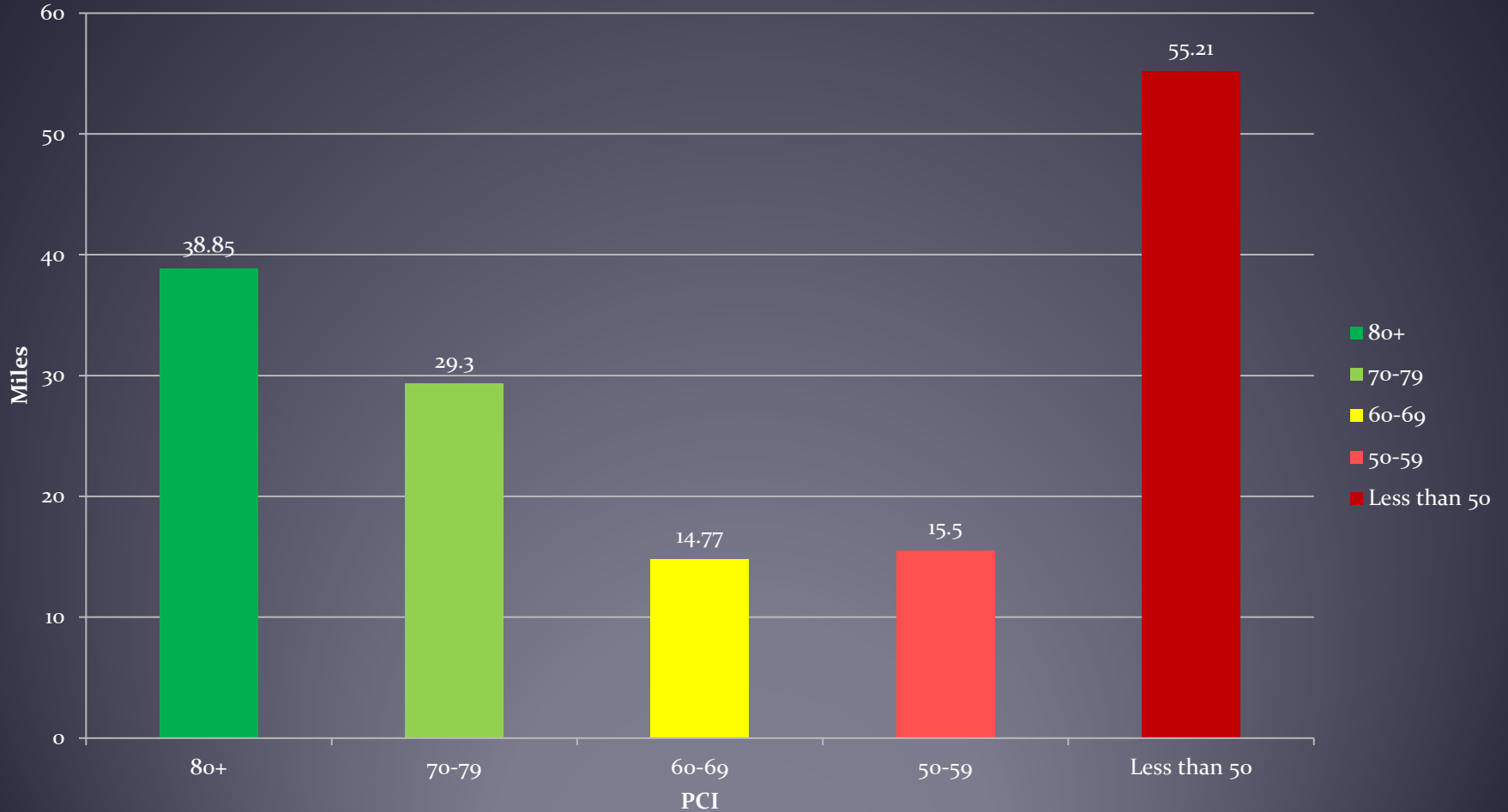
Current Condition - Arterials



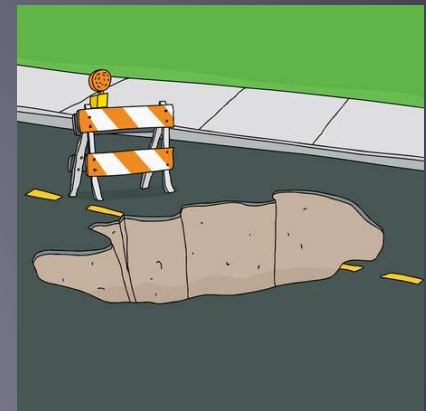
Current Condition - Collectors



Current Condition - Locals

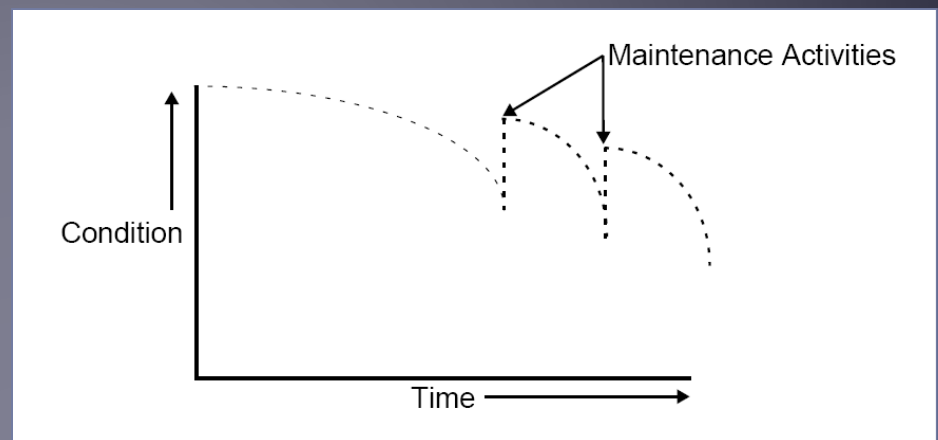
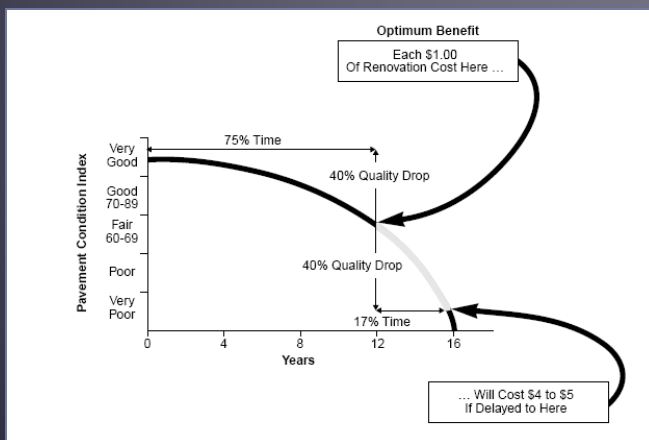


To be proactive, we have to fund pavement maintenance.....



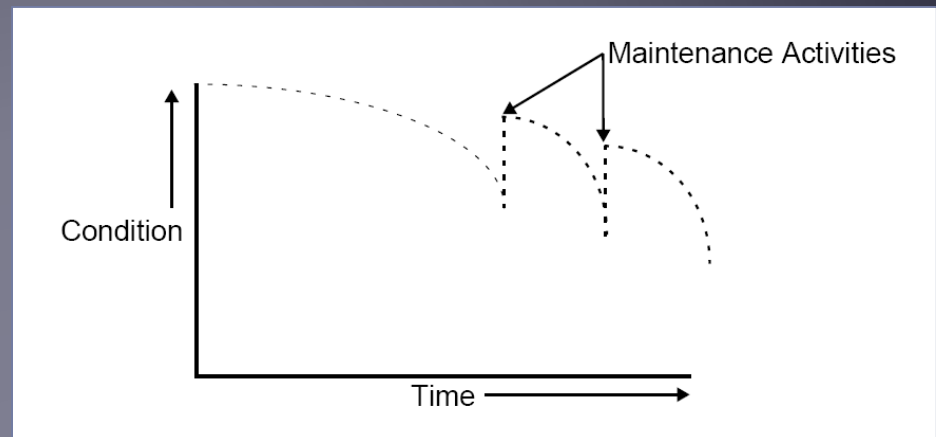
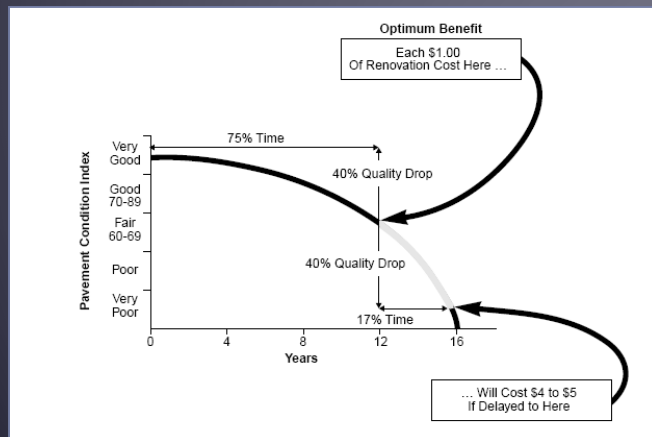
Initial Council Goal

- Evaluate needs and set goals for arterial and collectors first (*streets most used by community as a whole*).
- Don't let arterial and collector streets go below a PCI of ~60 = "Fair" (*balances short- and long-term financial impacts*).

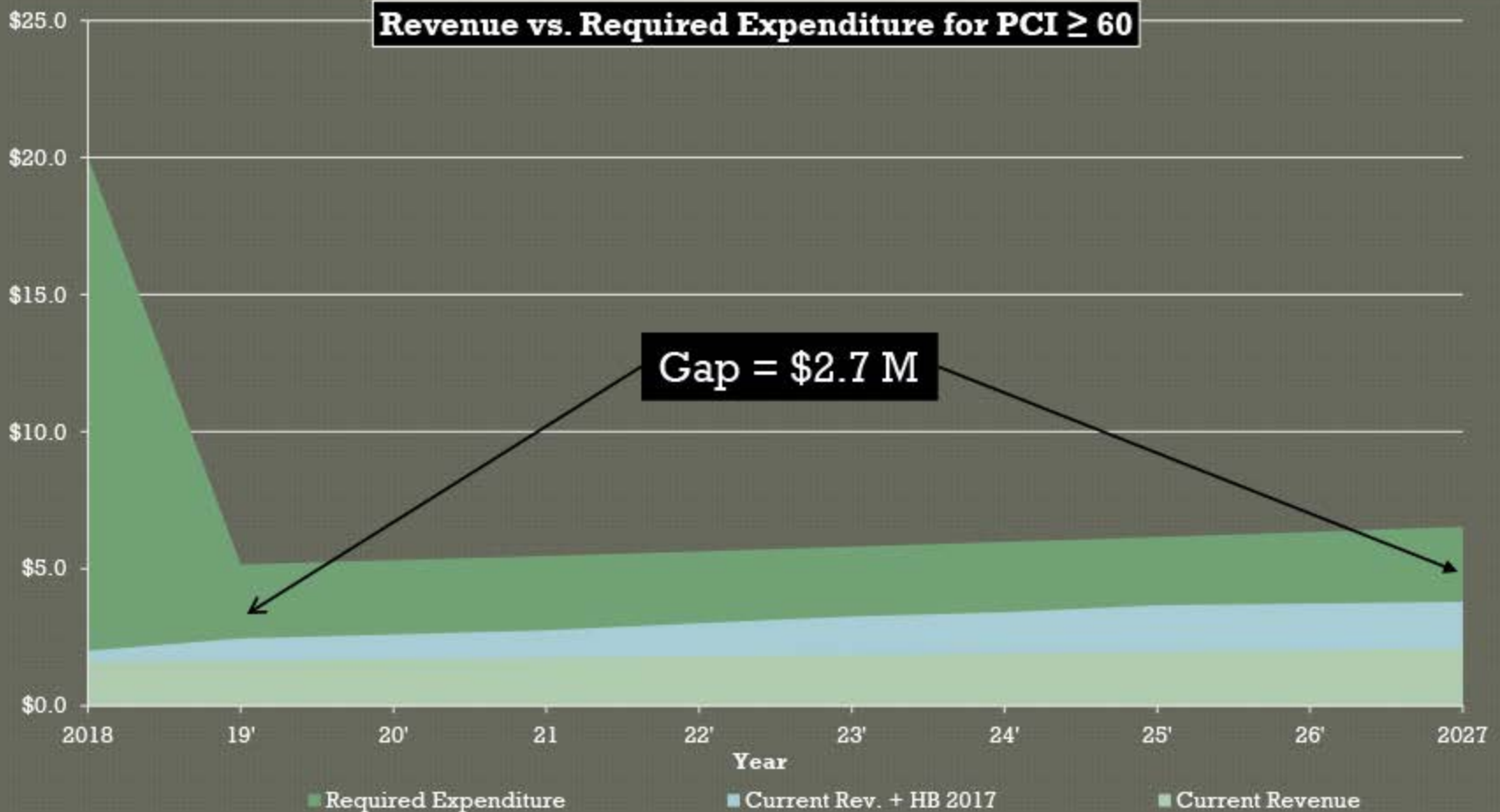


Cost of meeting goals

- One time ~\$20M (2017\$) investment to reconstruct failed arterial and collector streets.
- An annual ~\$5M (2017\$) investment in major maintenance such as overlays.
- Doesn't address local streets (150+ miles) or other transportation needs.

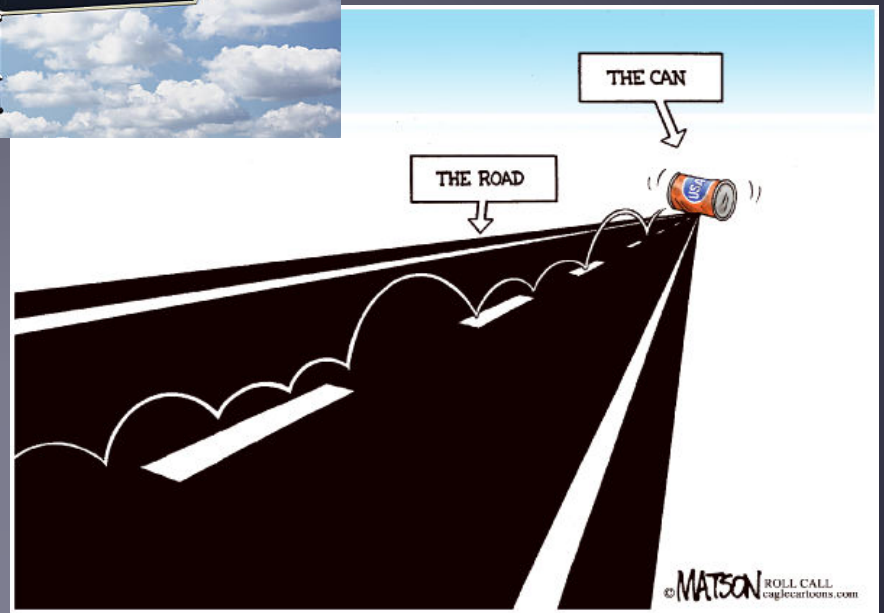


Funding Gap for Arterials and Collectors



*Over simplified for discussion purposes. Assumes all other transportation revenues and expenses are unchanged from, or equally proportionate to, 2017. Assumes SW paying SW costs.

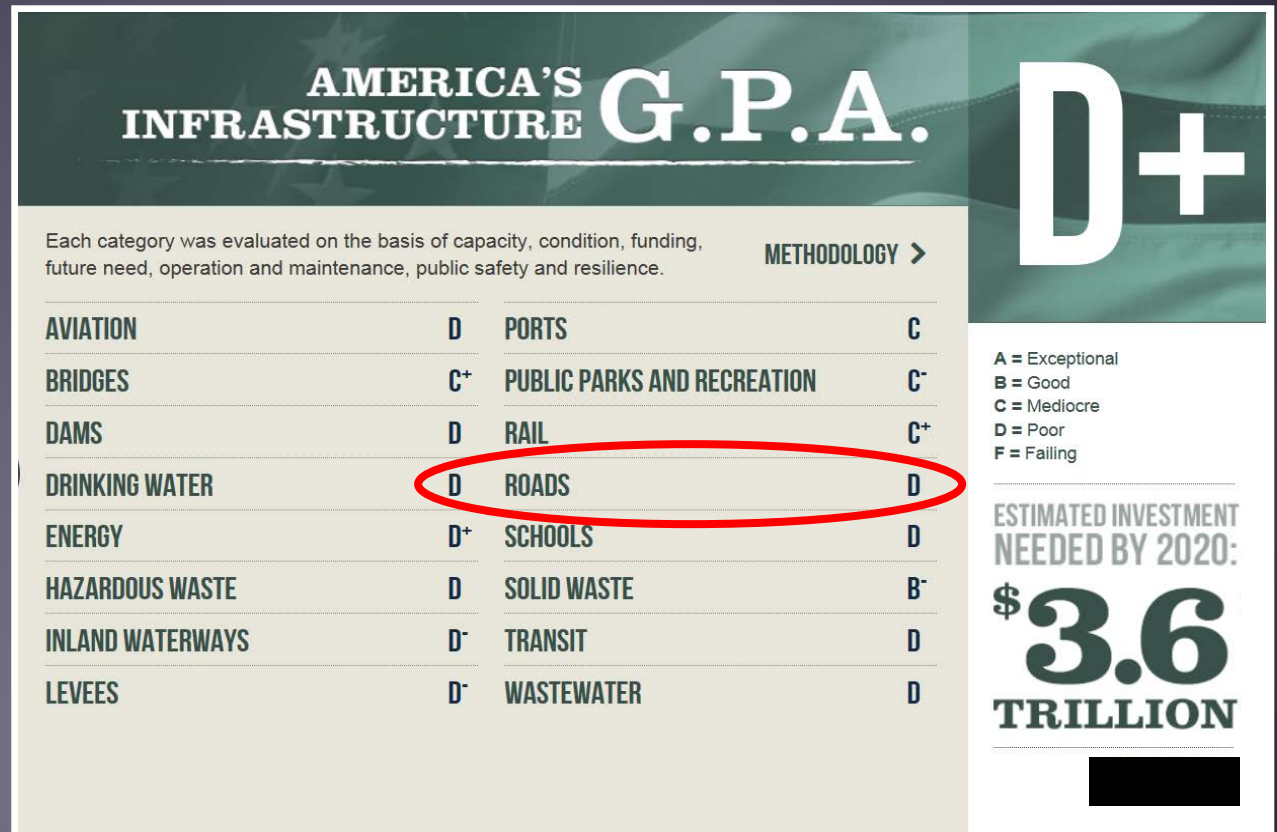
What do we do?



We aren't alone.....



“2013 Report Card for America’s Infrastructure” from the American Society of Civil Engineers (ASCE)





No easy solutions!



Next Steps



- Talk with the community, share information, raise awareness



- Council to consider funding alternatives
 - Divert funds from other City activities?
 - Ask voters for general obligation bond?
 - Consider establishing new sources of revenue? (i.e. gas tax, utility)

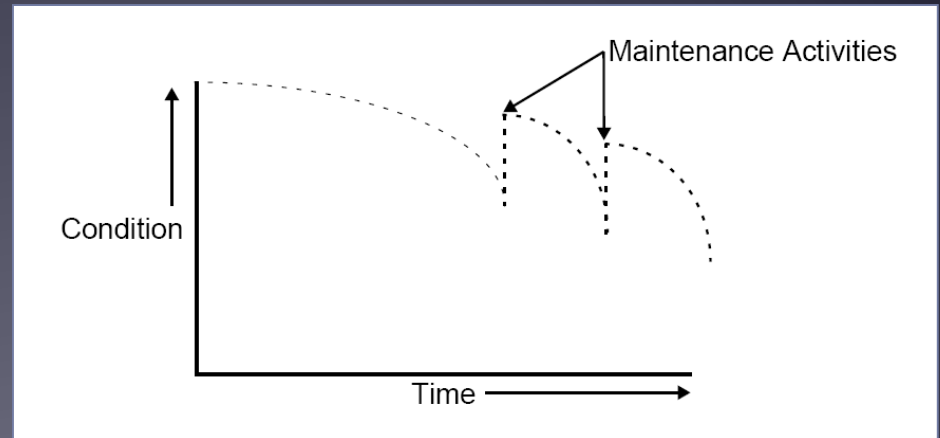
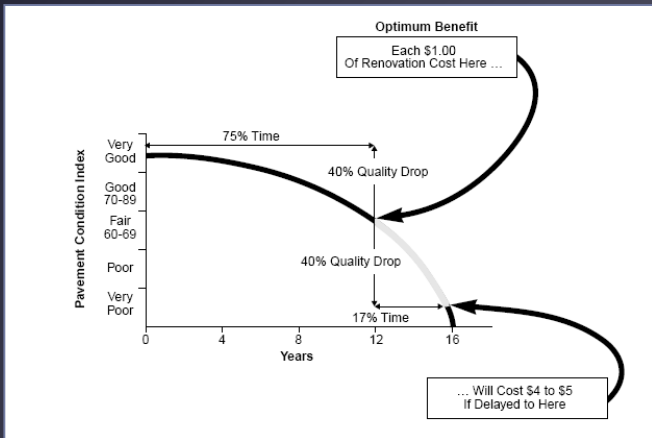


- Make wise investments with the funding we do have

Remember.....

- We have a lot of infrastructure!
- There are approximately 200 miles of roads in Albany.
- There are not enough funds to maintain Albany's most used streets in "Fair" condition.
- The funding gap is significant and will require tough choices if pavement maintenance is to be a top priority.
- The longer we wait, the more expensive it will be.

Remember.....



That's why you may see the City overlay a road like this:



Rather than rebuild a road like this:



Questions????



Funding Alternative Summary

- General Fund - \$250K/yr, \$500K
- Franchise Fees - \$1.2M/yr
- In-Lieu of Franchise Fees - \$450K/yr
- *Stormwater Service Charges - \$400K/yr – In Process*
- Gas Tax - \$750K/yr
- Transportation Utility - TBD
- General Obligation (GO) Bonds - \$20M
- Local Improvement District (LID) – N/A
- Other

Note: Dollar amounts reflect staff assumptions and are not fixed. (2017\$)

Next Steps

- Does Council want to continue funding discussion?
- Does Council already have preferred alternatives in mind?
- Does Council want broader community involvement before moving forward
 - Does Council want to consider a Task Force