

Monday, May 1, 2023

College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

5:00 PM

In-Person at the College Place Fire Department, 629 S College Avenue, College Place Washington

Meeting may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSI-g/featured

Zoom Attendee Link: <https://us06web.zoom.us/j/84298528499>

Or you may call this number to listen: 1-669-900-9128 ID# 842 9852 8499 Phone controls: *6 - toggle mute/un-mute and *9 - raise hand

1. Opening Items

Subject :	1.01 Call To Order
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	1. Opening Items
Access :	Public
Type :	Procedural
Subject :	1.02 Roll Call
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	1. Opening Items
Access :	Public
Type :	Information

Public Content

Voting Members

Position 1 - Tracy Warner

Position 2 - Kelli Leen - term expires 12/31/2024- Chair

Position 3 - Doug Case - term expires 12/31/2022

Position 4 - Tom Stokes -term expires 12/31/2024

Position 5 -Vacant

Position 6 - Bruce Morehead - term ends 12/31/2024

Ex-Officio - Kathy Covey - WW Valley Chamber of Commerce Representative

Advisory Members

Mike Rizzitiello-City Administrator

Brian Carleton-Finance Director

Sherri St. Clair- City Clerk

Subject : 1.03 Public Comment

Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

Category : 1. Opening Items

Access : Public

Type : Procedural

Public Content

Commission meetings are primarily structured to permit Members to arrive at the decisions necessary to make recommendations to the City Council.

Meeting Protocol for Public Comment:

When submitting public comments, include the following information regardless of the manner you are using: Note that there are deadlines for written comments to be included in the meeting documents.

- Your Name
- Your Address

Written Public comments may be provided by submitting comment to Clerk@cpwa.us no later than 4:30 PM on the meeting date to be included in the record. (If typewritten, no less than 11 pt font).

Verbal Public Comments may be made during the meeting:

- In-person at the meeting location - provided at the beginning of each agenda.
- Telephone comment - Call 1-669-900-9128, entering the meeting ID (provided at beginning of agenda) and raise your hand (*9 to raise hand, *6 to mute/un-mute) when comments are requested.
- Virtual comment - Join using the Zoom Attendee link (provided at beginning of agenda) and raise your hand when comments are requested.

Once recognized, you will have five minutes to speak on any subject that is under the control of the Commission.

2. Consent Agenda

Subject : 2.01 Approve Agenda for May 1, 2023

Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

Category : 2. Consent Agenda

Access : Public

Type : Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee

review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject : 2.02 Approve Minutes from March 6, 2023

Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

Category : 2. Consent Agenda

Access : Public

Type : Action (Consent), Minutes

Minutes : [View Minutes](#) for Mar 6, 2023 - College Place Economic Development, Tourism, and E

File Attachments

[2023-3-6_EDTEC_Minutes_Draft_BoardDocs® Plus.pdf \(747 KB\)](#)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure by Alice Sturgis, 4th Edition, provide for a consent agenda listing several items for approval of the Board by a single motion. Most of the items listed under the consent agenda have gone through Board subcommittee review and recommendation. Documentation concerning these items has been provided to all board members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any board member.

Subject : 2.03 Excuse Absence of Commission Member Case

Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

Category : 2. Consent Agenda

Access : Public

Type :

Subject : 2.04 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing items for approval of the Commission by a single motion. Typically the items listed under the consent agenda are the minutes from previous meetings and the agenda for the current meeting. Documentation concerning these items has been provided to all Commission Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Commission Member.

Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

Category : 2. Consent Agenda

Access : Public

Type :	Action (Consent)
Recommended Action :	Motion to approve the consent agenda

Consent

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3. Guest Presentations - None

4. Action Agenda

Subject :	4.01 Letter of Support: State CERB Planning Grant Support for Martin Airfield Area - Mr. Rizzitiello
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	4. Action Agenda
Access :	Public
Type :	Action
Recommended Action :	Motion to allow EDTEC Chair to sign Letter of Support for Martin Airfield Planning Study Grant Application.

Public Content

Historical Perspective:

The Martin Airfield property and much of the surrounding land is in the College Place Urban Growth Area.

Information for Consideration:

Tarragon/Martin Airfield LLC has been in communication with the City pertaining to future development around Martin Airfield. To appropriately plan for infrastructure to support the Airport and adjacent future development we need a planning study to develop basic plans for routing of water, sewer, and storm. Road network and water storage will also be looked at. It is anticipated that Tarragon will file a petition to annex into the City this Summer.

File Attachments

[cerb-planning-study-minimum-requirements-2016.pdf \(184 KB\)](#)
[GrantManagement_CommunityDevelopment_CERB_MartinAirfieldMap.pdf \(1.005 KB\)](#)
[LOS.pdf \(536 KB\)](#)
[Planning_Threshold Checklist REVISED 2021.pdf \(228 KB\)](#)

Subject :	4.02 Preapproved Housing Plans - Mr. Rizzitiello
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Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	4. Action Agenda
Access :	Public
Type :	Action
Recommended Action :	Discuss if this is something the City should facilitate/pursue.

Public Content

Historical Perspective:

The State is in an affordable housing crisis. The City is trying to identify ways to facilitate alleviating this crisis.

Information for Consideration:

Liberty House Plans has been working with cities in developing PreApproved Housing Plans in which the City partners with Liberty to develop some design choices. If developer opts to use choices, purchase of plans is at significant discount and is preapproved so it shortens the development process. City of South Bend, Indiana and City of Spokane, WA have implemented such programs.

<https://www.cnu.org/publicsquare/2023/02/15/spokane-streamlines-missing-middle-housing>

File Attachments

[Intro - Municipal House Plan Collections 23-0318.pdf \(672 KB\)](#)
[Menu of Services - Liberty House Plans.pdf \(965 KB\)](#)
[SummarySheet-CampbellCarriageHouse-DavidTKim.pdf \(1.161 KB\)](#)
[SummarySheet-GreenwoodCottage-BruceBTolar.pdf \(1.656 KB\)](#)
[SummarySheet-LoganberryCourt-Artifex.pdf \(685 KB\)](#)
[SummarySheet-SeaborneSideYardCottage-HistoricShed.pdf \(1.130 KB\)](#)
[SummarySheet-StarletStudio-HistoricShed.pdf \(575 KB\)](#)

5. Staff Reports

Subject :	5.01 Community Event Update - Ms. Reid
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	5. Staff Reports
Access :	Public
Type :	Discussion, Information

Public Content

Information for Consideration:

- Spring Fling (May 12th to 14th) Operated by Liz and Gary Pierce at Kiwanis Park.
- College Place Block Party: Sunday, May 21st from 1 to 6 PM College Avenue (Whitman to Fourth)
- College Place Farmers Market: Every Thursday from May 25th to End of September 4 to 7 PM at City Hall.
- Freedom Festival: Sunday, July 2nd from 6 to 10 PM at College Place High School.

File Attachments

[2023_Block_Party_Vendor_Application_Fillable.pdf \(381 KB\)](#)

[2023_CPFM_Vendor_Handbook.pdf \(1,012 KB\)](#)

[2023_Freedom_Festival_Vendor_Application-Fillable.pdf \(712 KB\)](#)

[Movies at the Park Banner.jpeg \(526 KB\)](#)

Subject :	5.02 Common Roots Land Trust - Mr. Rizzitiello
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	5. Staff Reports
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

Common Roots Housing Trust is a community organization that provides homeownership opportunities to residents in our region whose needs are not met by the traditional housing market. Through public and private contributions, we hold land in trust, and build and renovate houses in order to create a supply of permanently affordable homes.

Residents, by participating in Common Roots, can gain equity, enjoy the pride of homeownership, and put down roots in the community. By investing in residents, their homes, and the land beneath them, Common Roots helps to stabilize our region and sustain its distinctive, vibrant character.

Information for Consideration:

Common Roots Land Trust was formed as a implementation step of the Community Council Affordable Housing Study. It was formed in 2021. The organization has a 501c3. The body is hiring its first full time Executive Director. The City awarded the organization funds from the competitive community grant program for 2023. The group has technical assistance grants to do the predevelopment work around obtaining its first property. It also has a Federal earmark application in to get funds to acquire its first property. If anyone has property its willing to donate or sell at reasonable cost lets discuss.

File Attachments

[affordable-housing_final-report.pdf \(509 KB\)](#)

[affordable-housing-ig-summer2022.pdf \(2.167 KB\)](#)
[affordable-housing-study-report_2019.pdf \(2.616 KB\)](#)
[Common Roots Land Trust.pdf \(108 KB\)](#)

Subject : 5.03 May 2023 Development Update - Mr. Rizzitiello
Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category : 5. Staff Reports
Access : Public
Type : Discussion, Information

File Attachments

[DevelopmentTrackSheet_May2023.pdf \(455 KB\)](#)

Subject : 5.04 Multifamily Housing Tax Exemption Refresher - Mr. Rizzitiello
Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category : 5. Staff Reports
Access : Public
Type : Discussion, Information

Public Content

Information for Consideration:

The City has the forms, map, and webpage available. The City wants to go over the program with EDTEC Commissioners.

https://www.cpwa.us/businesses/multifamily_housing_tax_exemption.php

File Attachments

[GIS_EconomicDevelopment_MFTE.pdf \(4.281 KB\)](#)
[MFTE Application.pdf \(348 KB\)](#)

Subject : 5.05 Transportation Benefit District - Mr. Rizzitiello
Meeting : May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category : 5. Staff Reports
Access : Public
Type : Discussion, Information

Public Content

Historical Perspective:

The City Council adopted Ordinance #17-015 back in April 2017 to create a Transportation Benefit District. However, no revenue mechanism was ever enacted.

Information for Consideration:

While the City has done an admirable job getting grants for Federally Classified Roads, grants don't exist for local roads and to get Federally Classified the road must have a count of 500 a day and have a regional nexus. The City uses declining gas tax funds to pay for local roads which amount to layers of chip seal. The Pavement Rating Study done a couple months ago shows as it stands the pavement rating will continue to worsen substantially for local roads (ex: Birch, Elm, Cedar, Central, Broadway) unless something is done. The study shows that to maintain existing pavement rating of 74 systematically about \$300,000 a year would do that. The State changed laws around TBD Sales Tax where it can be done either councilmanically or voter approved for 0.1%.

File Attachments

[BOR_CollegePlace_FINAL-2023-02-15.pdf \(15,117 KB\)](#)

[CityEngineer_Notes.pdf \(1.964 KB\)](#)

[Example_Pouslbo_SalesTaxOrdinance.pdf \(373 KB\)](#)

[Ordinance No. 17-015 \(1\).pdf \(386 KB\)](#)

Subject :	5.06 Tax Increment Financing Update - Mr. Rizzitiello
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	5. Staff Reports
Access :	Public
Type :	Discussion, Information

Public Content

Historical Perspective:

Back in March this body approved submitting the TIF District to the State Treasurer for review. City Council concurred and it has been submitted.

Information for Consideration:

The City is awaiting word from the State Treasurer as to the review of the feasibility study. The next step in the process is the City needed to do two public briefings. One occurred on Monday, April 24th. Another will occur on May 8th at 9:00 AM. Once the City gets a concurrence letter from the State Treasurer the next step would be to adopt an Ordinance creating the TIF and its geographic boundary. This action does not take out the bonds for the project. Merely creates the District. The deadline each year to do this is the end of May. Once this TIF is created, the City

has one more TIF it can create in the future subject to debt limit and valuation rules. Webpage for the TIF is here: https://www.cpwa.us/businesses/tax_increment_financing.php

File Attachments

- [COLLEGE PLACE Final Draft 1 25 23 Project Analysis.pdf \(12.077 KB\)](#)
- [College Place Public Briefings.pdf \(2,783 KB\)](#)
- [College Place TIA Parcels.pdf \(74 KB\)](#)
- [E-W_RoadExhibit_12-23-22.pdf \(2,830 KB\)](#)
- [GIS_EconomicDevelopment_TIFDistrict1.pdf \(4.200 KB\)](#)
- [MojonnierRoad_PreliminaryDesignStripMap.pdf \(14,360 KB\)](#)
- [TIF_Public_Briefing_Notice_1.pdf \(312 KB\)](#)
- [TIF_Public_Briefing_Notice_2.pdf \(338 KB\)](#)

Subject :	5.07 Youth Recreation Program Update - Mr. Rizzitiello
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	5. Staff Reports
Access :	Public
Type :	Discussion, Information

Public Content

Information for Consideration:

This year it looks different. The College Place Public Schools will run a program the mornings from late June to late July. The YMCA will run an afternoon program to 5:30 PM those same days at Kiwanis Park and then will bump it up to full day the month of August. The City, School District, YMCA, and United Way of the Blue Mountains are underwriting most of the program. A small cost will be assessed on the YMCA program.

File Attachments

- [CollegePlaceAnnouncement_04.2023 \(1\).pdf \(461 KB\)](#)

6. Closing Items

Subject :	6.01 Next Meeting: June 5, 2023
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)
Category :	6. Closing Items
Access :	Public
Type :	Information
Subject :	6.02 Conclude
Meeting :	May 1, 2023 - College Place Economic Development, Tourism, and Events Commission - Hybrid (In-Person & Electronic)

Category :

6. Closing Items

Access :

Public

Type :

Procedural

College Place Economic Development, Tourism, and Events Commission- - Hybrid (In-Person & Electronic) (Monday, March 6, 2023)

Generated by Sherri St Clair on Monday, March 6, 2023

1. Opening Items

Procedural: 1.01 Call To Order

Chair Leen called the meeting to order at 5:01 PM.

Information: 1.02 Roll Call

PRESENT:

Commission Members Tracy Warner (arrived at 5:05 PM)
Kelli Leen - Chair,
Doug Case,
Tom Stokes,
Bruce Morehead

Ex- Officio

Staff City Administrator, Mike Rizzitiello;
Deputy City Clerk, Athen Reid;
City Clerk, Sherri St. Clair;

Also Present: Rebecca Zannatta - RJZ Connections Inc.

MEMBERS EXCUSED:

MEMBERS ABSENT:

Procedural: 1.03 Public Comment - None

2. Consent Agenda

Action (Consent): 2.01 Approve Agenda for March 6, 2023

Action (Consent): 2.02 Approve Minutes from February 7, 2023

Action (Consent): 2.03 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing items for approval of the Commission by a single motion. Typically the items listed under the consent agenda are the minutes from previous meetings and the agenda for the current meeting. Documentation concerning these items has been provided to all Commission Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Commission Member.

Commission Member Case made a motion to approve the consent agenda. Second by Member Stokes and the motion passed 4-0.

3. Guest Presentations

Discussion, Information: 3.01 Creative District Update -

Mr. Rizzitiello informed the Commission that Walla Walla and College Place are working together to form a Creative District. Ms. Zannatta gave a presentation outlining what a creative district is, why Cities would want to create a Creative District, and work that has already been completed by the planning team.

Discussion ensued.

4. Action Agenda - None

5. Staff Reports

Discussion, Information: 5.01 Community Events Update -

Ms. Reid informed the Commission that the College Place Farmers Market will be held at the Municipal Campus and the City is currently accepting applications as well as event sponsorships. In addition, the City is planning a block party for May and Movies in the Park will be held in Kiwanis Park on June 24th, July 8th, July 22nd, and August 5th. The College Place Freedom Festival is July 2nd, the Fall Festival is on October 30th, and Winterfest is on December 7th. Mr. Rizzitiello added that the Spring Fling, formerly held at Pioneer Park in Walla Walla, will be held in Kiwanis Park this year May 12th through 14th.

Discussion ensued.

Discussion, Information: 5.02 Discussion on Retailers and Restaurants -

Mr. Rizzitiello asked the Commission to recommend retailers and restaurants that they would like to have in the area.

Discussion ensued.

Discussion, Information: 5.03 Development Tracker - February 2023 -

Mr. Rizzitiello informed the Commission that the Villages at Fort Walla Walla is back on track, there is a plan for 42 apartment units on SW 6th Street, the last phase of the Villages at Garrison Creek is moving forward looking to start this summer, and the Vesper Development three-story apartment complex is set to begin next month. Chipotle is currently under renovation and Hayden Homes Homestead is looking to add 30 additional units on the east side of Doans Street.

Discussion, Information: 5.04 Pavement Rating Study -

Mr. Rizzitiello informed the Commission that the City had a pavement rating study conducted and asked the Commission to review the study. Mr. Rizzitiello informed the Commission that for roads needing repairs that are not able to be federally classified would need another funding source. Mr. Rizzitiello noted that the City Council created a Transportation Benefit District six years ago but did not assign a revenue mechanism. In addition, there are two ways to collect revenue, one is from vehicle tabs and the other is a 0.1% sales tax vote.

Discussion, Information: 5.05 New Walla Walla Valley Chamber Director - Alene Alen -

Mr. Rizzitiello informed the Commission that the new Walla Walla Valley Chamber Director is Alene Alen and she will start at the beginning of May.

Discussion, Information: 5.06 Villages at Fort Walla Walla: Potential MFTE -

Mr. Rizzitiello informed the Commission that Theron Group had purchased property behind Home Depot with the intent of building a large scale apartment complex prior to Covid. The Group is looking to move forward on this project and provided mixed income apartments. Mr. Rizzitiello noted that he expects the Group to submit a Multi-Family Tax Exemption for this apartment complex.

Discussion, Information: 5.07 Visit Walla Walla Tourism Advertisement -

Mr. Rizzitiello presented the upcoming College Place Visitors Guide.

6. Closing Items

Information: 6.01 Next Meeting: April 3, 2023

Procedural: 6.02 Conclude

Commission Member Morehead made a motion to conclude the meeting at 6:07 PM. Second by Member Stokes and with no objection, the meeting concluded.

Approved:

Kelli Leen - Chair

Attest:

Sherri St. Clair – City Clerk

The foregoing minutes are the official record of the Economic Development, Tourism, and Events Commission meeting that occurred March 6, 2023. Further detail may be obtained by reviewing the actual audio recording made during this session.

Planning Study Minimum Requirements

The planning study must contain the following **minimum requirements**:

- a. A product market analysis linked to economic development.
- b. A market strategy containing action elements linked to timelines.
- c. Identification of targeted industries.
- d. Identification of the group responsible for implementing the marketing strategy. Describe the group's capacity to complete the responsibility.
- e. The site's appropriateness by addressing, at minimum, appropriate zoning, affect to the state or local transportation system, environmental restrictions, cultural resource review, and the site's overall adequacy to support the anticipated development upon project completion.
- f. A location analysis of other adequately served vacant industrial land.
- g. Total funding for the public facilities improvements is secured or will be secured within a given time frame.
- h. An analysis of how the project will assist local economic diversification efforts.
- i. Indicate the specific issues that will be addressed.
- j. List one or more economic outcomes that you expect from the proposed CERB project.
- k. Describe the specific, quantifiable measures of the outcome(s) that will indicate success. Describe in measurable terms what you expect to be able to show as progress toward the outcome for each year before the whole outcome has been achieved.
- l. Describe what data you will collect to determine whether the outcome is being achieved.
- m. Describe the data collection procedure including when data will be collected, from whom and by whom.
- n. The estimated median hourly wage of the jobs created when development occurs.
- o. If the project is determined to be feasible, the following information must be provided within the final report:
 - 1. Total estimated jobs created (in FTEs).
 - 2. Describe benefits offered to employees.
 - 3. Describe the median hourly wage of the new jobs in relation to the median hourly county wage.
 - 4. The county three-year unemployment rate in relation to the state rate.
 - 5. County population change in the last five years.
 - 6. The estimated jobs created represent what percentage of the county's labor force.
 - 7. The estimated jobs created represent what percentage of the county's unemployed workers.
 - 8. Estimated new annual state and local revenue generated by the private business.
 - 9. Estimated private investment generated by project.

Martin Airfield Development Area



4/18/2023, 5:46:08 PM

 Tax Parcels

Administrative Boundaries - City Limits

 COLLEGE PLACE

 Administrative Boundaries - County Boundary

1:9,028

Maxar, Esri Community Maps Contributors, City of Walla Walla, Oregon State Parks, State of Oregon GEO, WA State Parks GIS, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc,

College Place Economic Development, Tourism,
and Events Commission (EDTEC)

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May 1st, 2023



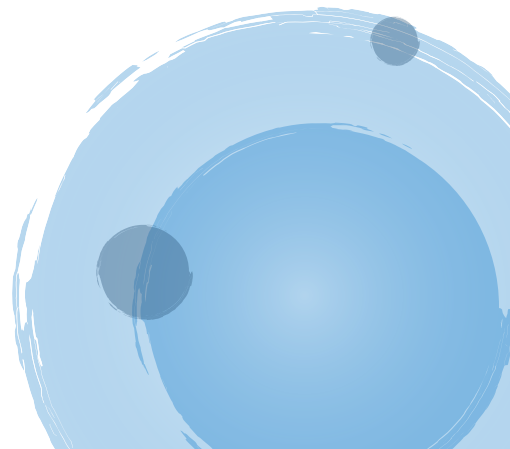
To whom it may concern,

The College Place Economic Development, Tourism, and Events Commission (EDTEC) is writing to indicate its support for the City of College Place & Tarragon Group Planning Grant Application for the Martin Airfield Area. The EDTEC wants to ensure the City and developer have the appropriate infrastructure plans and associated costs to ensure appropriate capacity exists to facilitate development around Martin Airfield.

The Warmest Regards,

Kelli Leen

CHAIR – ROGERS BAKERY



Applicant:
Project:

CERB Planning Applications
Threshold Criteria
2021-2023

Project is **ineligible** for CERB if:

- The project's primary purpose is to promote or facilitate a retail shopping development or expansion
- The project would displace existing jobs in another part of the state
- The project's primary purpose is to promote or facilitate gambling
- The project is located outside of the jurisdiction of the applicant

Eligible Applicants: port districts, counties, cities, towns, special purpose districts, tribes and any other municipal corporations or quasi-municipal corporations.

Eligible Projects: site specific plans, studies and analyses that address environmental impacts, capital facilities, land use, permitting, feasibility, marketing, project engineering, design, site planning, and project debt and revenue impacts.

Requirements	
☐	Eligible applicant type
☐	Eligible project type: must be site-specific
☐	Grant request does not exceed \$50,000
☐	Committed cash match at least 20% of total project cost
☐	Proposed scope of work meets CERB minimum criteria for feasibility studies
☐	*Attachment A: Resolution authorizing application
☐	*Attachment B: Evidence of Public Notification
☐	*Attachment C: Evidence of Local Support (<i>A statement of support from the local Associate Development Organization (ADO) or the governing body of a Federally Recognized Indian Tribe is required.</i>)
☐	Client has looked at other sources for the project (Federal, State, Local, Bond Market, Financial Institutions)
☐	No significant audit findings over past 3 years (will not deny based on this, but will flag in staff analysis) n/a
☐	Application is complete and received by the deadline

**Attachments submitted after staff has reviewed the online application for threshold.*



**USING PLAN COLLECTIONS TO
PROMOTE HIGH-QUALITY HOMEBUILDING**



Using Plan Collections to Promote High-Quality Homebuilding

Municipalities can use carefully chosen collections of **house plans** (stock architectural plans) to meet municipal goals.

- Accelerate homebuilding
- Protect neighborhood value
- Preserve neighborhood character

For these programs, municipalities pre-select architectural designs that meet their needs. When a homebuilder chooses one of the pre-selected designs, they receive benefits from the municipality that include an accelerated approval process, reduced fees, and/or discounts on plan licenses.

Liberty House Plans offers two levels of programs for municipalities that wish to establish a plan collection.

Municipalities can establish a **pre-qualified** or **pre-approved** plan program or take a hybrid, two-phased approach.



Pre-Qualified Plan Collection



Pre-Approved Plan Collection

Using Plan Collections to Promote High-Quality Homebuilding



Municipalities can use carefully chosen collections of house plans to help builders choose designs that meet municipal and/or project goals. For example: beautify neighborhoods, create value, and preserve neighborhood character.

Collection Type	 Pre-Qualified	 Pre-Approved
Who decides?	● Planning department. ● Optional: Architectural review board.	● Planning department. ● Building official. ● Optional: Architectural review board.
What do they review?	Simplified floor plans + elevations or renderings.	Full construction set.
What's the offer to builders?	<i>We <u>are likely to approve</u> this architecture if you use it in your project.</i>	<i>We <u>will approve</u> this architecture if you use it in your project.</i>
How do builders benefit?	● Avoid large, speculative capital investment in bespoke design. ● Reduce the risk of friction and revisions in entitlement stage. ● Accelerate project approval. ● Optional: Town can give the project priority treatment in its review queue. ● Optional: Town can purchase discount codes that it then offers to the builder to incentivize program participation.	● Avoid large, speculative capital investment in bespoke design. ● Reduce the risk of friction and revisions in entitlement stage. ● Accelerate project approval. ● Optional: Town can accelerate the project review and/or reduce the application fees. ● Optional: Town can purchase discount codes that it then offers to the builder to incentivize program participation.
Typical costs	Staff time and setup fee. Optional: incentives such as discount codes.	Staff time, setup fee, and house plan licenses. Optional: incentives such as discount codes.

Optional Two-Phased Approach

A design that starts out in a Pre-Qualified plan collection becomes Pre-Approved once it passes permitting as part of any project.

Menu of Municipal Services

Primary Services	Description	Pre-Qualified Plan Collection	Pre-Approved Plan Collection
Program Development	- LHP collaborates with City staff to shape the program, determine logistics, and develop an implementation plan. - LHP assists City staff as needed to select plans for inclusion in the city's program.	\$2,750	\$3,250
Plan Licenses	(Pre-Approved Plan Collection only:) The City purchases a "not for construction" plan license for each construction set to be reviewed by building officials for pre-approval. <i>* Pricing depends on the size of the collection and the City's choice of plans. See LHP website for typical pricing.</i>	N/A	\$4,000 to \$24,000*
Plan Modification	- Depending on the location, construction sets may be modified as necessary to meet local building requirements or to customize the design to local tastes. - Plan modifications services are available through a third party architectural services firm.	When required by City or builders. Typically \$50 to \$1,000 per design, depending on extent of modifications requested.	When required by City or builders. Typically \$50 to \$1,000 per design, depending on extent of modifications requested.
E-Commerce Setup	LHP builds a dedicated web page for the City's collection. The webpage is housed on LHP's website and benefits from the full e-commerce functionality of LHP.	\$250	\$250
Scale Models	3D-printed scale models of designs in the collection. - Scale: 1":10' (engineering scale). - Available in white or blonde wood color. - Two scale models are included with LHP's program development services. - Additional models are available upon request.	Two models included with Program Development. Optional additional models are available @ \$50 to \$450 per model.	Two models included with Program Development. Optional additional models are available @ \$50 to \$450 per model.

Menu of Municipal Services

Additional Services			
Site Analysis	Analyze the development potential of a specific parcel or typical lot size.	\$1,250 per property	\$1,250 per property
Catalog Production	“The [City Name] Collection” • Custom-designed catalog that can be used in conjunction with the Siting Strategies handbook. (Printable PDF) • Content: ○ An introductory message from the mayor and/or planning department. ○ A description of the program and how interested parties may participate. ○ The collection of architectural designs that the City has chosen for inclusion in its programs. Each design is given its own page with a featured photo, floor plans, and key statistics about the design.	\$500	\$500
Handbook Development	“[City Name] Siting Strategies: A handbook for building homes in [City Name]” • Custom-written handbook. (Printable PDF.) • Focuses on project types that will increase the productivity of existing parcels in the city. (For example: accessory dwelling units, duplexes, cottage courts.) • Featured Content: ○ Site analysis template — Diagram and instructions for analyzing the housing potential of a given site. ○ Set of four siting strategies for a typical lot size. ○ One set included. City may request add’l sets / lot sizes. ■ Interior lot with alley	\$3,250	\$3,250

Menu of Municipal Services

	■ Corner lot with alley ■ Interior lot without alley ■ Corner lot without alley ○ Sample pro forma analysis for the chosen lot. ● Supporting Content: ○ Introductory message from mayor and/or planning department. ○ Road map of the City's review process, with links to relevant City web pages. ○ Description of City's pre-qualified or pre-approved plan collection and how to participate.		
Consulting Services	Our CEO and network of consultants have a proven track record as advisors in the fields of real estate strategy and municipal productivity. From time to time, we serve as consultants in those areas, to help governments maximize the return on their development / redevelopment efforts.	Principal: \$250/hr Associate: \$125/hr Call for project estimates.	Principal: \$250/hr Associate: \$125/hr Call for project estimates.
Discount Codes	Cities may purchase single-use discount codes for the purpose of incentivizing builders to participate in the City's plan collection program. Participants would apply the discount code when purchasing house plan licenses via the LHP website.	Amount TBD by the City.	Amount TBD by the City.
Event Keynotes	LHP's CEO is an experienced public speaker and will travel to support efforts related to real estate and municipal productivity.	\$1,250/day + travel expenses	\$1,250/day + travel expenses





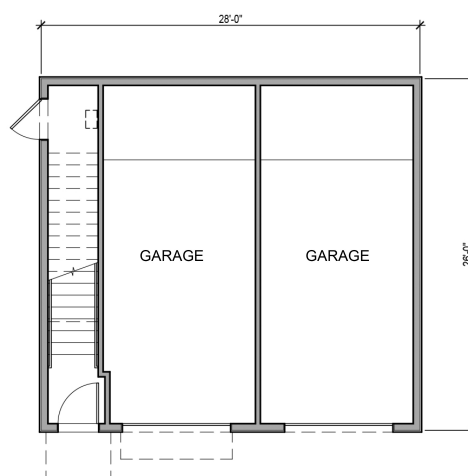
Updated 9/5/2022

Campbell Carriage House

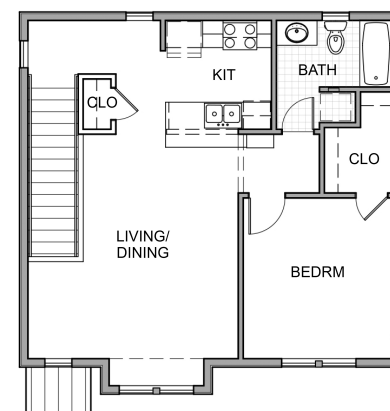
Designer: Artifex

Home office, rental income, or guest suite? You decide with this Craftsman-style, 2-car carriage house of compact design.

- 1 bedroom, 1 bath apartment with separate entrance
- 2-car garage
- 28' W x 26' D
- 2 stories
- 758 square feet living area (1,456 total)



First Floor



Second Floor



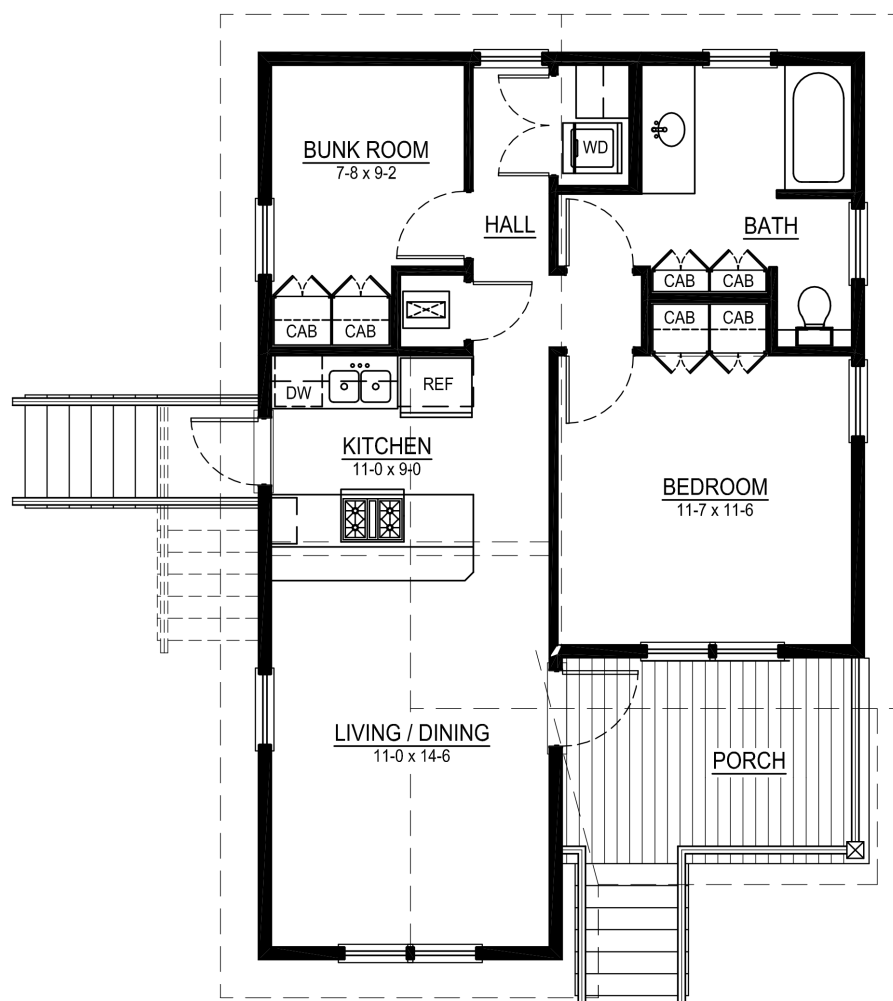
Updated 9/5/2022

Greenwood Cottage

Designer: Bruce B. Tolar

An easy-to-build Craftsman cottage with two bedrooms, one bath, and a private front porch for watching the world go by.

- 2 bedrooms - 1 bath
- 24' W x 36' D x 20' H
- 1 story
- 725 square feet



FIND CONSTRUCTION DRAWINGS AND MORE AT
libertyhouseplans.com



Farmhouse



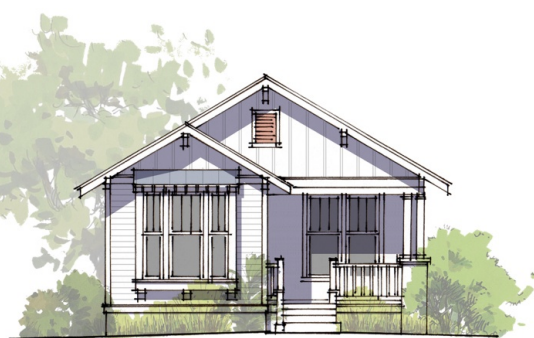
Garden House



Creek House



River House



Craftsman

THE LOGANBERRY SERIES

Four floor plans.
Five styles.
Twenty combinations.

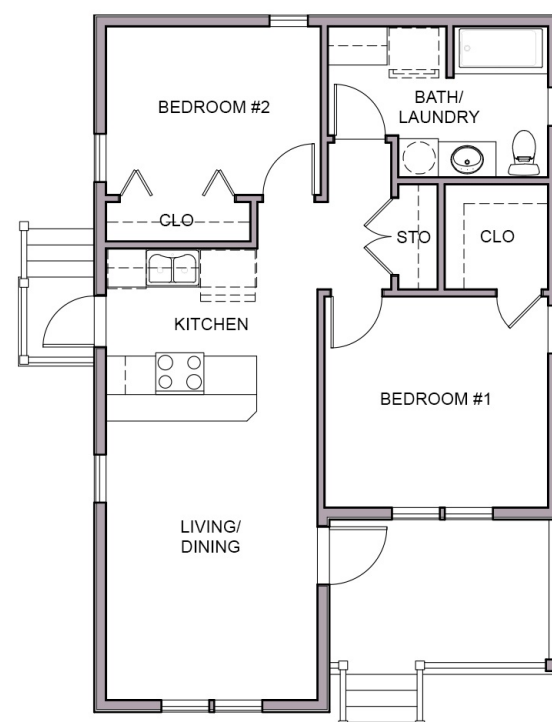
Updated 9/9/2022

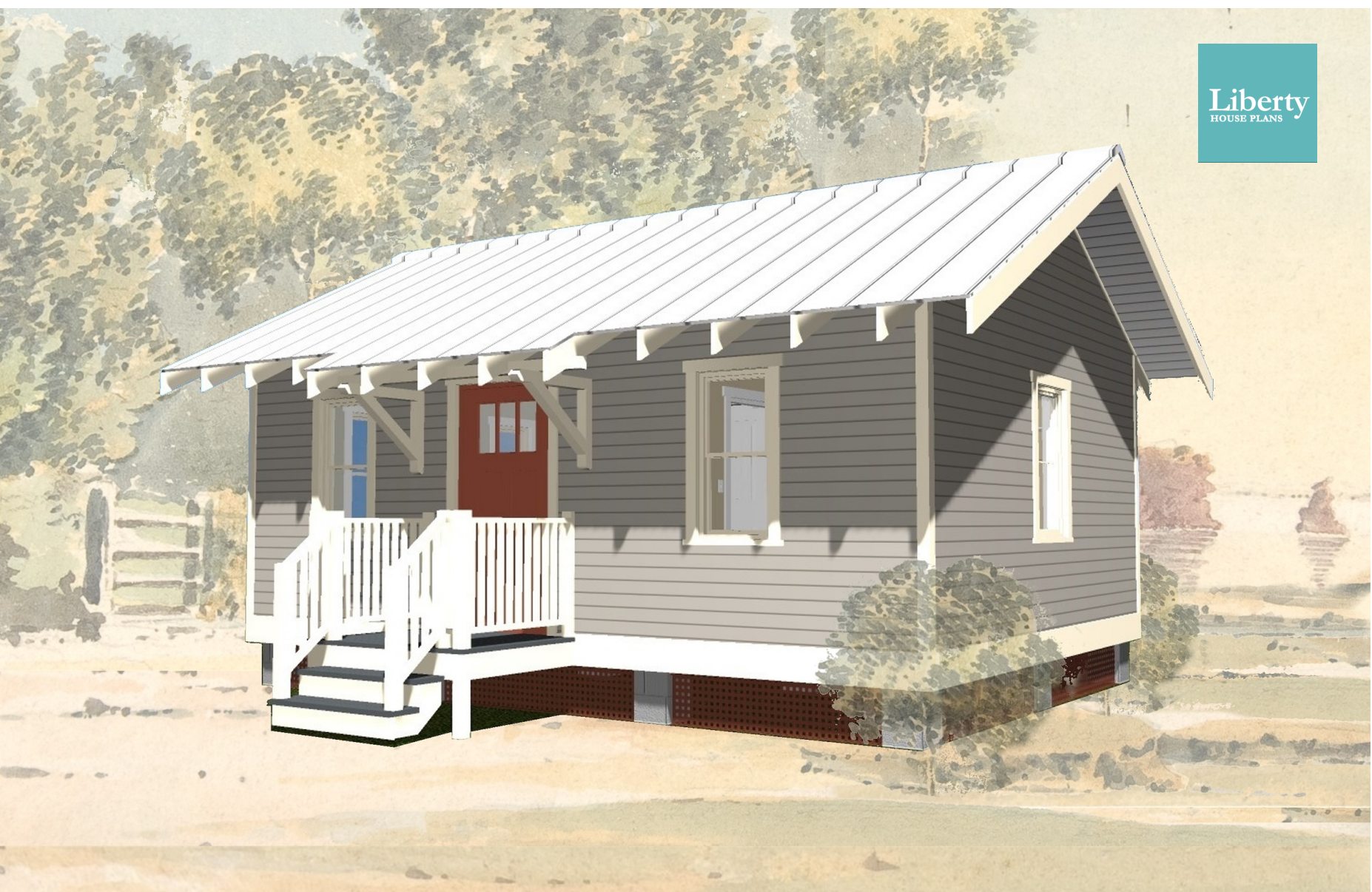
Loganberry Court

Designer: Artifex

This compact, neighborly design comes in five traditional styles. One floor plan, five options: farmhouse, garden house, creek house, river house, and Craftsman.

- 2 bedroom - 1 bath
- 24' W x 36' D x 16' H
- 1 story
- 744 square feet





Updated 9/9/2022

Seaborne Side Yard Cottage

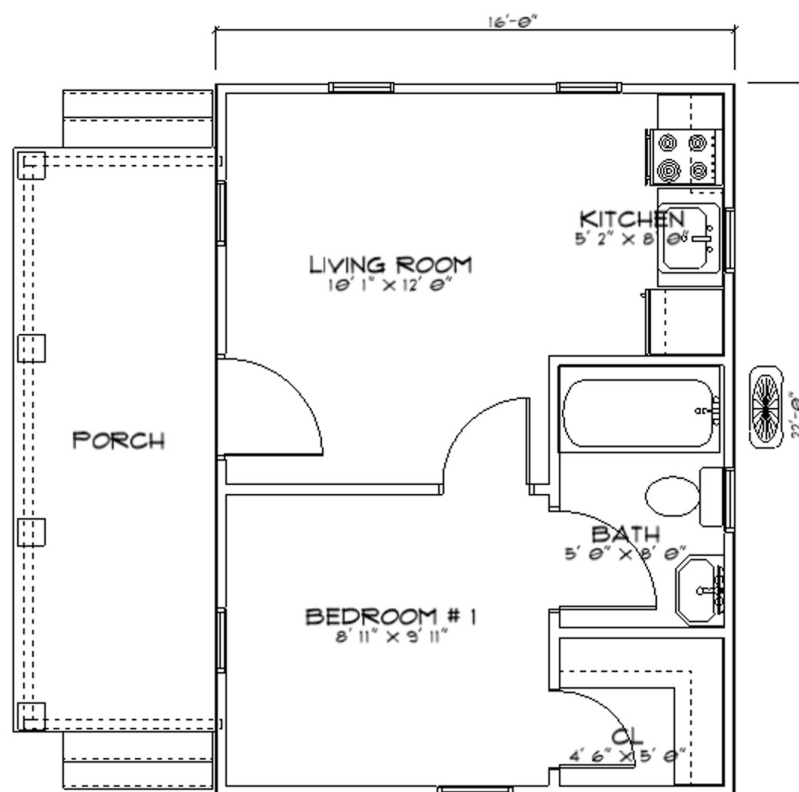
Designer: Historic Shed

Portico or porch? You can choose either with this one-bedroom Craftsman cottage plan.

- 1 bedroom - 1 bath
- 16' W x 22' D x 14'-6" H
- 1 story
- 352 square feet

More plans in the family:

- [Seaborne Cottage](#)
- [Seaborne II](#)



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libertyhouseplans.com



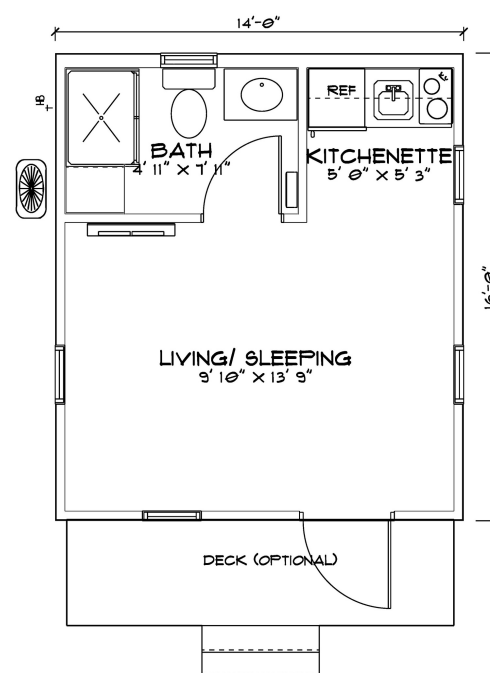
Updated 9/9/2022

Starlet Studio

Designer: Historic Shed

Home office. Studio. Guest quarters. The flexible Starlet Studio and its careful detailing make it an appropriate cottage companion for your traditional home.

- Studio - 1 bathroom
- 14' W x 16' D
- 1 story
- 224 square feet



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libertyhouseplans.com



2023 City Block Party Vendor Application

Sunday, May 21st 1-6 PM
College Avenue,
Between 4th St. and Whitman Dr.

Vendor Information

Name of Applicant / Primary Contact _____
Booth / Business Name _____
Address _____
Mailing Address (if different) _____
Phone # _____ Phone on Event Day _____
Email _____ Website _____
State of WA UBI# (if applicable) _____

Space Needed

There are no booth fees for this event. Electricity is unavailable at this venue.

☐ 10'x10' space ☐ 10'x20' space ☐ Food Truck ☐ Other _____

Vendor Type

☐ Food* ☐ Produce ☐ Crafts ☐ Non-Profit ☐ Other _____

***Please include a copy of your Health Department Permit for this event.**

Provide a description of your booth and what you plan to sell or do for activity:

If your participation relies on access to electricity and you are unable to provide your own power source, please reach out to the Events Coordinator: areid@cpwa.us

Please complete both pages of this form and submit via email to areid@cpwa.us or mail to:
City of College Place, 625 S. College Ave, College Place, WA. 99324

EVENT RULES AND REGULATIONS

- Set up can begin as early as 11:00 AM and MUST be complete no later than 12:45 PM. All vendor vehicles must be out of the event area and parked in a designated lot no later than 12:30 PM.
- Booth assignments will be made based upon the needs of the event. Returning vendors and CPFM Membership Vendors will receive first priority in considering space availability.
- Vendors must remain open for business during the entire 1:00 to 6:00 PM event time. No early breakdowns.
- Vendors are required to maintain their individual space in a clean, safe, and sanitary manner.
Each vendor is responsible for keeping their booth space and display fixtures clean during the Event and for complete clean-up of their space at the close of the Event. This includes hauling away any trash that is generated in or around the booth and cleaning up any product debris left on the ground.
- All vendors who wish to erect canopies (highly recommended), including umbrellas, at the Event are required to have their canopies sufficiently and safely anchored to the ground with a minimum of 25 lbs per leg, from the time the canopy is put up to the time it is taken down. Vendors must supply their own weights. Any vendor unable to properly anchor their canopy will not be allowed to use the canopy.
- Walla Walla University restrooms will be open, see map for locations, and additional hand washing stations will be located in the vendor area.
- Detailed set up instructions will be provided the Friday before the event.

I hereby release and forever discharge the City of College Place, Washington, Walla Walla University, and all volunteers from any responsibility, personal liability, claims, loss or damage arising out of, or in conjunction with my participation in the College Place Spring Block Party. All of the aforementioned entities shall be held harmless from and against any and all liabilities, suits, claims, damages, injuries and actions, theft, costs and expenses of any kind or nature of anyone whatsoever relating to premises due to or arising out of any act, negligence, or neglect of the vendor, or any of their guests. Vendors assume all liability for both and products sold. By signing this application form applicant agrees to abide by all policies and rules, and all amended policies and rules for individual events, set forth in this application. Please check with the Walla Walla County Department of Health pertaining to prepared food regulations.

I hereby grant the City of College Place permission to publish my name, Business/Organization's name, and likeness in any City of College Place publication for promoting and advertising the event. I hereby grant permission to be photographed, voluntarily and without compensation, by the City of College Place, understanding that the same, along with my name, is intended for publication by print, television, video, motion picture, and social media.

Signature _____ Date _____

OFFICE STAFF ONLY

Approved by Event Coordinator Y or N _____ Authorized Signature



2023 Vendor Handbook



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***Please read these regulations carefully before signing your application.
Keep this copy for your records. Failure to observe these policies may result in
charges or termination of your application/permit to sell***

MARKET OVERVIEW

The College Place Farmers and Artisan Market (CPFM) is a community farmers market in the beautiful City of College Place, WA. While fostering a communal space to celebrate the diversity of our community, the goals of the Farmers Markets are to provide an outlet for local farming families to directly sell their farm products and to provide farm-fresh food for consumers.

Permits to sell and booth assignments are made based upon the Market's need to balance available produce with a well-rounded "market basket" for consumers. The Market intends to meet the needs of participating farmers/vendors without overloading the Market with particular products. All completed applications will be reviewed and responded to within 14 days, with an answer on market acceptance. Applications and documents may be mailed, emailed, or dropped off at City Hall.

Mailing Address

CPFM
625 South College Avenue
College Place, WA
99362

Market Manager

Athen Reid
cpfm@cpwa.us
Office: 509.394.8511
Market Cell: 509.386.4394

Market Location

The 2023 CPFM is located in the City Municipal Complex (City Hall Parking Lot) at 625 S College Avenue in College Place, Washington.

Market Schedule

Every Thursday from 4pm-7pm beginning May 25, 2023 through September 28, 2023.

Organization and Leadership

CPFM is a project of the City of College Place. The Market is run by the City Staff under the direction of the Deputy City Clerk/Events Coordinator (Market Manager). Many members of the staff contribute to the operation of the Market. Policy guidance and direction is received from the College Place Economic Development, Tourism, and Events Commission and the City Clerk.

Role of the Deputy City Clerk/Events Coordinator (Market Manager)

The Market Manager's job is to implement Market policies. This includes:

- Overseeing Market set-up, booth assignments, collection of fees, providing information on membership and Market policies, and assuring vendor compliance with all Market policies.
- The Market Manager will make booth assignment decisions based on available space in the Market and the need for specific products.
- The Market Manager will be responsible for public concerns and vendor complaints.

The Market Manager has complete authority to interpret and implement Market policy, including the authority to rescind booth/stall space for just cause. Any appeal of decisions made will be forwarded to the City Clerk.

Goods & Services Encouraged at the Market

Artisan Foods	Dairy & Eggs	Fibers
Flowers & Plants	Fruits & Berries	Grains
Herbs	Meat, Fish & Fowl	Nuts & Seeds
Specialty Products	Vegetables	Handcrafted Products

REGULATIONS ON PRODUCTS SOLD AT CPFM

Products not covered under these guidelines will be given individual consideration by the Market Manager. All vendors must obtain any required licenses and/or permits required by the State of Washington and Walla Walla County Health Department.

1. Fresh Farm Products:

- a) Includes fresh fruits and vegetables, herbs, nuts, honey, dairy products, eggs, poultry, mushrooms, meats and fish. Also included in this category are fresh flowers, nursery stock, and plants. CPFM will allow the sale of Controlled Atmosphere (CA) or cold stored fruit and vegetables. The grower is responsible for full disclosure to the consumer using proper signage indicating that their product is not from that growing season.
- b) All fresh farm products must be grown or produced in Washington State or counties which border the state. All products must be grown or produced by the seller. Farmers must be able to prove they grow the products on land they own or lease. Vendor must be an active owner and operator of the farming operation and may not be operating the business under a franchise agreement. Only vendors selling as farmers may sell Fresh Farm Products from this category
- c) In compliance with The Food Safety Modernization Act (FSMA), Vendors must display the business street address (or P.O. Box), of the farm where the produce was grown. (e.g. employee apparel, signage, packaging, business cards, receipts, etc)
- d) The vendor must propagate all plants and flowers from seed, cuttings or plugs, bulbs or plant division. All finished products offered for sale must have been grown by the vendor and have been under the vendor's control for a minimum of sixty (60) days.
- e) The vendor's application for a permit to sell shall state what is grown by vendor and what products will be sold at the Farmers Market. Any producer who sells produce that is not his or her own production while claiming that it is will be permanently expelled from the Market.

2. Value-added Farm Foods:

- a) Includes preserves, jams and jellies, cider, syrups, salsas, smoked meats or fish, dried fruit, flours, and salad dressings.
- b) All value added farm foods must be made from products/ingredients, *a majority of which are grown and produced by the seller*. Value added farm foods must be produced by the vendor from raw ingredients. Vendors in this category must have personally cooked, canned, baked, preserved, or otherwise treated the product they sell. All processed foods must have the proper permits and licenses required by the State of Washington, City of College Place and Walla Walla County Health Department and made in accordance to their specifications. Vendors must be an active owner and operator of the operation and may not be operating the business under a franchise agreement.
- c) The vendor's application for a permit to sell shall state what is grown by the vendor and what products the vendor will sell at the Farmers Market.

3. Hand-Crafted Products:

- a) Crafters are persons or entities who craft with their own hands the products they offer for sale. To qualify as a crafter, a majority of the tools and equipment used by the crafter to produce their products must require skills, personal handling and/or guidance by the crafter.
- b) Crafters should incorporate materials produced in Washington as much as possible. Crafters must create their craft products in Washington, or in counties which border the State of Washington.

4. Processed Foods:

- a) Processors are persons or entities offering fresh food products (such as meats, seafood*, ciders, baked goods, jams, etc.) that have added value to their product through some sort of "hands-on" processing (e.g., hand filleted fish, smoked or butchered meats, handmadecandies, etc.). Includes juices, wines, preserved foods, jams, pastries, pasta, granola, cookies, muffins, breads, pies, and related take-home desserts, not prepared on site.
- b) Processed foods must be produced by the vendor from raw ingredients. Vendors in this category are those who have cooked, baked, or otherwise treated the product they sell. No commercially prepared dough mixes, crusts, shells, or fillings are allowed. It is expected that the vendor will use raw ingredients that are grown in Washington, as appropriate for the product, and when possible, use products from the farmers market.
- c) All processed foods must have the proper permits and licenses required by the City of College Place, Walla Walla County Health Dept. and/ or the Washington State Dept. of Agriculture.
- d) Vendor must be an active owner/operator of the business and may not be

operating under a franchise agreement. The vendor's application for a permit to sell shall state what is grown/processed or prepared by vendor, and what the vendor will sell at the Farmers Market.

* In the case of Seafood vendors, product must originate from the greater Pacific Northwest, which includes Washington, Oregon, Alaska, and British Columbia.

5. Prepared Foods:

- a) Consists of freshly made foods available for sale and immediate consumption on-site.
- b) Vendor must be active owner/operator of the business and may not be operating under a franchise agreement.
- c) When selecting prepared food vendors, priority will be given to vendors preparing food from raw ingredients and using ingredients grown and/or produced in Washington State and by participating market farmers. Vendor must have all required state, county and local food permits. The application for a permit to sell shall state what is grown/processed or prepared by the vendor and what will be sold at the Farmers Market.

6. Sale of Alcoholic Beverages

- a) The Washington State Farmers Market Association (WSFMA) passed its own rules governing the sale of alcoholic beverages at its member markets. WSFMA member guidelines state that "Alcoholic beverages must be made entirely from ingredients grown in Washington or from grapes grown in a recognized Washington appellation, except for certain additives required for processing, but which cannot be produced in the State of Washington, not amounting to more than 4% of the total volume of the beverage."
- b) Wineries and breweries must obtain approval from the Washington State Liquor Control Board prior to selling at the CPFM. For information on selling Washington wine at farmers markets in Washington State, please visit the Washington State Liquor Control Board at <http://liq.wa.gov>.
- c) Wineries and breweries must provide proof of Commercial General Liability Insurance (minimum \$1million per occurrence & \$2million general aggregate) and list CPFM as additional insured.

7. Other:

- a) Vendors selling goods that do not fit into any of the above categories. These applications will be considered on an individual basis. Limit of one vendor per type/category of non-hand crafted items. Note that imported or secondhand items (unless recycled into a new use), and those who have entered into an agreement or received a license to sell a company's products and/or use a company's packaging, logo, ingredients, and/or marketing tools under that license or any franchise agreement are not allowed.

MARKET PARTICIPATION AND BOOTH ASSIGNMENT

- 1) The Market Manager will give first priority to returning member vendors who were in good standing the previous season and participated in the market either for the minimum membership requirement of 8 days.
- 2) The Market Manager will reassign booth/stall space to Member Vendors in good standing from year to year in their same location.
- 3) Non-Member Vendors are assigned on a random basis at the discretion of the Market Manager. Assignments are made with the attempt to balance the needs of the market, i.e. supplying customers with a complete, competitive selection of produce available in season, with the needs of new vendors applying to CPFM without overloading the market with particular products.
- 4) Market Assignments are based on:
 - a) Available space in the market
 - b) The need for a specific product and the ability to produce it
 - c) Booth space requested. The more space needed, the harder it is to place. Smaller vans and pick-ups are easier to accommodate.
 - d) Vendor performance at the market including:
 - i) Good product quality, display and signage
 - ii) Ability to follow CPFM rules and Market Manager's directions at market. (i.e. punctuality, clean up at end of day, prompt notification when canceling, etc.)
- 5) Market fees are to be paid in full and on time in order to remain in good standing.
- 6) ***Sales reports are required from ALL Vendors*** – Reports are due the day of the market and must be submitted *no later than the following Tuesday. Sales reports are anonymous through a numbering system.*
 - a) Reports may be placed in the sales report folders at the Market headquarters table or sent directly to The Market Manager at cpfm@cpwa.us or by phone/text.

Note: We will try our best to satisfy participants' booth requests. We will do our best to give returning, long- time vendors room to expand without closing the market to new vendors.

VENDOR GUIDELINES + MARKET RULES

Setup Time:

2:15 PM to 3:45 PM. Booths must be set up and ready to sell at 4:00 PM. Vendors arriving after 3:45 PM will be subject to a \$15.00 fee.

Clean-up Time:

7:00PM-8:00PM. Vendors will load up unsold merchandise; clean area/space/stall used, and vacate the Farmers Market site within one (1) hour after the Market is closed. Any exceptions must be cleared with the Market Manager.

Vendor Vehicles and Loading/Unloading:

Vendor stalls/spaces and/or vehicles must not extend beyond allotted space. Some Market stalls/spaces have been designed with on-site vendor vehicles in mind. If you have a second vehicle, please have it off the Market site no later than 30 minutes before the Market starts.

Vendors are required to stay until closing unless they have received permission from the Market Manager 48 hours in *advance*. Vendors who sell-out early must post a sign letting customers know they have sold-out and should not leave their booths and possessions unattended.

Quality of Products:

CPFM is a not wholesale market or an outlet for excess produce from large producers. The market was established to provide a space for local family farms to sell their produce, processed foods, and baked goods to the community at retail pricing. CPFM reserves the right to establish a minimum pricing policy in order to protect the sales of participating farmers. Vendors are expected to bring quality produce to market. Seconds or “culls” are not allowed.

Pricing:

Pricing of goods sold at the Market is the responsibility of the individual vendor. Vendors are expected to sell their goods at retail pricing. Vendors are not allowed to give produce or other items away for free or at below-cost pricing, thus undercutting potential sales of other vendors. **Vendors that sell their produce at a reduced rate - below fair retail rate - will be regarded as dumping their products.** The first violation will result in a verbal and/or written notice from the Market Manager. The

second violation will result in a \$50 fine. The third violation will result in dismissal from the market for the remainder of the year.

Reporting:

Vendors are required to turn in sales reports for each market day. Reports may be placed in the sales report folders at the Market Information Booth or sent directly to the Market Manager at cpfm@cpwa.us or by phone/text at 509-386-4394. Reports are due the day of the market and must be submitted no later than the following Tuesday. **Your reported figures are anonymous and confidential.**

CPFM has a responsibility to the City to track gross market sales. Each Market participant is expected to cooperate with sales monitoring activity by Market management. Reported gross sales figures are strictly confidential. They are used only by CPFM to determine the Market's OVERALL success and comply with USDA reporting requirements for SNAP/EBT eligibility. Sales reporting is required for participation in the Market. Your reported figures are anonymous and confidential via a numbering system. They are totaled with all other vendor sales to provide a bottom line for the Market. They are used to create trending information to determine if and when we need additional promotions for the Market.

Vendor Types

CPFM reserves the right to prohibit anyone from selling or any product from being sold.

The principal/majority owner must be present at the market at least two (2) Thursday's per month. Principal farmer/producer and majority owner may send family members, partners, or employees to the Market in their place, but are responsible for having their on-site representatives aware of all Market rules and violation policies.

Non-Profits at the Market

Non-Profit Organizations are allowed to have a booth at the market on a limited basis, to provide information to residents about their organization and services. The organization must complete a vendor application stating the intention of the booth. The Market Manager will schedule each approved non-profit booth in a manner to offer fair opportunity for others, while limiting this type of booth to no more than two or three per market day.

Youth Entrepreneur

CPFM offers a discounted daily booth rate to youth entrepreneurs. Youth entrepreneurs must follow the same guidelines as the vendor population. Youth Vendors shall adhere to the following:

- Be the grower or producer of items for sale
- Complete Vendor Registration Form
- Actively sell their goods and items without the assistance of a parent and/or chaperone where possible.
- Have an adult chaperone present at the Market or be supervised by a parent and/or guardian.
- Be limited to no more than three individual youths in the cases of group participation.

Parents/Guardians: Review the current Vendor Handbook with your interested youth vendor(s). This Handbook generally applies to Youth Vendors. Adults, chaperones, guardians, and/or other family members in attendance with a Youth Vendor shall also abide by this Handbook and subsequent policies, especially in decorum and etiquette. By signing the registration form, youth vendors and their parents agree to CPFM policies as set forth by the City of College Place.

Space Size:

The size options are 10' x 10' standard or 10' x 20' oversized

The vendor sales area (where vendor produce is marketed) must not extend beyond the allotted boundaries of the stall/space.

Vendor Vehicles and Loading/Unloading:

Vendor stalls/spaces and/or vehicles must not extend beyond allotted space. Some Market stalls/spaces have been designed with on-site vendor vehicles in mind. If you have a second vehicle, please have it off the Market site no later than 30 minutes before the Market starts.

Electrical:

Standard electrical connections and some 30 and 50 amp connections are available for an additional fee. (Supply is limited.) Please note electrical requirement on application.

Equipment:

Vendors need to provide tables, shade structures, and everything within the space. The City of College Place does not have equipment to rent. Producer vehicles, tables, displays, and overhead shades must be stable, maintained and used in a safe manner.

Tables and displays must have smooth edges and remain stable when loaded with product

Shade and Canopies must be tied down or weighted. All vendors who wish to erect canopies on the Farmers Market site are required to have their canopies sufficiently and safely weighted (25+lbs per leg) to the ground from the time their canopy is put up to the time it is taken down. Tarp poles must not obstruct traffic flow and care must be taken when setting up or taking down displays. Legs must be firmly locked into place on the shades. Any vendor who fails to properly weight their canopy legs will not be allowed to sell at the Farmers Market on that market day, unless that vendor chooses to take down and stow their canopy.

Insurance:

The City of College Place does not insure the contents of the vendor booths. See page 12 for more information on insurance.

Signage:

All vendors must post a sign identifying the name of the farm/business represented and where it is located. Signs should not be smaller than 24" wide by 8" high. Vendors will have their signs displayed before sales begin. Failure to have a sign will result in a first offense warning. The second offense will result in a \$10 fine.

For growers: in compliance with The Food Safety Modernization Act (FSMA), vendors must display the business street address (or P.O. Box), of the farm where the produce was grown. (e.g. employee apparel, signage, packaging, business cards, receipts, etc).

Pricing Signage:

Produce and other allowable Market products should be clearly marked with their price. This can be done by individually tagging each item with a sign or by listing

all produce and prices on a large sign or blackboard. This should include if items are sold individually, in specific quantities, by weight, etc.

Vendor Music:

Vendors may play individual music in their booth space, but should be aware of the volume and your neighbor's ability to transact business without any audio interference. Remember, not everyone likes the same type of music. *Vendor music must not interfere with the live music performance at the market.*

Smoking:

Smoking is not allowed within 25 feet of vendor sales areas.

Children:

Vendors need to keep a watchful eye on their children at all times during the Market day. Set-up time can be an especially dangerous time for unattended children. Small children should not be allowed to wander the grounds without a parent or guardian with them. The Market cannot take responsibility for their safety or whereabouts.

Courtesy/Conduct:

Vendors and their representatives are expected to conduct themselves in a safe and courteous manner at the Market. Any language, behavior or conduct considered to be harmful to the normal operation of the Market will be grounds for termination of vendor's permit to sell. Smoking is not allowed in the vendor sales areas. Illicit activities that take place at the Market or any other Market will be grounds for immediate expulsion from the Market.

Sampling:

Special Health Department guidelines and regulations must be followed by vendors for food demonstration and sampling. Please consult with the Walla Walla County Health Department regarding these regulations.

LICENSES, PERMITS AND SPECIAL REQUIREMENTS

Taxes:

Retail sales taxes and Business and Occupation taxes are the responsibility of the individual vendor. Vendors who are required by law to have a Washington State Master Business License Number must supply this number on their application to sell at the Market.

Insurance:

CPFM is not responsible for loss of property, damage, or injury occurring in or caused by materials within vendor booth space

- a) **Vehicles:** All vendors must show proof of current automobile insurance for on-site vehicles
- b) **Liability:** Vendors are encouraged, but not required, to carry their own liability insurance.

Permits and Licenses:

All vendors shall provide at the time of application copies of any permits and licenses applicable to the sale of their products. These will include the vendor's Washington State tax number, and where applicable, the Washington State Nursery License, Washington State Dept. of Agriculture Food Processors License, Certification for Organically Grown Produce, Grade A Dairy Permits, Pesticide Applicator's License or Department of Fisheries Wholesale License. When applicable, sellers of plants, bulbs or seeds for planting must have a Nursery License, available from the Washington State Department of Agriculture.

Organic Products:

If a product is labeled "organic," it must be certified as required by Federal Law. Verbal or written declarations of organic status not certified or verified, will result in termination of vendor's application/permit to sell. When an organic producer is also selling non-organic produce at the same stand, the non-organic produce must be clearly separated from the organic produce and clearly labeled as non-organic or conventionally grown.

Processed Foods:

Must be licensed by the Department of Agriculture as a Food Processor. These foods include dried fruits, herbs, teas, baked goods, cider, preserves, salsas, and salad dressings. Beekeepers who process their own honey do not need a Food Processor's license.

Labeling:

Processed foods, including honey, have Washington State labeling requirements. Labels on processed foods must meet State requirements and include 1) The name of the product 2) Company name 3) Address (if not found in the phonebook) 4) Net weight on bottom 1/3 of label and 5) Ingredients listed in decreasing order of predominance.

Food Handler's Permits:

All prepared foods and baked goods vendors must have a current Walla Walla County Health Department Food Handler's Permit.

WHO NEEDS A BUSINESS LICENSE?

Visit <https://dor.wa.gov/taxes-rates/retail-sales-tax#WhatExemp> for more details on what is considered taxable and/or exempt.

Register with the Department of Revenue and get a business license if you meet any of the following conditions:

- Your business requires [city](#) and [state](#) endorsements.
- You are doing business using a name other than your full name legal name.
- You plan to [hire employees](#) within the next 90 days.
- You sell a product or provide a service that requires the [collection of sales tax](#).
- Your gross income is \$12,000 per year or more.
- Your business is required to pay [taxes or fees](#) to the Department of Revenue.
- You are a buyer or processor of specialty wood products.
- Your business meets [Nexus threshold](#) reporting requirements.

What items are considered taxable?

Prepared food and non-food items that are considered tangible property (e.g. housewares, flowers, crafted items, woodwork, clothing, smoothies, hot food, jewelry, etc)

What is considered prepared food?

“Prepared food” means:

- (A) Food sold in a heated state or heated by the seller;
 - (B) Food sold with eating utensils provided by the seller, including plates, knives, forks, spoons, glasses, cups, napkins, or straws. A plate does not include a container or packaging used to transport the food; or
 - (C) Two or more food ingredients mixed or combined by the seller for sale as a single item, except:
 - (I) Food that is only cut, repackaged, or pasteurized by the seller; or
 - (II) Raw eggs, fish, meat, poultry, and foods containing these raw animal foods requiring cooking by the consumer as recommended by the federal food and drug administration in chapter 3, part 401.11 of The Food Code, published by the food and drug administration, as amended or renumbered as of January 1, 2003, so as to prevent foodborne illness.
- (ii) Food is "sold with eating utensils provided by the seller" if:
- (A) The seller's customary practice for that item is to physically deliver or hand a utensil to the customer with the food or food ingredient as part of the sales transaction. If the food or food ingredient is prepackaged with a utensil, the seller is considered to have physically delivered a utensil to the customer unless the food and utensil are prepackaged together by a food manufacturer classified under sector 311 of the North American industry classification system (NAICS);
 - (B) A plate, glass, cup, or bowl is necessary to receive the food or food ingredient, and the seller makes those utensils available to its customers; or
 - (C)(I) The seller makes utensils available to its customers, and the seller has more than seventy-five percent prepared food sales.

What is considered tax exempt?

The tax levied by RCW [82.08.020](#) does not apply to sales of food and food ingredients. "Food and food ingredients" means substances, whether in liquid, concentrated, solid, frozen, dried, or dehydrated form, that are sold for ingestion or chewing by humans and are consumed for their taste or nutritional value.

"Food and food ingredients" does not include:

(a) "Alcoholic beverages," which means beverages that are suitable for human consumption and contain one-half of one percent or more of alcohol by volume

PRE-SEASON VENDOR COMPLIANCE CHECKLIST

- ✓ Submit Vendor Application, Permit to Sell, and fees by April 14, 2023
- ✓ Submit copy of insurances to Market Manager (MM) if applicable (Vehicle, liability, etc.) by opening day.
- ✓ Acquire/renew special permits and licenses if applicable by opening day (Business license, scale, food workers, egg/nursery/dairy, etc.) and submit copies to Market Manager by opening day.
- ✓ If accepting SNAP/EBT, SNAP Market Match, WIC Farmers Market Nutrition Program (FMNP), Senior FMNP, or Kids Cash, complete applicable forms (See Website).
- ✓ Complete W-9 tax form for market manager, if needed
- ✓ Gather appropriate equipment (Tables, canopies, displays, signage)
- ✓ Have cash prepared for change and/or machines ready to accept cards.

ON-SITE VENDOR COMPLIANCE CHECKLIST

On Market day, use this checklist to help remind you of some of the basic market operation rules and policies. All rules previously listed also apply.

- ✓ Set up where assigned by the Market Manager
- ✓ Unload and remove vehicle **before** 3:30 p.m.
- ✓ Park in assigned vendor area to allow adequate parking for customers
- ✓ Booth presentation and signage is clean, clear, and visible
 - Signage includes the name and location of the business
 - All product prices are posted
 - Product claims are truthful/verified
- ✓ Any scales used are certified and “legal for trade”
- ✓ Maintain Booth
 - Do not leave booth unattended
 - Keep space in safe, clean and sanitary manner
 - Keep products and displays within booth confines
 - Children are to be supervised at all times
- ✓ **25+ lbs. canopy weights on each leg** if a canopy is used
- ✓ Vendor conducts themselves in a courteous manner, including not smoking
- ✓ Clean up space between 7pm and 8pm. No earlier than 7pm.
- ✓ Complete sales report and turn in to Market Manager at end of market or via text/email.

MARKET MEMBERSHIP, FEES AND BOOTH TYPES

Fees are non-refundable

DEADLINE: Applications/fees not received by April 14, 2023 will incur a \$15 late application fee and be considered on a first come basis and in relation to the needs of the Market.

Membership Vendors:

Vendors who commit to attendance at a minimum of 8 planned market dates can become a member vendor and receive member benefits. At least 8 dates must be selected at time of application. Membership fee is \$50.00 annually. (Note: The annual membership fee will be dedicated to marketing promotion of the CPFM and Member Vendors.)

Member benefits include:

- Reserved booth space – Same booth each day selected on vendor application. *(If you should choose to attend a date not originally planned, the Market Manager will make every effort to place you in the same location; however, we are unable to guarantee locations for those additional dates.)*
- Reduced daily and electrical fees
- 50% discount on vendor fees for all additional City events.
- Business name included in Market promotional advertisements.

Non-Member (Daily) Market Vendors:

Vendors unable to commit to attendance of at least 8 market dates are not eligible for member rates. An application fee of \$10.00 must accompany the application at time of submission. All other fees may be paid on Market day, *prior to the start of the Market.*

Daily Vendor Responsibilities:

- Must notify Market Manager no later than Tuesday of the week you want to attend. Market Manager will inform you of space availability.
- Dates selected at the time of application will ensure space availability on those dates.

Absences: All vendors must notify the Market Manager no later than Tuesday at 5:00 pm if they are going to be absent that Thursday market day. *Failure to notify Market Manager within the specified time may result in the forfeiture of your fees for that day.*

MEMBER VENDOR FEES:

Annual Membership Fee	Amount
2023 CPFM Member	\$50.00
Booth Fee – Per Day:	
Standard Booth (10' x 10')	\$10.00
Oversized Booth (10' x 20')	\$15.00
Additions:	
Standard Electrical (2 outlets)	\$5.00
Oversized Electrical (30 or 50 AMP (limited availability)	\$7.50
Late Fee – Application received after April 14 th , 2023 (one-time fee)	\$15.00

NON-MEMBER VENDOR DAILY FEES

Annual Application Fee	Amount
2023 Application Fee	\$10.00
Booth Fee – Per Day:	
Standard Booth (10' x 10')	\$20.00
Oversized Booth (10' x 20')	\$25.00
Youth (<18) Vendor Booth (10' x 10')	\$5.00
Non-Profit Booth (10' x 10')	\$5.00
Additions:	
Standard Electrical (2 outlets)	\$7.50
Oversized Electrical (30 or 50 AMP (limited availability)	\$10.00
Late Fee – Application received after April 14 th , 2023 (one-time fee)	\$15.00

**For more information contact the Market Manager at
509-394-8511 or email cpfm@cpwa.us**



2023 Vendor Application

Sunday, July 2nd from 6:00—10:00 PM College Place High School

(Note: space is limited, not all applications guaranteed)

PRINT OR TYPE CLEARLY— COMPLETE ALL SECTIONS

Name of Applicant / Primary Contact _____

Booth / Business Name _____

Address _____

Mailing Address (if different) _____

Phone # _____ Phone on Event Day _____

Email _____ Website _____

State of WA UBI# _____ *You must have a UBI number in order to sell products at this event.*

☐ Single Event Participant—\$20.00

☐ College Place Farmers Market *Membership* Vendor—\$10.00 (50% discount for members)

Type of Vendor Booth

Booth space is 10'x10' unless otherwise agreed upon.

☐ Food Truck* ☐ Food Booth* ☐ Produce ☐ Crafts ☐ Other _____

***Please include a copy of your Health Department Permit for this event.**

(Note: Electricity is not available at this venue.)

Provide a description of your booth and what you plan to sell/offer:

Deadline to apply is Sunday June 25th, 2023

Please complete both pages of this form and submit via email to **areid@cpwa.us** or mail to: **City of College Place, 625 S. College Ave, College Place, WA. 99324**



FESTIVAL RULES AND REGULATIONS

- Once your application is approved, a copy will be returned to you and payment will be due.
- Booth assignments will be made based upon the needs of the event.
- Returning vendors and CPFM Membership Vendors will receive first priority in considering space availability.
- Set up can begin as early as 3:00 PM and MUST be complete no later than 5:45 PM.
All vendor vehicles must be out of the event area no later than 5:30 PM.
- Vendors must remain open for business during the entire 6:00 to 10:00 event time. No early breakdowns.
- Vendors are required to maintain their individual selling space in a clean, safe, and sanitary manner. Each vendor is responsible for keeping their booth space and display fixtures clean during the Event and for complete clean-up of their space at the close of the Event. This includes hauling away any trash that is generated in or around the booth and cleaning up any product debris left on the ground.
- All vendors who wish to erect canopies (including umbrellas) at the Event are required to have their canopies sufficiently and safely anchored to the ground with **a minimum of 25 lbs PER LEG**, from the time the canopy is put up to the time it is taken down. Vendors must supply their own weights. Any vendor who fails to properly anchor their canopy must take down and stow their canopy and sell without it.
- Track restrooms will be open, and an additional sink units will be located in the vendor area. Detailed set up instructions will be provided the Wednesday before the event.

Pay vendor fee by phone, mail, or at City Hall
625 S College Ave, College Place WA 99324
509-529-1200

I hereby release and forever discharge the City of College Place, Washington, College Place School District, and all volunteers from any responsibility, personal liability, claims, loss or damage arising out of, or in conjunction with my participation in the College Place Freedom Festival. All of the aforementioned entities shall be held harmless from and against any and all liabilities, suits, claims, damages, injuries and actions, theft, costs and expenses of any kind or nature of anyone whatsoever relating to premises due to or arising out of any act, negligence, or neglect of the vendor, or any of their guests. Vendors assume all liability for stand and products sold. By signing this application form applicant agrees to abide by all policies and rules, and all amended policies and rules for individual events, set forth in this application. Payment to vend at Freedom Festival is final. No refunds. Please check with the Walla Walla County Department of Health pertaining to prepared food regulations.

Signature _____ Date _____

OFFICE STAFF ONLY

Approved by Event Coordinator Y or N _____ Authorized Signature



Community Council

Final Report of the **Affordable Housing** Implementation Task Force

Erendira Cruz, Chair
October 2022 – March 2023

Laura Prado, Chair
January 2022 – October 2022

Gustavo Reyna, Chair
July 2019- January 2022

March 2023

The following individuals participated in the advocacy process for the *Affordable Housing* study. Their interest and dedication are deeply appreciated.

Ruben Alvarado	Brian Hunt	Nancy Riggle
Yazmin Bahena	Paul Ihle	Mike Rizzitiello
Carlan Bradshaw	Samantha Jackle	Nikki Saunders
Matt Bona	Steve Johnson	Lily Seaman
Micki Breitenstein	Judy Jones	Nikki Sharp
Ruth Ann Broman	Dorothy Knudson	Terri Silvis
Emily Brown	Ted Koehler	Joy Smith
Karen Carman	Amber Larsen	Tom Stokes
Lydia Caudill	Dena Martin	Anne Swant
Elizabeth Chamberlain	R.L. McFarland	Peter Swant
Riley Clubb	Tim Meliah	Laurel Sweeney
Cameron Conner	Suzanne Morrissey	Bonnie Szuch
Barlow Corkrum	Steven Moss	Kyle Tarbet
Erendira Cruz	Chris Nelson	Roger Trick
Meghan DeBolt	Jude Noland	Ynez Vargas
Patricia Divine Wilder	Byron Olson	Nick Velluzzi
Laura Dixon	Norm Osterman	Douglas Venn
Dave Fogarty	Emma Patterson	Craig Volwiler
Marcus Frey	Laura Prado	Lisa Wasson-Seilo
Jennifer Glynn	Nadean Pulfer	Andrea Weckmueller-
Rosendo Guizar	Richard Pullman	Behringer
Meagan Hayes	Gustavo Reyna	Catherine Wiberg
Sundown Hazen	Jon Rickard	Cindy Widmer
		Leanna Yenney

Staff

Rachel Elfenbein, Advocacy Coordinator/Consultant
(until January 2023)

Catherine Veninga, Community Research Coordinator
(until November 2022)

Laura Prado, Community Research Coordinator
(beginning November 2022)

Mary Campbell, Executive Director

Affordable Housing Implementation Task Force Report

Letter from the Chairs

Safe and affordable housing provides a foundation for building resilient households and healthy, vibrant communities. This community study sought to answer the question: “How can we meet the need for safe and affordable housing in our region?” In 2018-2019, 38 community members met for 16 weeks to listen to resource speakers to better understand the causes, compounding factors, and strategies to address rising housing costs in our region. They then spent nine weeks refining and approving the findings, developing conclusions, and making recommendations for strategies to improve the availability of safe and affordable homes for rent or purchase to households of all income levels.

The issue of affordable housing has been steadily growing in our region and the *Affordable Housing* study was an important tool in understanding the complexity of the problem and steps we can take as a community to alleviate housing cost burdens for ourselves and our neighbors. The advocacy phase was longer than previous studies due in part to the scope of the recommendations for the Implementation Task Force to work on and the complications of the pandemic, which forced members to problem-solve; meeting remotely and responding to new facets of the housing crisis. The pandemic also delayed the beginning of a new study, giving Community Council additional time to dedicate staff to the Implementation Task Force (ITF).

We are proud of the outcomes that the ITF achieved during this time. The full scope of work and accomplishments are described in detail in this report, but a few highlights are: the creation of our region’s first community land trust - [Common Roots Housing Trust](#) - which will provide a source of permanently affordable housing in our region; the adoption of policies protecting manufactured home parks in College Place and Walla Walla; and the infographic newspaper insert - [Our Region’s Affordable Housing Crisis](#) - that was published in summer 2022.

Erendira: this work was an extension of my work facilitating and funding energy efficiency improvements for “near low” income renters, landlords, and homeowners. The study provided a much broader view and understanding of the nature and scope of the housing affordability crisis and its negative effects in our communities. Participation in the Public Outreach and Education Subcommittee further highlighted the very personal nature of the challenges that, especially marginalized, community members face when seeking safe and affordable housing.

Laura: this work was deeply personal as my husband and I struggled for years with finding safe, affordable housing and often had to compromise one or the other to stay housed at all. Seeing the trajectory of the housing market caused not only fears for my own housing security, but for the security of the upcoming generations that would likely face even higher cost burdens.

Gustavo: this work is a powerful catalyst to accelerate our continuing effort to build a strong and inclusive community. Housing security is at the core of family and community stability and affordability is at the core of equity and inclusion. The impressive work of the Implementation Task force has begun to show some significant updates in the City of Walla Walla's housing strategy, protection of the existing affordable housing in our manufactured home parks, and creation of tax incentives for the development of affordable housing that meets U.S. Department of Housing and Urban Development's fair market rental guidelines. It has been even more rewarding to see the empowerment of local residents to advocate for themselves and have direct participation in the decisions of our local government agencies.

This report marks the end of the ITF's official involvement in advocacy for the recommendations in Community Council's *Affordable Housing* study report, but the work continues to move forward. We have been fortunate to work with many people and organizations that have dedicated their time and energy to forwarding housing security long before this study. We are grateful for their partnership and expertise in this field of work.

It is uplifting to see the number of people and organizations that work together to advocate for affordable housing for everyone in our region and the commitment of time and energy that so many have contributed over the course of the advocacy phase of the *Affordable Housing* study. We look forward to the outcomes that we know can be reached through continued collaborative community efforts.

Sincerely,

Erendira Cruz (October 2022 - March 2023)

Laura Prado (January 2022 - October 2022)

Gustavo Reyna (July 2019 - January 2022)

Recommendations and Outcomes of the Advocacy Efforts

The Affordable Housing Implementation Task Force (ITF) began in the summer of 2019. Six subcommittees were formed based on the natural grouping of the 28 recommendations in the [Affordable Housing Community Council Report](#). The six subcommittees were: Multi-Jurisdictional Task Force; Local Policy and Regulations; State and Federal Policy, Regulation, and Legislation; Exploring, Expanding, and Creating New Solutions; Inventory, Data, and Measurement; and Public Outreach and Education.

The ITF subcommittees began by meeting in person, but when the COVID-19 pandemic expanded into a public health crisis, which required physical isolation, Community Council transitioned the ITF to virtual meetings. The ITF subcommittees continued to meet and work solely online for over a year. The ITF made substantial progress in its affordable housing advocacy, even though the professional and personal demands presented by the pandemic made it difficult for the volunteer work of some subcommittees to move forward.

Recommendation 1: *Develop a multi-jurisdictional task force of elected officials, community leaders, and industry representatives to create and implement innovative affordable housing solutions in order to reduce the number of households that are cost-burdened.*

Outcomes:

The Multi-Jurisdictional Task Force Subcommittee convened to discuss why and how to develop a multi-jurisdictional task force to create and implement innovative affordable housing solutions. Subcommittee members learned about the collective impact model that Elevate—the regional education attainment alliance that was formed out of Community Council’s *Education as a Path to Economic Growth* study—used to form and operate as a multi-jurisdictional task force. The subcommittee then conducted research on multi-jurisdictional, affordable housing coalitions and decided to reach out to and learn from two multi-jurisdictional, affordable housing coalitions in the Pacific Northwest.

Subcommittee members met with representatives from A Regional Coalition for Housing and the Housing Development Consortium that provided different models for multi-jurisdictional collaboration. The subcommittee members concluded that because there were already several multi-jurisdictional housing initiatives underway, it would be difficult to convene the same stakeholders in another coalition. They also discussed the possibility of bringing multi-jurisdictional goals into existing multi-jurisdictional task forces, such as the Walla Walla County Council on Housing, and the importance of incorporating community members who need affordable housing into the coalition. However, the demands of responding to job-related COVID-19 pandemic challenges made it difficult for subcommittee members, a sizable number of whom worked in the public-sector, to continue convening.

Recommendation 2: *Develop shared measurements of affordable housing that address the full range of need, using publicly available data.*

Outcomes:

The Inventory, Data, and Measurement Subcommittee worked for nearly two years to develop shared language and measurements of affordable housing. After developing these measurements and illustrative graphs, the subcommittee convened a hybrid meeting of regional housing-related stakeholders in 2021 to share and discuss the subcommittee's affordable housing measurements and tools, and their implications for the region. The subcommittee incorporated the feedback from these stakeholders in its [Affordable Housing Data and Measurement Report](#), which was originally issued in 2021 and updated in 2022. The report has been shared with stakeholders throughout the region.

The subcommittee also gave live presentations with key data and graphics from the report to the:

- Milton-Freewater community
- Port of Columbia
- Port of Walla Walla
- Walla Walla Progressives
- Walla Walla Valley Association of Realtors

The subcommittee then worked with a graphic designer to select key data from the report and publish it in an infographic form. [Our Region's Affordable Housing Crisis](#) was published as an eight-page insert in all newspapers in our region in the summer of 2022.

An article published in February 2023 in Crosscut, a nonprofit news website based in Seattle, entitled "[Rising rents are drowning Washington's smaller cities](#)" referenced the ITF's work. This article was republished by other local media sources.

Recommendation 3: *Conduct community outreach and education regarding the benefits of affordable housing to the individual and the community.*

Outcomes:

The Public Outreach and Education Subcommittee began its work on the benefits of affordable housing by meeting with a housing and homelessness communications professional. He shared his knowledge and experience about how to effectively build community outreach and campaigns on affordable housing issues. Subcommittee members then drafted and collectively edited community values statements to frame its affordable housing communications and outreach.

The subcommittee researched, wrote, and published the following articles in the *East Oregonian* and the *Walla Walla Union-Bulletin* on the benefits of affordable housing:

- "[Housing is critical to our community's health](#)"

The subcommittee developed and distributed a [short video on the benefits of affordable housing](#) and created social media posts in English and Spanish on the benefits of affordable housing. The social media posts can be found on [Community Council's Facebook page](#).

The subcommittee also decided to focus on the difficulties that community members experience trying to find and keep affordable homes and the implications of their struggles. The subcommittee researched, wrote, and published the following articles in the *Walla Walla Union-Bulletin*¹:

- [“Working families struggle to find affordable rental homes in Walla Walla region”](#)
- [“Walla Walla Valley seniors struggle with housing costs”](#)
- [“Meet Ruth Ann, a Walla Walla Valley senior struggling with housing costs”](#)
- [“Incomes aren't keeping pace with rent increased for many seniors in the Walla Walla Valley”](#)

KUOW Public Radio in Seattle featured the Affordable Housing Implementation Task Force's research and advocacy work in its [episode on affordable housing struggles in popular tourist destinations in Washington State](#).

Recommendation 4: *Conduct community outreach and education that builds awareness and support for a broad range of housing types, including manufactured homes, accessory dwelling units, cottage housing, tiny homes, multifamily housing and other less expensive housing types as affordable housing strategies.*

Outcomes:

The Public Outreach and Education Subcommittee researched, wrote, and published the following articles in the *Walla Walla Union-Bulletin*² on the range of housing types:

- [“Multi-family housing builds strong communities”](#)
- [“Accessory dwelling units: an important strategy to make homes affordable”](#)
- [“Now is the time to preserve vital affordable homes”](#)

In addition, the subcommittee produced [social media posts](#) in English and Spanish on the range of housing types.

Recommendation 5: *Advocate for policies that are flexible and equitable to better address housing needs.*

Outcomes:

The State and Federal Policies Subcommittee pivoted its advocacy in response to the public

¹ Union Bulletin articles may require a subscription.

² Union Bulletin articles may require a subscription.

health crisis of the COVID-19 pandemic and its threat to many people's housing security. Subcommittee members collectively wrote letters during the first year of the COVID-19 pandemic to the Governor of Washington State and to senators and representatives of the Oregon Legislative Assembly and Washington State Legislature, advocating for the extension of eviction moratoria and the establishment of emergency rental and mortgage assistance programs.

At a meeting of the Affordable Housing Implementation Task Force (ITF) in Spring 2021, members recommended that the ITF support the passage of a sales and use tax for housing and related services for affordable housing in Walla Walla County, as enabled by recent Washington State legislation (HB 1590/RCW 82.14.530). Task force members met with consultants from the Washington Low Income Housing Alliance and the leader of the Yakima County HOME Consortium to begin strategizing an advocacy campaign that would promote passage of an affordable housing sales tax in Walla Walla County. Its purpose would be to fund affordable housing for people whose extremely low- and very low-incomes require subsidies to stay affordably housed. The revenue from this tax would provide the County with steady, flexible funding to provide for and manage affordable housing specifically for vulnerable members of our community living in poverty, including seniors, veterans, families escaping domestic violence, and people with disabilities.

After collectively developing the talking points and key infographics to use in this advocacy, a subgroup called the Affordable Homes Fund (HB 1590) volunteers decided to select key public decision-makers with whom to hold individual meetings and report back to the larger group. The volunteers were able to meet with one county commissioner. However, due to a number of reasons the advocacy lagged.

Recommendation 6: *Encourage legislation that would enable the creation of land bank authorities in Oregon and Washington.*

Outcomes: Not implemented.

Recommendation 7: *Advocate for changes to the Low-Income Housing Tax Credit (LIHTC) scoring process so projects that locate housing in proximity to transit are encouraged.*

Outcomes: Not implemented.

Recommendation 8: *Permit factory-built homes as a viable and potentially less expensive alternative to stick-built ones.*

Outcomes: Not implemented.

Recommendation 9: *Compile an inventory of funding sources that support affordable housing efforts, including construction, renovation, weatherization and repair, mortgage lending, rental support, education programs, and tenant and landlord services.*

The Inventory, Data, and Measurement Subcommittee began compiling this inventory of funding sources, but was not able to make much progress because of time constraints.

Recommendation 10: *Identify and publicize support services and educational materials that help low-income renters obtain and keep affordable housing. Create training programs and incentivize attendance.*

Outcomes:

In response to immediate challenges to housing security from the COVID-19 pandemic, the Public Outreach and Education Subcommittee decided to research and develop a COVID-19 Housing and Utility Relief Information Sheet, in [English](#) and [Spanish](#), with information about specific legal protections and relief programs provided by the states of Oregon and Washington, and the federal government, available to homeowners and renters. Subcommittee members updated this information sheet 16 times during the COVID-19 pandemic with the most current information on housing and utility relief programs and protections, as programs and protections were constantly changing. They distributed updated COVID-19 Housing and Utility Relief Information Sheets to over ninety organizations and institutions in our region.

The subcommittee also developed and published [social media posts](#) in English and Spanish about emergency rental assistance during the pandemic.

The second part of this recommendation—creating training programs and incentivizing attendance—was not implemented.

Recommendation 11: *Explore ways to better utilize housing vouchers.*

Outcomes:

The Exploring, Expanding, and Creating New Solutions and the Local Policies and Regulations Subcommittees joined forces to advocate for reform of the City of Walla Walla's Multi-Family Housing Property Tax Exemption (MFTE) Program. Subcommittee members agreed that the MFTE Program in the City of Walla Walla should be reformed to require deeper and broader affordability restrictions for tax-exempt multi-family properties because most voucher holders were not able to access any MFTE rental units under the then current restrictions.

Subcommittee members researched MFTE programs in various Washington cities, discussed a range of options, and advocated for the requirement that, for a developer to receive the MFTE, a substantial percentage of the rental units must be affordable to voucher holders, meaning they must be priced within fair market rent, which is the Department of Housing and Urban Development's price limit for rental housing that voucher holders are allowed to access.

The Walla Walla Ad Hoc Housing Committee agreed to proposing the requirement that 25% of units in a MFTE development must be affordable for voucher holders. The Committee forwarded its recommendation to the Walla Walla City Council for adoption. The Walla Walla City Council plans to consider this in April 2023.

Among the significant amendments made to the Multi-Family Housing Property Tax Exemption Program (RCW 84.14) in 2021, more local jurisdictions were allowed to utilize the MFTE Program. Prior to this revision, only cities in counties of more than 100,000 population, or cities of more than 20,000 population in a county of more than 50,000 population, or a county seat could utilize the MFTE Program. The City of Walla Walla was the only city in our region eligible for the MFTE Program under that narrow eligibility. The 2021 revision expanded the definition of “city” (RCW 84.14.010), which allowed College Place and other cities in our region to be eligible for the program. More advocacy is needed, however, because the new expanded definition of “city” is in effect only until the end of 2026.

In 2022, the College Place City Council identified areas of the City that will be eligible for the MFTE Program.

Recommendation 12: *Support the application of the “housing first” model.*

Outcomes:

The Exploring, Expanding, and Creating New Solutions Subcommittee researched the “housing first” model and its various applications. Subcommittee members learned about the recent conversion of an old hotel into temporary single occupancy units in Pendleton by the Community Action Program of East Central Oregon (CAPECO). The subcommittee also advocated for a housing first development for the people served by a local nonprofit behavioral health provider.

The subcommittee recommended convening a regional housing first discussion with all the regional homelessness and housing stakeholders to agree on a definition of housing first, determine housing first needs, and identify how different organizations can work together to meet those needs. Community Council submitted that recommendation to the Walla Walla County Department of Community Health, which convenes the Walla Walla County Council on Housing. Because of staffing shortages and redirections to address the COVID-19 pandemic, the Department has not been able to move forward with planning such a meeting.

Recommendation 13: *Explore the development of a single rental application process.*

Outcomes: Not implemented.

Recommendation 14: *Create, and/or expand access to, programs that educate home buyers regarding the mortgage process and government-supported home loan programs.*

Outcomes:

The Affordable Housing Implementation Task Force did not directly implement this recommendation. The [Common Roots Housing Trust](#) - created as a result of Recommendation 26 - held three low-income community outreach meetings in which a regional bank representative provided information to potential homebuyers on the mortgage process and how to financially prepare to buy a home.

Recommendation 15: *Increase the production of mixed-use development by locating housing in proximity to employment, transit, education, retail services and amenities.*

Outcomes: Not implemented.

Recommendation 16: *To help guide housing development, make site information – such as existing infrastructure, distance to schools and major centers of employment, and proximity to transit and non-motorized modes of transportation – publicly available.*

Outcomes: Not implemented.

Recommendation 17: *Explore ways to increase the amount of land that has development potential in our region by, for example:*

- *Examining the factors that can lower land development costs.*
- *Reviewing the possibility of expanding urban growth areas.*
- *Reviewing the regulatory framework that governs development.*

Outcomes:

The Multi-Jurisdictional Task Force and the Local Policies and Regulations Subcommittee discussed the possibility of expanding urban growth areas. Subcommittee members offered to assist local planning departments in these discussions.

The Affordable Housing ITF did not address the other parts of the recommendation—examining factors that can lower land development costs and reviewing the regulatory framework that governs development.

Recommendation 18: *Promote and adopt development policies and regulations that allow for diverse housing options by, for example:*

- *Identifying and supporting tax incentives that encourage private developers to invest in diverse housing types.*
- *Reviewing existing fee structures and advocating for changes that encourage the production of diverse housing types.*
- *Publicly communicating fee structures and rationales for transparency and decision-making.*
- *Encouraging zoning that allows for higher density development.*

Outcomes:

The Local Policies and Regulations Subcommittee collectively drafted and submitted proposals for amending the comprehensive plans of the cities of Dayton, College Place, and Walla Walla.

Dayton did not take action on the subcommittee’s proposed amendments.

The City of Walla Walla amended its Comprehensive Plan to allow for reduced fees for the construction of affordable housing for low- and moderate-income households, and to support

the development of housing land trusts and other innovative housing solutions.

College Place amended its Comprehensive Plan to allow for the establishment of a mixed-use zoning district and for incentives for the inclusion of housing units that are affordable to low- and moderate-income households in larger scale residential developments.

Prior to the initiation of the Affordable Housing Implementation Task Force, College Place amended its zoning to allow up to three-plexes on lots that used to be designated for single-family housing, while the City of Walla Walla amended its zoning to allow up to four-plexes on lots that used to be designated for single-family housing.

The City of Walla Walla is currently considering expansion of its MFTE program to neighborhoods outside downtown, which could incentivize the development of four-plexes in those areas. (See Recommendation 11.) The Walla Walla City Council plans to consider this in April 2023.

Recommendation 19: *Reduce capital facility charges/systems development charges to encourage infill and multifamily development.*

Outcomes:

Prior to the Affordable Housing Implementation Task Force, College Place had reduced the City's water and sewer capital charges for accessory dwelling units from \$7,000 to \$1,000.

The Local Policies and Regulations Subcommittee successfully advocated for the City of Walla Walla to amend its Comprehensive Plan to explore policies to reduce development costs for housing developments that serve low- to moderate-income households.

Recommendation 20: *Establish flexible parking standards to suit household types, residential needs, and neighborhood characteristics.*

Outcomes: Not implemented.

Recommendation 21: *Support efforts to inventory under-utilized state-owned property and surplus public property for the development of housing for very low-, low- and moderate-income households in Washington, as described in RCW 43.63A.510 and RCW 39.33.015.*

Outcomes:

The Exploring, Expanding, and Creating New Solutions Subcommittee successfully advocated for the City of Walla Walla to inventory its surplus property that can be used for affordable housing development. The City has identified two surplus properties, at least one of which the City will be issuing a request for proposals from potential low-income housing developers.

Recommendation 22: *Identify methods to utilize neglected and abandoned properties, and explore strategies to promote the redevelopment of second story and above spaces within downtowns.*

Outcomes:

The Exploring, Expanding, and Creating New Solutions Subcommittee began exploring this recommendation. Subcommittee members learned that the City of College Place addressed neglected and abandoned properties with the enactment of a Vacant Property Registration ordinance. Property owners of problem properties must submit quarterly plans with the City and ensure that the property is properly secured. If an owner fails to comply, the property can be identified as a nuisance property and the City can impose sliding scale fees that can escalate over time, encouraging the owner to sell or repurpose the property. College Place created a special code enforcement officer position to enforce this program, among other duties.

Subcommittee members learned that Oregon has a statewide tax exemption for redevelopment of downtown upper-story spaces for households that are at 80% of area median income or lower.

Subcommittee members learned that in Washington, the costs entailed in redeveloping second story and above spaces within downtowns would probably be cost-prohibitive for generating this type of affordable housing.

The City of Walla Walla applied for and received a national historic district designation in the downtown area. All buildings inside a historic district are eligible for federal historic tax credits. In addition, the City's Historic Preservation Commission provides guidelines to apply for a special property tax valuation for historic property that limits the tax on that property to its pre-repair value for ten years. These federal tax credits and this special valuation are intended to incentivize the renovation of historic downtown properties.

Recommendation 23: *Allow for the preservation and development of manufactured housing communities by, for example:*

- *Developing a how-to guide for residents of manufactured home communities to create a co-op in order to preserve their residences in the event the owner wants to redevelop the land.*
- *Addressing zoning policies that make it difficult for manufactured homeowners to upgrade or replace their homes.*

Outcomes:

The Local Policies and Regulations Subcommittee focused on the preservation of manufactured housing communities. In 2020, the Local Policies and Regulations and the State and Federal Policies Subcommittees advocated for legislation, in Washington, that would provide for manufactured home park resident and nonprofit opportunity to purchase. The bill being considered at that time passed out of the House of Representatives but not the Senate.

The Local Policies and Regulations Subcommittee connected with Resident Owned Communities Northwest (ROC Northwest) that assists manufactured home park residents in Washington and Oregon to purchase the parks where they live and form cooperatives to manage them. The subcommittee compiled a packet of resources for local manufactured housing park owners, informing them about selling to resident-owned cooperatives in the event that they want to sell

their manufactured home parks. The subcommittee also conducted research on manufactured home park preservation policies and initiatives, and produced and delivered a report in 2020 to local governments on local policies that can help preserve manufactured housing communities and protect their residents.

In 2021, the City of Walla Walla amended its Comprehensive Plan to encourage the use of existing housing stock to provide affordable housing for households with middle- and lower-incomes, including manufactured homes and manufactured housing communities, and to support manufactured housing communities and their preservation.

The City of College Place in 2021 amended its Comprehensive Plan to include a City mandate to develop strategies and incentives that will encourage manufactured home parks to remain a source of affordable housing. The City also enacted manufactured home park zoning and a provision allowing residents and non-profit organizations with the opportunity to purchase. College Place was the first city in Washington State to enact a manufactured home park opportunity to purchase ordinance.

The Local Policies and Regulations Subcommittee began working with manufactured home park residents in the City of Walla Walla to help them advocate for policies that would preserve their parks and keep them affordable. Because of their advocacy, the Walla Walla City Council in 2022 enacted a temporary manufactured home park redevelopment moratorium that disallowed redevelopment of manufactured home parks while the City developed its long-term preservation policies. The Walla Walla Planning Commission in December 2022 recommended approval of a package of comprehensive plan amendments, including manufactured home park zoning, a resident relocation plan mandate in the event of park closure, and a manufactured home park resident and nonprofit organization opportunity to purchase in the event of a park sale. The Walla Walla City Council on February 8, 2023, enacted these Comprehensive Plan amendments, becoming the third city in Washington State to enact a manufactured home park opportunity to purchase ordinance.

Concurrently with local advocacy, Local Policies and Regulations Subcommittee members and manufactured home park residents during the 2023 Regular Session of the Washington Legislature advocated for the passage of SB 5198 that would provide for manufactured home park resident and nonprofit opportunity to purchase statewide. At the time of the writing of this report, SB 5198 has passed the Senate and is being considered by the House of Representatives.

This multi-year advocacy process showed the importance of grassroots organizing and leadership. Policy changes needed to protect vulnerable people in our community were achieved by centering the people who are most impacted in the task force's collective organizing and advocacy.

Recommendation 24: *Identify and implement methods for increasing the construction trades labor force.*

Outcomes: Not implemented.

Recommendation 25: *Identify and implement methods for preserving existing housing stock, reducing utility costs, and making homes more energy efficient by, for example:*

- *Increasing the capacity of weatherization and home repair programs.*
- *Developing strategies to identify irregularities in utility usage and provide assistance to support energy efficiency.*

Outcomes:

Due to time constraints, the Affordable Housing Implementation Task Force did not pursue advocacy to increase capacity of weatherization and home repair programs, and to develop strategies to identify utility usage irregularities and provide assistance to support energy efficiency.

The Public Outreach and Education Subcommittee researched, wrote, and published these articles in the *Walla Walla Union-Bulletin*³ about weatherization and home repair:

- [“Energy efficiency makes rental homes more affordable”](#)
- [“The most affordable homes are the homes that already exist”](#)

Recommendation 26: *Explore the creation of a community land trust for housing in the region.*

Outcomes:

The Exploring, Expanding, and Creating New Solutions Subcommittee explored the creation of a community land trust and completed most of the preliminary work necessary to establish our region’s first community land trust, [Common Roots Housing Trust](#) (Common Roots). The subcommittee combined efforts with the Walla Walla County Council on Housing Community Land Trust Task Force to establish Common Roots. Blue Mountain Action Council agreed to serve as Common Roots’ fiscal sponsor until Common Roots’ board determines they no longer need the fiscal sponsorship. Subcommittee members chose the name for Common Roots and collectively crafted the organization's mission and vision statements. They also developed Common Roots’ website and Facebook page and worked with a designer to develop the organization’s logo. The subcommittee applied for and received USDA-funded technical assistance from the Northwest Cooperative Development Center to help develop Common Roots’ foundational documents as a nonprofit organization. Through seed funds raised for Common Roots, the subcommittee was able to hire a nationally recognized community land trust consultant to assist with marketing, pricing, and subsidy analysis and to present at Common Roots’ virtual town hall meeting in January 2021 for the purpose of community education and outreach to the public at large, and in particular to prospective residents, board members, volunteers, developers, neighbors, and



³ Union Bulletin articles may require a subscription.

donors. Close to 200 people attended the town hall, which had simultaneous interpretation into Spanish, and was covered extensively in local media. You can listen to the recording of the town hall [here](#).

The subcommittee elected Common Roots' founding board of directors in Spring 2021: Riley Clubb, Sundown Hazen, Suzanne Morrissey, Nancy Riggle, Mike Rizzitiello, Wyatt Rolfe, Joy Smith, Tom Stokes, and Patricia Divine Wilder. The founding board chose Nancy Riggle and Wyatt Rolfe to serve as their co-chairs. Community Council continued to staff Common Roots through December 2022.

Common Roots has been building its organization since the spring of 2021, including writing grants, raising seed funds, presenting the organization to prospective donors, participating in regional and national community land trust networks and training programs, training in board fundraising, successfully incorporating in Washington State, filing for and obtaining 501(c)(3) tax-exempt status, drafting and approving a 3-year strategic plan, and drafting and approving the job description for the organization's first executive director.

In addition to this foundational work, Common Roots held three low-income community outreach meetings for the purpose of informing potential future residents about Common Roots and how to financially prepare to buy a home. Over 50 people attended the first meeting that was held in the summer of 2022 in College Place. Spanish interpretation, a meal, and childcare were provided. Only about 20 people attended the second meeting held in Waitsburg in December 2022 due to bad road conditions of ice and fog. Even so, it was a great opportunity for the many elected officials who attended to learn more about Common Roots, including our Washington State Senator, a Dayton City Council member, a Port of Columbia Commissioner, and a Waitsburg City Council member. Over 40 people attended the third outreach meeting that was held in Milton-Freewater in January 2023. Attendees included a diverse mix of community members, including potential Common Roots' homeowners and elected officials. Spanish interpretation, a meal, and childcare were provided.

Recommendation 27: *Explore the need for, and impact of, additional student housing in the region, and identify opportunities to support affordable student housing.*

Outcomes: Not implemented.

Recommendation 28: *Conduct a study on the housing needs of seniors, the "missing middle," people with disabilities, students, low-income households, and singles to identify gaps and formulate strategies for improvement.*

Outcomes:

Early in the affordable housing advocacy phase, Community Council helped facilitate a multi-jurisdictional collaboration among the cities of College Place, Dayton, Waitsburg, and Walla Walla to pursue a Washington State grant for the development of a regional housing action plan, which included a housing needs assessment. The four cities were awarded a \$110,000 grant for

developing the regional housing action plan. Walla Walla County joined the planning process. Milton-Freewater and Columbia County were unable to join, because the planning process began when those cities had to direct their resources toward providing emergency flood response to their communities.

FCS Group facilitated the development of the regional housing action plan with input from local planners and stakeholders, some of whom were members of the Affordable Housing Implementation Task Force and Community Council staff. The plan began with a regional housing needs assessment, followed by strategies to encourage housing development that meets regional housing needs. The plan identified the housing needs of seniors, low-income households, and the “missing middle,” and strategies to address their needs. It did not identify the housing needs of students in the region. Although it did not specifically identify the housing needs of people with disabilities, the plan included strategies for addressing their housing needs. The plan identified needs and strategies by income level and housing type, but not by household size.

The Walla Walla Regional Housing Action Plan was completed in summer of 2021, and later was adopted by the participating jurisdictions.

Acknowledgements and Appreciation

This Final Report of the Affordable Housing Implementation Task Force marks the closure of Community Council’s advocacy for the recommendations in its Affordable Housing study report. Even though Community Council has concluded its advocacy phase, people and other entities will continue to work on a number of the recommendations.

This work was accomplished because of the dedication and many volunteer hours of many community members; and our donors, sponsors, and grantors. Community Council is deeply grateful to all of them.

“Never doubt that a small group of thoughtful, committed individuals can change the world; in fact, it's the only thing that ever has.”

Margaret Mead

Community Council fosters a trusted gathering place where people engage in dialogue, inquiry, and advocacy to build a vibrant region for everyone. Community Council's region includes Columbia and Walla Walla counties and the Milton-Freewater area.

www.wwcommunitycouncil.org

You can access the hyperlinks in the printed report by going to the electronic version which can be found on the Community Council's website at:

<https://www.wwcommunitycouncil.org/what-we-do/affordable-housing/>

or

Find us on Facebook: <https://www.facebook.com/CommunityCouncil>

OUR REGION'S Affordable Housing Crisis



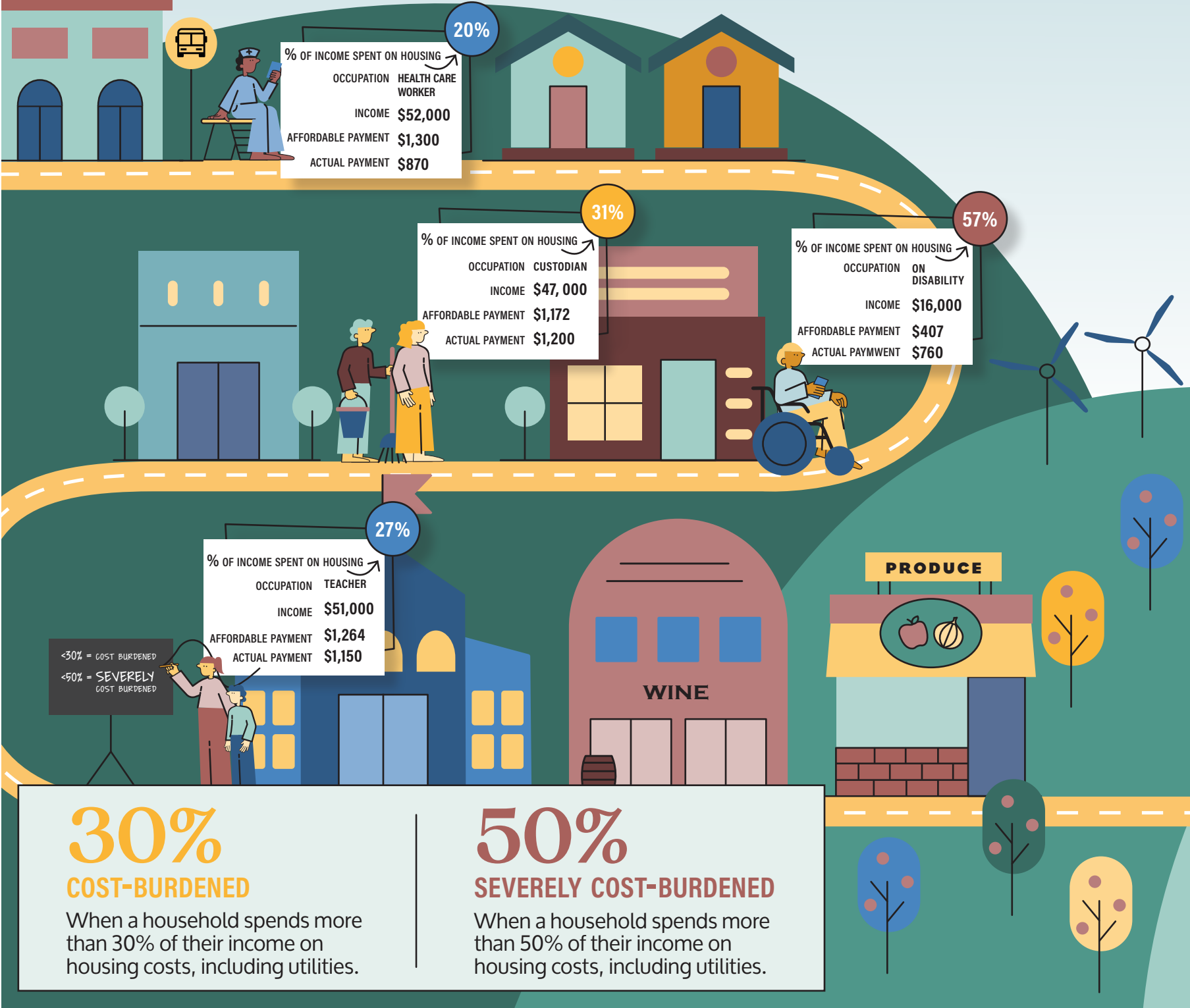
SUMMER
2022

What the shortage of affordable housing means for
Columbia County, Walla Walla County, & Milton-Freewater

*Community Council's vision is a community where all
people come together to create the future they want.*

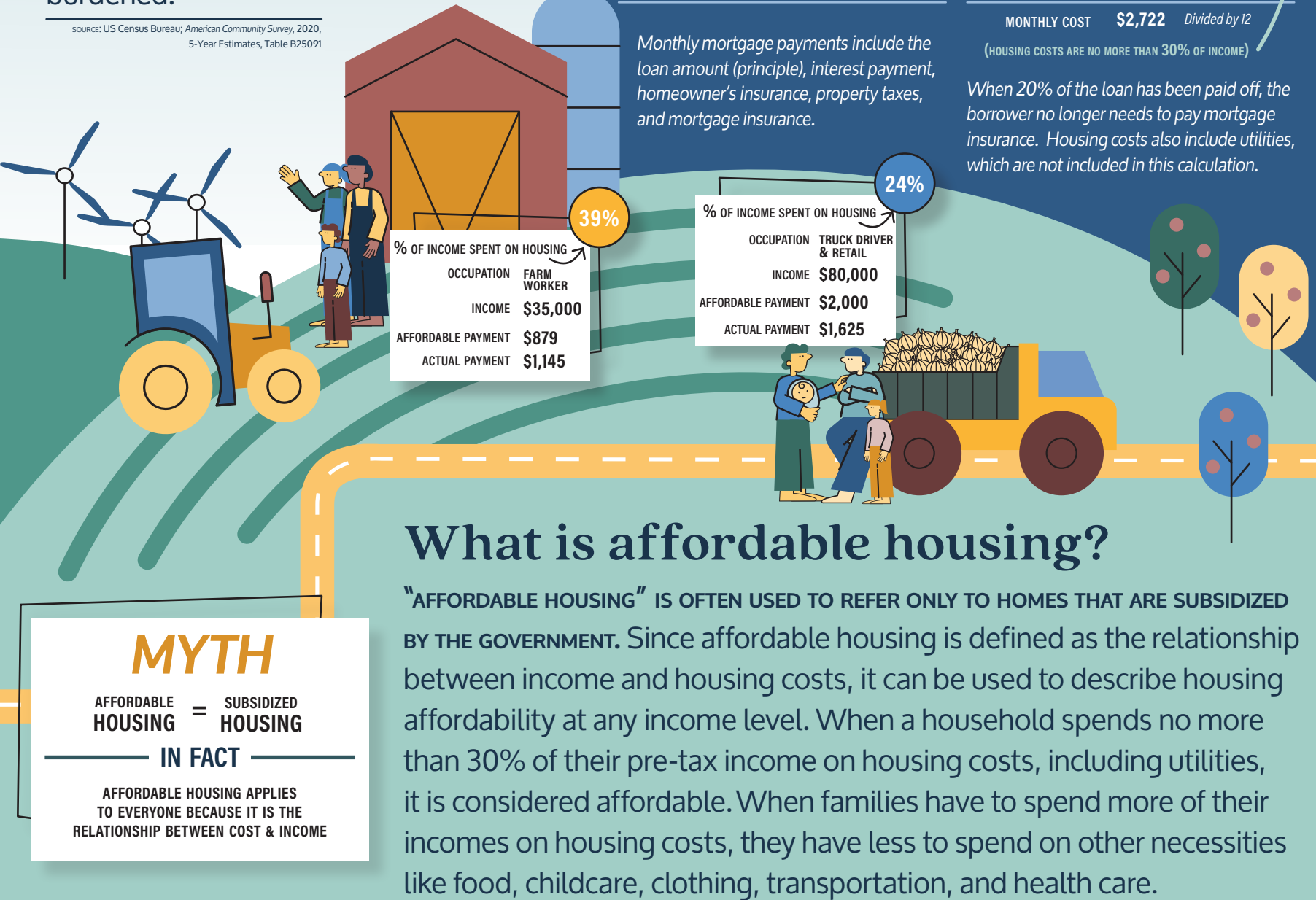


Many Families Can't Afford Homes



35% of households that pay rent or a mortgage in our region spent more than 30% of their income on housing, making them cost-burdened.

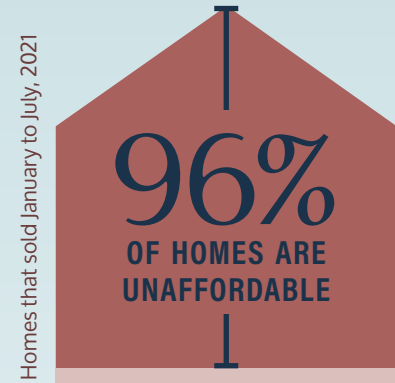
SOURCE: US Census Bureau; American Community Survey, 2020, 5-Year Estimates, Table B25091



Homes in Our Region Are Out of Reach

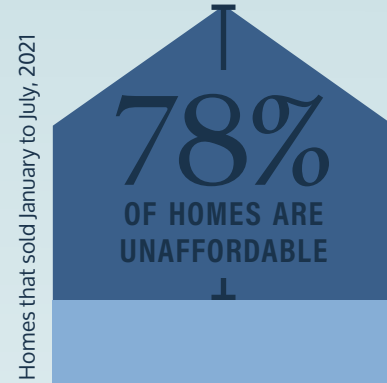
Who can afford the cost of homes?

FOR FAMILIES EARNING LESS THAN \$50,000...



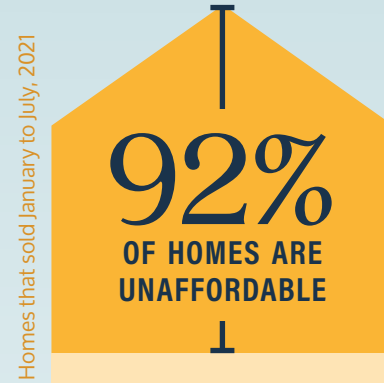
NEARLY ONE HALF of Walla Walla households could not afford 96% of available homes.

Almost half (44%) of all households in Walla Walla County earn less than \$50,000 per year. There are very few homes for sale that they can afford to buy. For example, a household earning \$50,000 per year could afford a home that costs up to \$207,000. Yet there are very few homes for sale at or below that price in Walla Walla County.



NEARLY ONE HALF of Columbia County households could not afford 78% of available homes.

In Columbia County, nearly half (47%) of all households earn less than \$50,000 per year. The most they could afford to spend on a home is \$207,000. There are few homes for sale at or below that price.

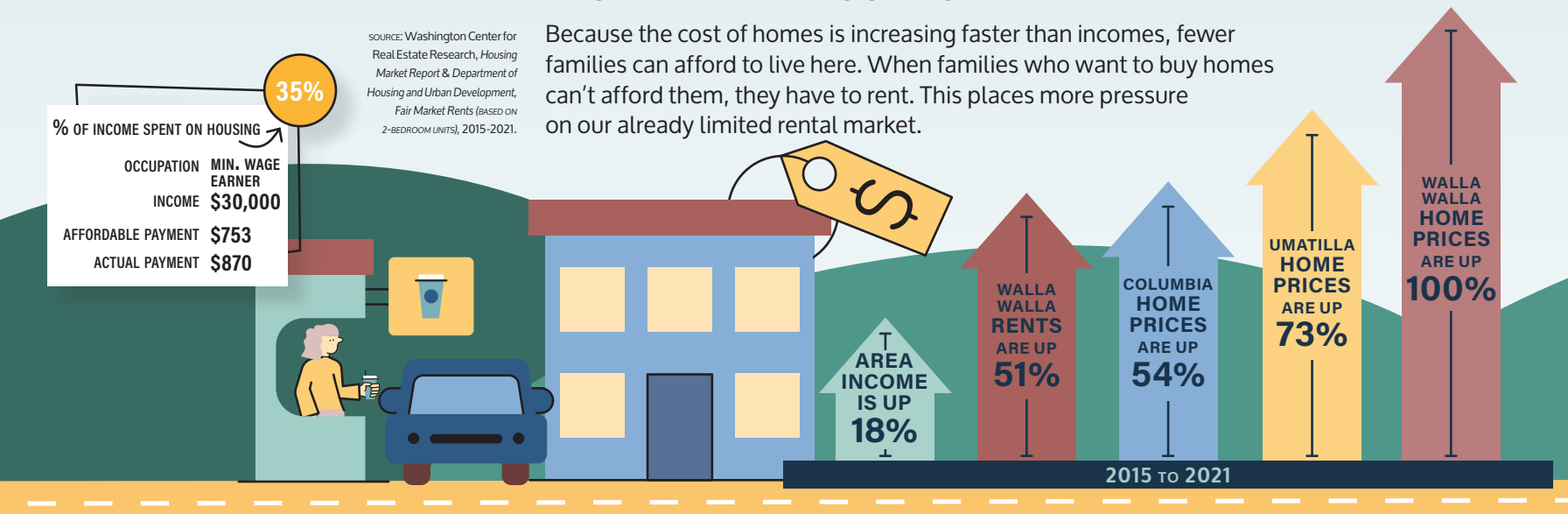


ONE HALF of Milton-Freewater households could not afford 92% of available homes.

Half of the households in Milton-Freewater earn less than \$50,000 per year. Like Columbia and Walla Walla counties, there are few homes for sale that they can afford to purchase.

RENTS & HOME PRICES ARE INCREASING FASTER THAN INCOMES

Because the cost of homes is increasing faster than incomes, fewer families can afford to live here. When families who want to buy homes can't afford them, they have to rent. This places more pressure on our already limited rental market.



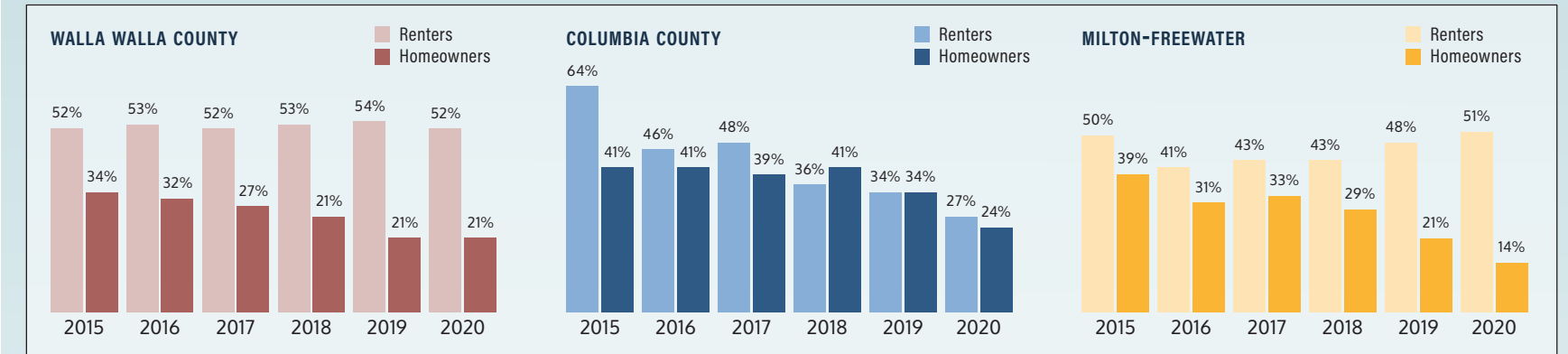
Who doesn't have affordable homes?

In our region in 2020, 35% of households that paid rent or a mortgage lived in homes they could not afford. Renters are more likely to live in homes they can't afford than homeowners. This is largely because homeowners tend to have steady mortgage payments. As

homeowners' incomes increase, their monthly mortgage payments become smaller portions of their paychecks. Renters, on the other hand, can face rent increases that outpace increases in their incomes. This is especially true when there is a low rental vacancy rate. In our region,

families with incomes less than \$50,000 per year are much more likely than those with higher incomes to live in homes they can't afford. On average, families with incomes under \$50,000 are eight times more likely than those with higher incomes to be cost-burdened.

RENTERS ARE MORE LIKELY TO BE COST-BURDENED THAN HOMEOWNERS



SOURCE: US Census, American Community Survey, 2020, 5-Year Estimates, Tables B25091 & B25070

MOST HOUSEHOLDS EARNING LESS THAN \$50,000 ARE COST-BURDENED

BY COMPARISON

8% of households earning more than \$50,000 are cost-burdened.*
*Average across the region

WALLA WALLA COUNTY
COLUMBIA COUNTY
UMATILLA COUNTY

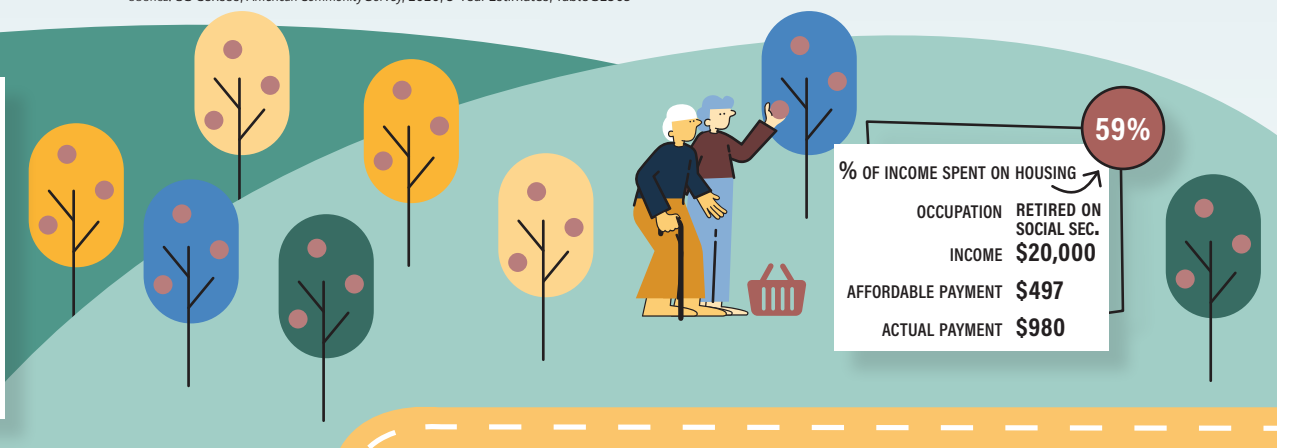


SOURCE: US Census, American Community Survey, 2020, 5-Year Estimates, Table S2503

MYTH MORE SEATTLE RENTERS ARE COST-BURDENED THAN WALLA WALLA RENTERS

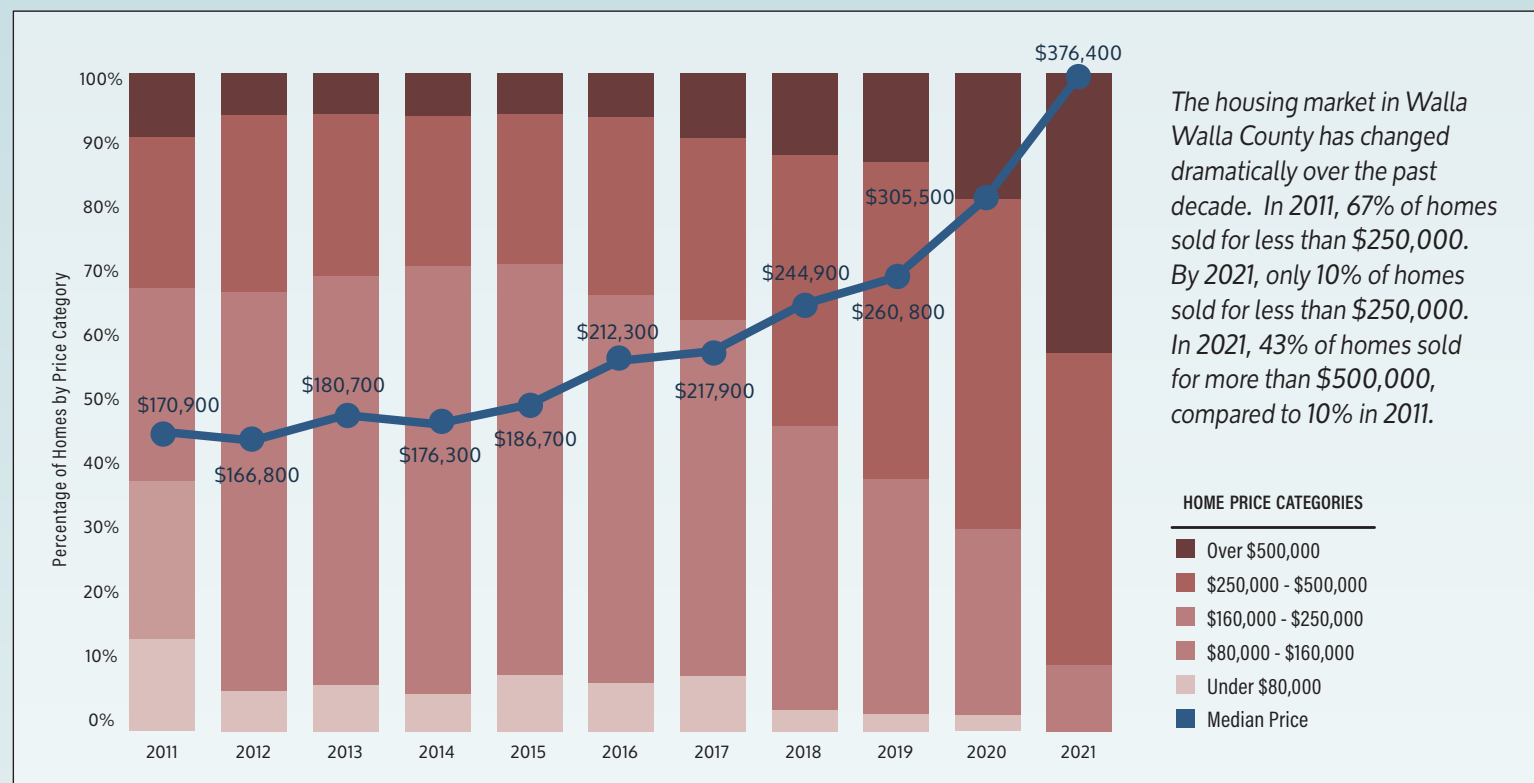
IN FACT

56% OF CITY OF WALLA WALLA RENTERS
& **44%** OF SEATTLE RENTERS
ARE COST-BURDENED



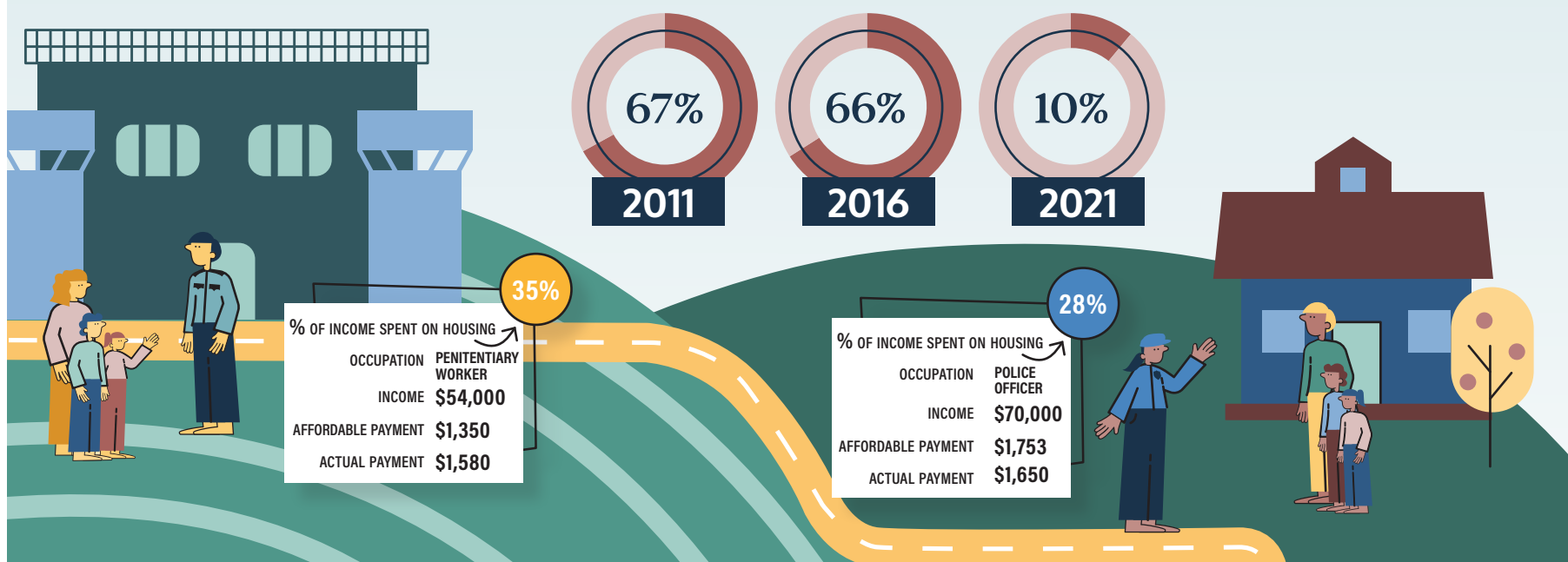
The Market has Changed

How have home prices changed in 10 years?



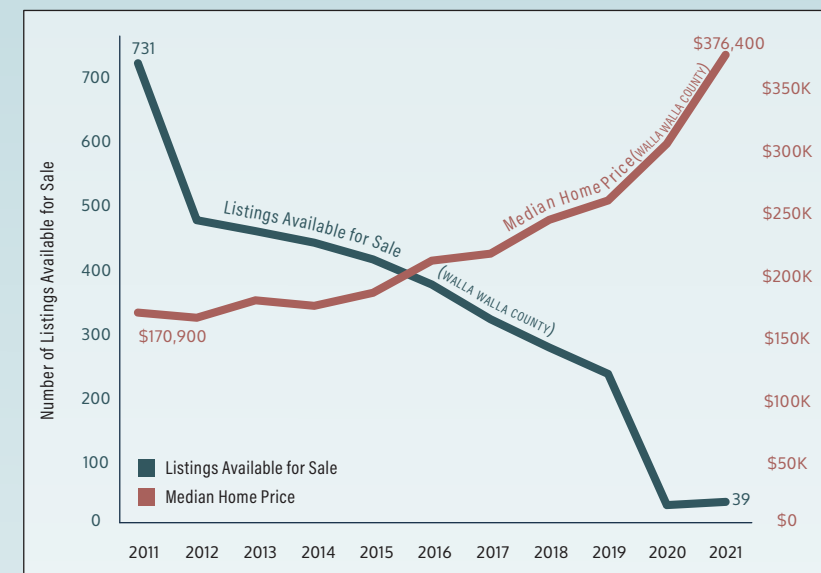
source: Washington Center for Real Estate Research (WCRR), Washington State Housing Market Report (Q1)

PERCENTAGE OF HOMES THAT SOLD FOR LESS THAN \$250,000



What homes are available?

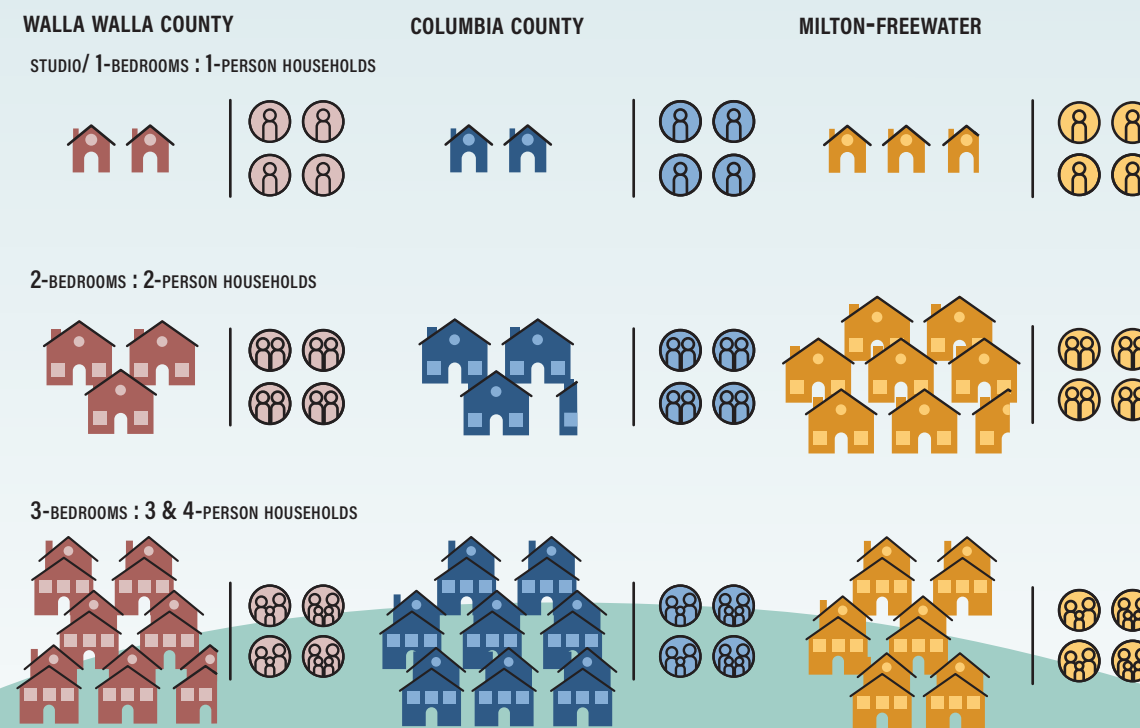
THERE ARE FEW HOMES AVAILABLE TO BUY OR RENT



source: Washington Center for Real Estate Research (WCRR), Washington State Housing Market Report (Q1)

THERE IS A MISMATCH BETWEEN HOME SIZE & HOUSEHOLD SIZE

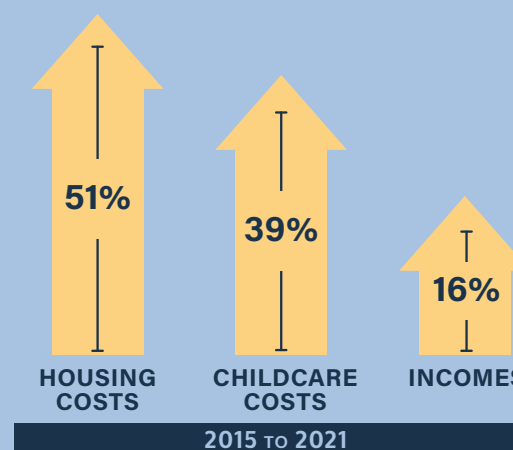
In our region, there are a lot of small households—one or two people—but not a lot of studios or one-bedroom apartments. At the same time, there are a lot of large homes—three or four bedrooms—but not a lot of large families. This means that some people have to care for homes that are much larger than they need, and other families are crowded into homes that are too small.



OTHER COSTS ARE RISING TOO—MAKING IT TOUGH FOR YOUNG FAMILIES TO GET BY



The two largest household expenses for families with young children in our region are childcare and housing. In Walla Walla County, the costs of housing and childcare have increased more than incomes. Rising costs for other goods, such as food and gas, mean that more families are struggling to pay for their basic needs.

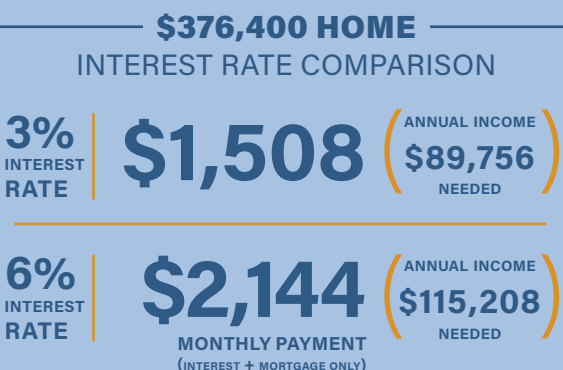


source: Department of Housing and Urban Development, Fair Market Rent (BASED ON 2-BEDROOM UNITS) & Area Median Income, Childcare Aware of Washington, Annual Data Report



RIISING INTEREST RATES PUSH HOMES EVEN FURTHER OUT OF REACH

For the past decade, interest rates have been at historic lows (less than 5%). As mortgage rates increase, so do monthly interest payments. Higher mortgage rates mean that families have to purchase lower-priced homes.



How does the affordable housing crisis impact our whole community?

As home prices increase faster than incomes, more and more families struggle to get by. When money is tight, families become stressed because they have to make difficult choices, such as whether to pay for food or transportation, childcare or health care.

Our region's affordable housing crisis impacts our larger community. When families are financially stressed, greater burdens are placed on our hospitals, schools, and other community institutions. When homes are too expensive for working families, employers have a hard time filling jobs because workers cannot move here for new opportunities. When families have to spend more of their paychecks on their housing costs,



they have less to spend in the local economy. The affordable housing crisis widens the gap between the "haves" and the "have-nots" because current homeowners see their

wealth increase, while many renters face a less affordable market that grows further out of reach.

Safe and affordable housing is the foundation of healthy families and stable communities. When families live in safe, affordable homes close to where they work, study, and play, families are less stressed, kids do better in school, and neighbors can build lasting relationships of mutual support and be active in their communities.

REACH OUT



Community Council
HOW HAS THE AFFORDABLE HOUSING CRISIS AFFECTED you? Has it impacted your family, business, or work? Share your story with Community Council: ccstudy@wwcommunitycouncil.org

WANT TO GET INVOLVED? Join the *Affordable Housing Implementation Task Force*:
ccadvocacy@wwcommunitycouncil.org

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541-276-1926

MILTON-FREEWATER

BMAC
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COLUMBIA & WALLA WALLA COUNTIES



COMMON ROOTS HOUSING TRUST
Common Roots is our region's first community land trust for affordable housing, making homes permanently affordable for people whose needs are not met by the traditional housing market. www.commonrootshousing.org

THANK YOU SPONSORS



Summer 2019



Affordable Housing

Community Council Report

A report to the residents of Columbia and Walla Walla counties and the Milton-Freewater area



Community Council Study Committee

The 2018–2019 Study Committee met for 26 weeks, from September 25, 2018, to April 9, 2019. The Study Management Team developed the study curriculum and met throughout the course of the study to guide the process.

Study Chair: Meagan Anderson-Pira

Study Management Team: Sharon Clinton, Norma Hernandez, Brian Hunt, Andrea Weckmueller-Behringer

Study Coordinator: Catherine Veninga

Assistant Study Coordinator: Georgia Lyon

Advocacy Coordinator: Ruthell Martinez

Study Committee: Cindy Boen, Louise Bourassa*, Micki Breitenstein*, Brian Burns*, Elizabeth Chamberlain*, Larry Clinton*, Sheryl Cox*, Erendira Cruz*, Mike Fredrickson*, Tom Glover*, Renee Harms*, Gretchen Hormel*, Paul Ihle*, Ted Koehler*, Tim Payne*, Deborah Peters*, Cheryl Pira*, Laura Prado*, Nadean Pulfer*, Gustavo Reyna*, Jon Rickard*, Nancy Riggle*, Mike Rizzitiello*, Toby Salazar*, Terri Silvis, Barbara Stubblefield, Dick Swenson*, Roger Trick*, Kelly Trop*, Yesenia Trujillo*, Bob Waring*, Kathryn Witherington*, Ellen Wolf*, Michele Wyres

*Participated in the development of conclusions and recommendations

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Study Highlights

	CHALLENGE	RECOMMENDED SOLUTION
PUBLIC SUPPORT	Community outreach and education regarding the benefits of affordable housing—to the individual and to the community—is a critical part of generating public support for affordable housing solutions.	Conduct community outreach and education regarding the benefits of affordable housing to the individual and the community.
INVENTORY MISMATCH	There is a mismatch between household size (number of people) and house size (number of bedrooms), which impacts the ability of households to find affordable units.	Promote and adopt development policies and regulations that allow for diverse housing options.
TRANSPORTATION COSTS	Locating housing in proximity to employment, education, retail services or public transit can improve overall housing affordability because it reduces transportation costs.	Increase the production of mixed-use development by locating housing in proximity to employment, transit, education, retail services and amenities.
WEATHERIZATION AND REPAIR	A cost-effective way to provide affordable housing is to preserve the units that already exist. Weatherization and home repair programs are valuable tools that aid in that effort.	Identify and implement methods for preserving existing housing stock, reducing utility costs and making homes more energy efficient.
BARRIERS TO ACCESS	There can be many barriers to obtaining rental housing, including having to submit multiple application fees and act quickly when units are available. Prospective renters at every income level could save time and money if a single application would provide access to the local rental market.	Explore the development of a single rental application process.

Executive Summary

Safe and affordable housing provides a foundation for building resilient households and healthy, vibrant communities. When housing is affordable, household budgets have more flexibility to cover necessary expenses, such as food, medical services and child care, which relieves stress and supports financial stability. Stable housing enables students to focus on school work, workers to engage in careers, seniors to enjoy retirement and residents to participate in civic life. When affordability is out of reach,

household distress reverberates throughout a community, and increased pressure is placed on the public health system, social services and law enforcement.

Communities with ample safe and affordable housing are attractive places to live and work.

In our region, 41% of all households that pay rent or a mortgage do not live in housing that is affordable. This study asks, “How can we meet the need for safe and affordable housing in our region?”

To address this question, the Study Committee spent 17 weeks learning from a diverse group of

speakers about a variety of topics, including local housing needs and existing housing stock, economic and demographic trends, policies and programs designed to increase affordable housing, land use regulation, the cost of housing development, barriers to accessing housing, and housing services for low-income households. The Committee then spent an additional nine weeks engaged in a consensus-based process of reviewing findings, generating conclusions and developing recommendations.

2019 Community Council Board of Directors and Staff

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Executive Director: Mary Campbell

Advocacy Coordinator: Ruthell Martinez

Study Coordinator: Catherine Veninga

Assistant Study Coordinator: Georgia Lyon

Community Council’s region includes Columbia and Walla Walla counties and the Milton-Freewater area.

Introduction

This study asks,
“How can we meet
the need for safe
and affordable
housing in our
region?”

Access to safe and affordable housing is an essential foundation of a vibrant and healthy community that offers opportunity to all. Students with unstable housing have difficulty focusing on their schoolwork and are at greater risk of dropping out. When employers have difficulty hiring because potential employees cannot find affordable homes, economic development stalls. Individuals who forego medical care in order to pay rent exacerbate health issues and strain the public health system. When high housing costs result in long commutes, not only are transportation costs added to household budgets, but individuals also have less time to be involved in their communities. The lack of affordable housing has reverberating effects throughout a community. Affordable housing has been selected for study because it directly and profoundly impacts key quality-of-life issues in our region, including education, employment, health and wellness, and community engagement.

In this study, we follow the Department of Housing and Urban Development (HUD) definition of housing affordability, which states

that housing is affordable when housing costs—a mortgage or rent, and utilities—do not exceed 30% of a household’s pre-tax income. Households that spend more than 30% of their income on housing costs are considered “cost-burdened.” Those that spend more than 50% are “extremely cost-burdened.” Cost-burdened households often find that they have to make difficult decisions about how to spend what’s left of the household budget after housing costs have been covered.

This study asks, “How can we meet the need for safe and affordable housing in our region?” Recognizing a broad spectrum of need, we consider strategies that address both government-supported and market-rate affordable housing. While we understand that there is a direct relationship between affordable housing and homelessness, and that the lack of affordability contributes to housing instability, this study does not directly address homelessness. By focusing broadly on safe and affordable housing, this study also aims to contribute to efforts to prevent homelessness.

STRUCTURE OF THE REPORT

In order to answer the study question, we began by exploring the need for affordable housing in our region. We found that there is a significant lack of affordable housing options at a range of income levels, and that the existing housing stock does not match household demographics. Next, we sought to better understand constraints on inventory: Why do we have fewer units than we need across a broad income spectrum? Why don't we have a more diverse housing stock? From there, we explored ways to increase affordable housing options.

Expanding the inventory and diversity of housing options is crucial to addressing the need for affordable housing, yet the Study Committee also learned that there are additional financial and social barriers that limit access to housing, such as expensive deposits, poor rental history, and lack of knowledge regarding opportunities and responsibilities. Given the broad

scope of this topic, our exploration of "safe" housing was limited to considerations of the structural safety of dwelling units and focused on programs that support weatherization and repair.

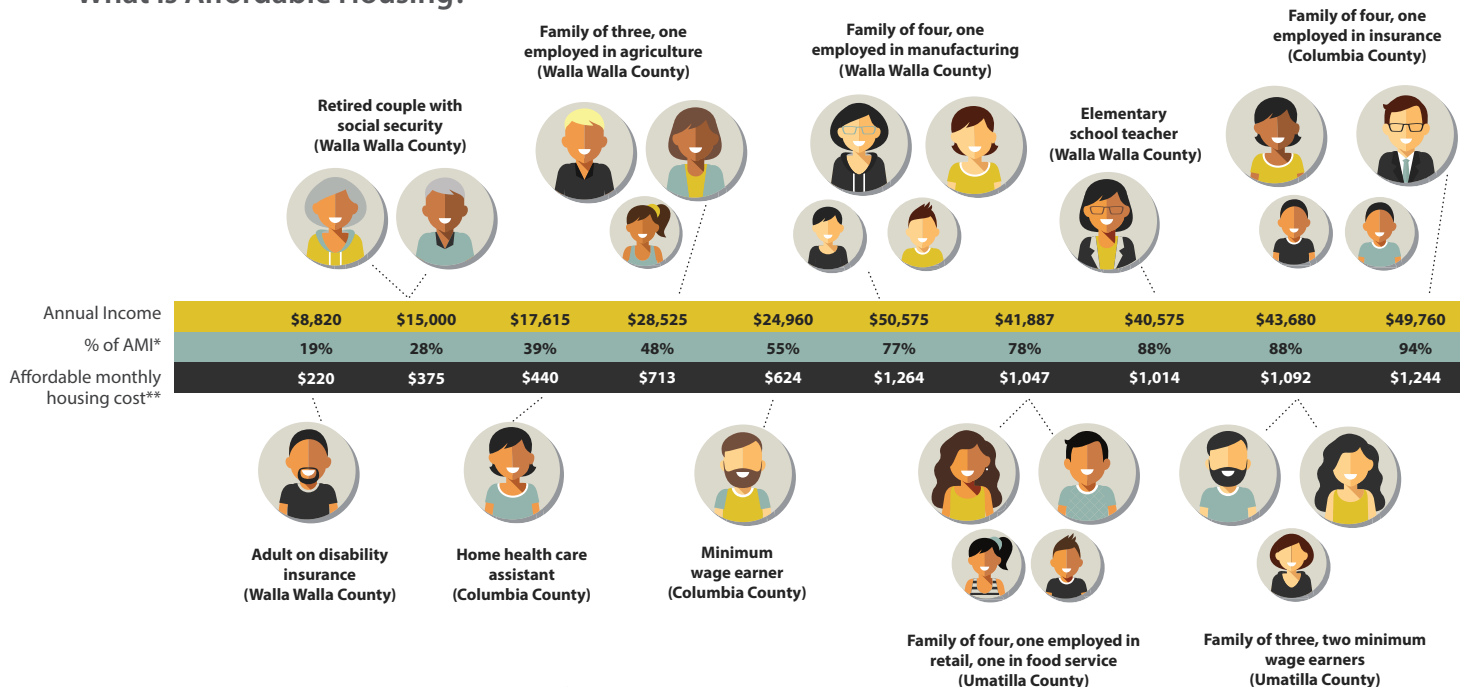
Lack of affordable housing is a multidimensional challenge with no simple or quick remedy. Because the causes and consequences of the lack of affordable housing vary from one location to another, the Study Committee has been encouraged to look for gaps in what has already been done here and identify new, locally appropriate solutions. Slow-growth, largely rural areas like ours face different challenges than booming metropolises, and tools that might work in high-growth areas are not always feasible or available here. Even within our region there is significant variation. The City of Walla Walla—with a population of more than 30,000—faces different opportunities and constraints than Milton-Freewater, population 7,105,

or Dayton, a town of approximately 2,560 residents. To further complicate matters, our region spans a state border. State-level policy frameworks and priorities impact the availability of tools, incentives and financial support.

What is the need for affordable housing?

People across a spectrum of income levels—from extremely low to moderate income—struggle to find housing that is affordable in our region. Considering affordability across a spectrum of need allows us to see the housing market as a dynamic whole and recognize that activity at one point impacts availability at another. High demand combined with low inventory not only drives up prices, but also creates a housing market in which higher-income households can outbid lower-income households.

What is Affordable Housing?



*calculations are based on household size and county of residence

**calculated at 30% of monthly income

Diagram is modeled after Equitable Housing Initiative Factsheet Affordability, by Portland Metro: oregonmetro.gov/equitable-housing

Table 1: Measures of Housing Affordability

	Definition	Unit of analysis
Affordable housing	An affordable housing unit costs no more than 30% of household income.	Household
Cost-burdened	More than 30% of monthly gross income is spent on housing costs—mortgage or rent, and utilities.	Household
Severely cost-burdened	More than 50% of monthly gross income is spent on housing costs—mortgage or rent, and utilities.	Household
Affordability gap	The difference between what the median-income household can afford and the cost of the median-priced housing unit.	Geographic area
Housing Affordability Index (HAI)	An index that measures the extent to which the median-income household can purchase the median-priced home. A HAI score of 100 means that the median-income household has exactly enough income to qualify for a mortgage on the median-priced house. A score of over 100 means that the household has more than enough income; a score below 100 means that it does not have enough.	Geographic area
Housing and Transportation Affordability Index (H+T AI)	An index that estimates what percentage of an average household's income is spent on housing and transportation within a specific area. A home is affordable when housing costs are no more than 30% of household income and transportation costs are no more than 15% of household income.	Geographic area

“Down-renting”—when people rent units that cost less than what they can afford because that is all that is available—makes it increasingly difficult for lower-income households to find affordable housing.

Assessing Need and Measuring Affordability

Though the HUD definition of affordability appears fairly straightforward—when housing costs do not exceed 30% of household income—the Study Committee learned of a number of additional ways to understand housing affordability, both at the household level and for a specific geographic area. Table 1 identifies the measures of housing affordability presented to the Study Committee.

Affordable Housing

A housing unit is affordable when housing costs (mortgage or rent and utilities) do not exceed 30% of pre-tax income. Table 2 shows the upper limit

of affordable monthly housing payments for a range of incomes.

Minimum-wage workers and individuals who rely on government benefits face significant challenges finding affordable units. For an individual earning a minimum wage in Washington, affordable rent is \$624. Affordable rent is \$546 for someone earning minimum wage in non-metropolitan Oregon. For individuals relying on Social Security Insurance benefits, which average \$735 per month, affordable rent is \$220.

Rental rates in our region vary greatly depending on condition, location and size. A large property management company reported 2018 rates ranging from \$325 for a basement studio to \$2,500 for a large single-family home. Table 3 shows median rent by number of bedrooms in our region.

According to several speakers, rental rates have increased significantly over the past several years due

to high demand and low vacancy rates. A market with a vacancy rate of 5% is considered stable—there are enough empty units that people can move, but not so many that prices decline. According to the Washington Center for Real Estate Research’s (WCRER) Spring 2018 Apartment Market Survey, the vacancy rate for all rental units in Walla Walla County was 1.7% (the rate was even lower, 0.5%, for one-bedroom units), which is among the lowest of all Washington counties. WCRER does not gather data for Columbia County or the Milton-Freewater area, so we did not learn the vacancy rate for rentals in those parts of our region. One speaker reported that the Horizon Project, which operates supportive housing for low-income disabled populations in Milton-Freewater, has been 100% occupied for the past year, indicating a tight market there as well.

For many landlords, the properties they rent are investments and their

Table 2: Upper Limit of Affordable Housing Payment by Income for Selected Income Levels

Income type	Hourly income	Monthly income	Annual income	Upper limit of affordable monthly housing payment
Social Security insurance (average)	N/A	\$735	\$8,820	\$220
Minimum wage, Washington	\$12.00	\$2,080	\$24,960	\$624
Minimum wage, Oregon (non-metro)	\$10.50	\$1,820	\$21,840	\$546
Sample moderate wage	\$20.00	\$3,466	\$41,600	\$1,040
Median household income, Columbia County	\$22.23	\$3,854	\$46,250	\$1,156
Median household income, Walla Walla County	\$25.30	\$4,385	\$52,630	\$1,315
Median household income, Milton-Freewater	\$17.96	\$3,114	\$37,368	\$934

Source: Table DP03—Selected Economic Characteristics. American Community Survey 5-Year Estimates: 2017. Available at: American FactFinder (Census Bureau).

Table 3: Median Rent by Number of Bedrooms

	1-bedroom unit	2-bedroom unit	3-bedroom unit	Median for all units
Burbank	N/A	\$841	\$1,101	\$926
City of Walla Walla	\$579	\$855	\$1,156	\$860
College Place	\$598	\$786	\$1,221	\$846
Dayton	\$513	\$790	\$900	\$770
Milton-Freewater	\$418	\$655	\$828	\$666
Columbia County	\$513	\$749	\$845	\$745
Walla Walla County	\$584	\$826	\$1,090	\$843

Source: Table: B25031—Median Gross Rent by Bedrooms, Universe: Renter-occupied housing units paying cash rent. American Community Survey 5-Year Estimates: 2017. Available at: American FactFinder (Census Bureau).

primary interest is generating a financial return. According to two local rental property managers, during a tight market, landlords typically increase rents by 3% at the time of annual renewal, but some will increase rents by as much as 5% to 7% when vacancy rates are low. Landlords who own a greater number of units are typically more willing to take the risk of losing tenants

by increasing the rent significantly because the scale of their property holdings allows them to more easily absorb potential losses. Typically, there is an inverse relationship between vacancy rates and the rates at which rental prices increase—as vacancy rates go down, the rate at which rental prices increase goes up.

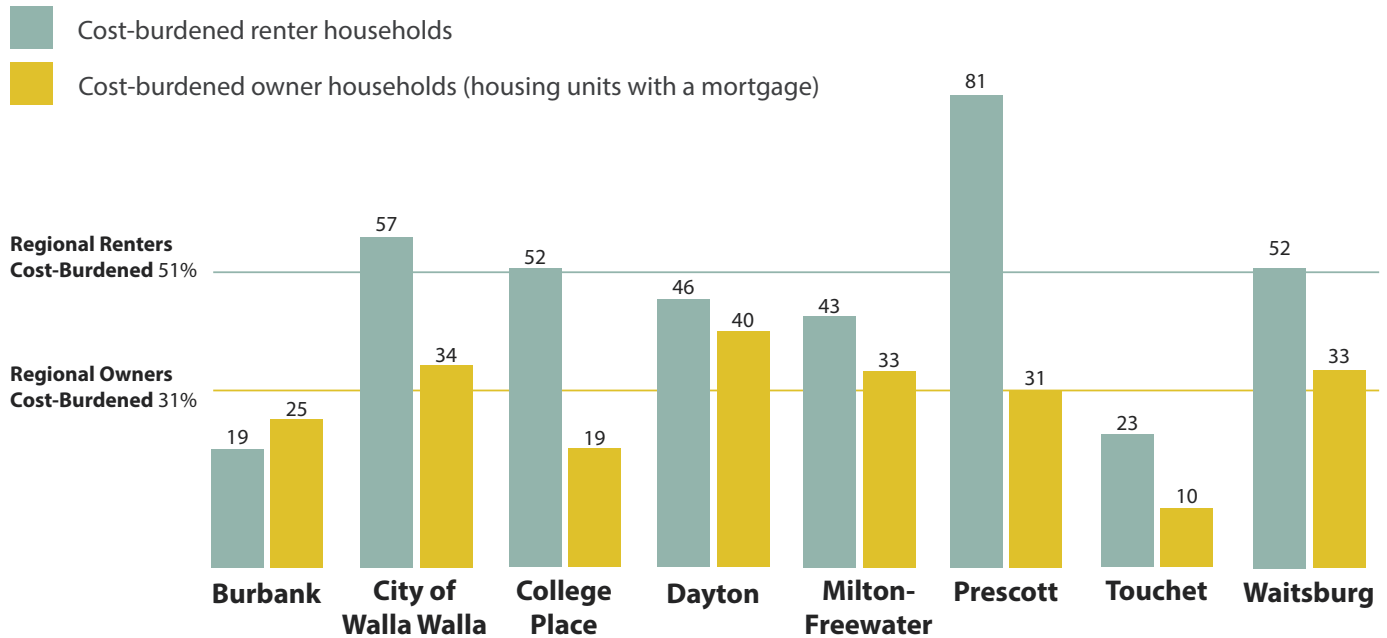
Cost-burdened Households

As previously stated, households are considered cost-burdened when they pay more than 30% of their monthly income on housing costs (mortgage or rent and utilities); those who pay more than 50% are considered severely cost-burdened. In 2017, 41% of all households in our region—Columbia and Walla Walla counties and the Milton-Freewater area—that pay rent or a mortgage were cost-burdened. As illustrated in Table 4, compared to owner households, a greater percentage of renter households were cost-burdened.

Households with lower incomes are cost-burdened at higher rates than wealthier households. As Table 5 shows, households with annual incomes below \$50,000 have much higher rates of being cost-burdened than households with annual incomes above \$50,000. The most burdened households are those at the lowest end of the income spectrum. The Washington State Department of Commerce estimated that in 2012, there were only eight affordable

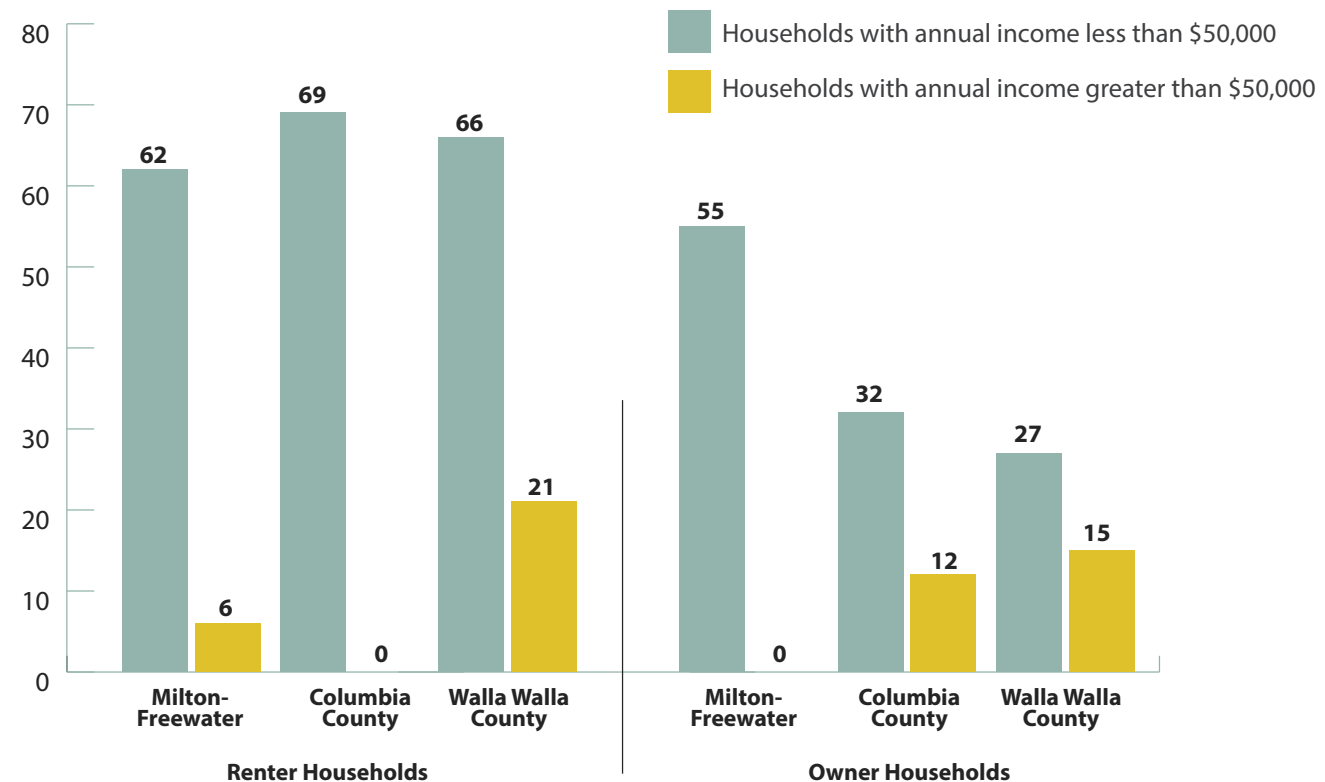
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Table 4: Percentage of Households That Are Cost-burdened



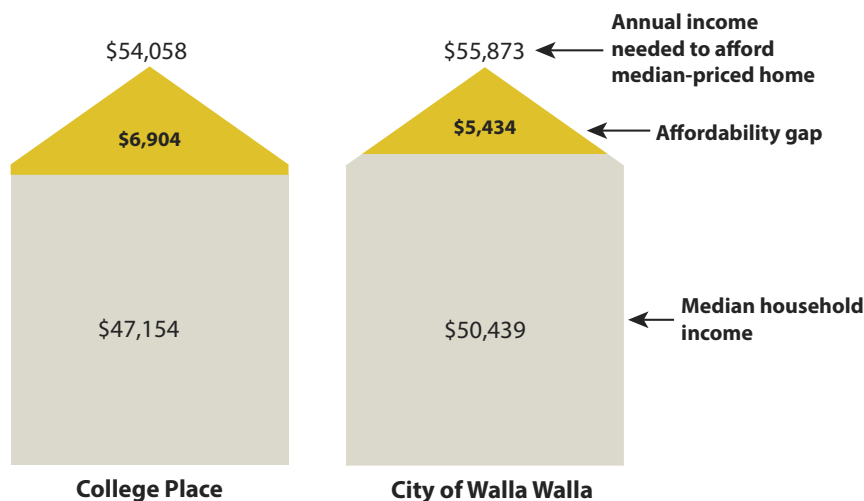
Source: Table: DP04—Selected Housing Characteristics. American Community Survey 5-year Estimates: 2017. Available at: American FactFinder (Census Bureau).

Table 5: Percentage of Renter and Owner Households That Are Cost-burdened, by Income Level



Source: Table: S2503—Financial Characteristics. American Community Survey 5-year Estimates: 2017. Available at: American FactFinder (Census Bureau).

Affordability Gap: Additional Annual Income Needed to Afford the Median-priced Home



Source: Regional production home builder, 2018.

Table 6: Transportation Data for Regional Locations

Location	Avg. commute time (minutes)	Transportation cost/year	Cars per household	Annual miles traveled
Burbank	23.4	\$14,927	2.02	24,015
College Place	11.5	\$12,226	1.64	19,849
Dayton	18.6	\$14,834	2.00	24,119
Dixie	26.9	\$16,812	2.33	25,263
Milton-Freewater	16.2	\$13,216	1.79	21,525
Prescott	25.4	\$14,774	2.01	23,358
Starbuck	21.7	\$16,257	2.25	24,462
Touchet	24.5	\$16,029	2.20	24,861
City of Walla Walla	14.8	\$12,294	1.65	19,926

Sources: <https://htaindex.cnt.org/fact-sheets> (retrieved 1/19/2019). Table: S0802—Means of Travel to Work by Selected Characteristics. American Community Survey 5-year Estimates: 2017. Available at: American FactFinder (Census Bureau).

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units available for every 100 extremely low-income households in Walla Walla County, and 30 for every 100 very low-income households. In Columbia County, there were only nine affordable units available for every 100 extremely low-income households and 33 for every 100 very low-income households. (See Table 9 for definitions of income levels.)

Affordability Gap

An affordability gap occurs when the median-priced home exceeds what the median-income household can afford to spend on housing. According to one production home builder in our region, there is an affordability gap in the City of Walla Walla and in College Place, meaning that in both jurisdictions, the median-priced home is not affordable to the median-income household. According to their calculation, in order to purchase the median-priced home (\$265,000 in College Place and \$273,900 in the City of Walla Walla), median household income would need to increase by \$5,434 in the City of Walla Walla (from \$50,439 to \$55,873), and \$6,904 in College Place (from \$47,154 to \$54,058). That company does not build production homes in Columbia County or Milton-Freewater, and therefore did not provide data for those locations.

Housing Affordability Index

The Housing Affordability Index (HAI) measures the extent to which the median-income household can afford to purchase the median-priced home. An HAI value of 100 means that a median-income household has exactly enough income to qualify for a mortgage on a median-priced home; a value above 100 indicates that household has more than enough income to qualify. During the third quarter of 2018, the HAI in Walla Walla County was 131.2,

and in Columbia County it was 196. For first-time home buyers, the HAI was 96.1 in Walla Walla County, and 138.2 in Columbia County (WCRER, 2018 Q3). According to the HAI, with the exception of first-time home buyers in Walla Walla County, housing is currently affordable in our region. Since 2010, however, the HAI has decreased in both Columbia and Walla Walla counties. In Milton-Freewater, HAI for 2017 was 142 (calculation based on median house price: \$141,500; median family income: \$45,995; and 4% interest rate).

Housing and Transportation Affordability Index

The Housing and Transportation Affordability Index (H+T AI) incorporates transportation costs into calculations of housing affordability. Nationally, housing and transportation costs comprise two of the largest household expenses; transportation costs represent 16% of an average household budget, and car ownership ranges from \$6,000–\$12,000 per year, according to the American Auto Association. According to HUD, people who live in auto-dependent neighborhoods spend 25% of their budgets on transportation, whereas those who live near public transportation spend only 9% on transportation costs.

According to the Center for Neighborhood Technology, which produces the H+T AI, a home is affordable when no more than 30% of household income is spent on housing and no more than 15% is spent on transportation. The H+T AI is useful because it reveals that homes are less affordable when residents have to commute long distances. The Center for Neighborhood Technology estimates that, using the HAI, 55% of neighborhoods in the United States are affordable, but using the H+T AI, only 26% are affordable. Table 6 shows the average commute time, average transportation costs

Table 7: Sample Housing Affordability Calculations for Walla Walla

	Affordability Gap Calculation, 2018 Regional production home builder	HAI Calculation (WCRER, 2018 Q3)
Annual income	\$50,439 (Median Household Income, City of Walla Walla)	\$62,700 (Median Family Income, Walla Walla County)
Down payment	5%	20%
Interest rate	5%	4.77%
Taxes	Not included	Not included
Mortgage insurance	Not included	Not included
Mortgage type	30-year conventional	30-year conventional
Median house price	\$273,900	\$238,100
Affordable?	NO The median-income household can afford a \$247,261 home. The median-priced home costs \$26,639 more than they can afford.	YES HAI is 131.2; the median-income household has more than enough income to afford the median priced home.

per year, average number of cars per household and average annual miles traveled for locations in our region.

Limits to Data Interpretation

The variability within different affordability measurements makes data interpretation difficult. The assumptions that underlie a mortgage calculation (loan type and term, interest rate, down payment, taxes and mortgage insurance), will impact the results. Data parameters, such as unit (e.g., household or family), geography (e.g., county or city), measurement (e.g., mean or median) and data source (e.g., census or proprietary) also matter. Table 7 presents the assumptions that underpin two different housing affordability calculations, which yield contradictory understandings of affordability.

In addition, because the affordability gap, HAI and H+T AI consider only the median income and median housing price, they do not depict affordability across the income spectrum. Looking at the distribution of households by income level, compared to the number of homes available for purchase that

are affordable at each income level, reveals that households at the lower end of the income distribution have fewer homes that are affordable than households at the higher end of the income distribution.

Inventory Mismatch

Analyses of the housing inventory and household demographics suggest that there is a mismatch between house size (number of bedrooms) and household size (number of people), which impacts the ability of households to find affordable units. To a large extent, the mismatch exists because demographics are changing (for example, there is a growing senior population and an increase in the number of single-person households), while the housing market has continued to favor the production of large single-family homes. For example, the Housing Element of the City of Walla Walla's recent Comprehensive Plan found a shortage of one-bedroom units and a surplus of three-bedroom units. Further, the Washington State Department of Commerce found that in Walla Walla County, a greater

percentage of single-person households is cost-burdened, suggesting that there are not enough studios and one-bedroom units. Table 8 compares the number of households by household size to the number of housing units by house size for locations in our region.

Beyond the mismatch between house and household size, there is a lack of overall inventory that, combined with increased demand, has driven up prices. Though our region has had slower population growth than the state—about 0.4% per year from 2010 to 2017 for the Walla Walla Metropolitan Statistical Area (MSA), which includes Columbia and Walla Walla counties—population increase has nonetheless outpaced the construction of new homes. Slow-growth areas are typically less attractive to production home builders because developers cannot count on an efficient return on investment. According to a regional production home builder, 30 to 60 new homes can be absorbed into College Place and Walla Walla markets each year, but there is not enough population growth and market demand in the more rural parts of our region to attract a similar level of development activity.

Income Growth and Housing Prices

Over the past five years, incomes have been increasing in our region*. Median household income in Columbia County grew from \$42,519 to \$46,250 between 2013 and 2017, which is under 2% per year on average. In Walla Walla County, median household income grew from \$46,597 to \$52,630 between 2013 and 2017, which is an average of about 3% per year. During the same period in Milton-Freewater, median household income grew from \$33,086 to \$37,368, also about 3% per year. During that period, there was a gradual shift toward more households earning higher incomes. In 2017, median hourly wages in Columbia County, Walla Walla County

and Umatilla County were \$19.89, \$18.99 and \$15.83, respectively.

Most of the recent wage growth has occurred at the lower and higher ends of the income distribution. Growth in wages at the low end can be attributed, in part, to increases in the state minimum wage. In 2016, 40% of workers in Walla Walla MSA were earning less than \$15 per hour. That declined to 36% in 2017. During that same period, the percentage of workers earning less than \$15 per hour declined from 52% to 49% in Umatilla County.

Though the median income has increased over the past five years throughout the region, between 2013 and 2017 the median sales price in Milton-Freewater grew 19% (Umatilla County Assessor), whereas the median income increased by 13% (ACS). In Walla Walla County, the median home price increased 21% (WCRER) and the median income increased by 13% (ACS). In Columbia County, by contrast, the median home price decreased slightly (by less than 1% [WCRER]), whereas the median income increased by almost 9% (ACS). In most places, increases in home prices have outpaced increases in incomes over the past five years.

Cost of Developing New Housing

Developing new housing in our region is expensive due to the costs of land, labor and materials, and fees. As many

**Income is made up of earnings (wages), retirement, social security and other entitlements (e.g., Supplemental Security Insurance and Supplemental Nutrition Assistance Program). Most household income is generated through wages.*

Columbia County has a higher percentage of households (46.9%) with Social Security income compared to in Walla Walla County (34.9%) and Washington state (28.7%). In Umatilla County, 33.3% of households have Social Security income (compared to 33% of all Oregonians).

Source: Table: DPO3—Selected Economic Characteristics. American Community Survey 5-Year Estimates: 2017.

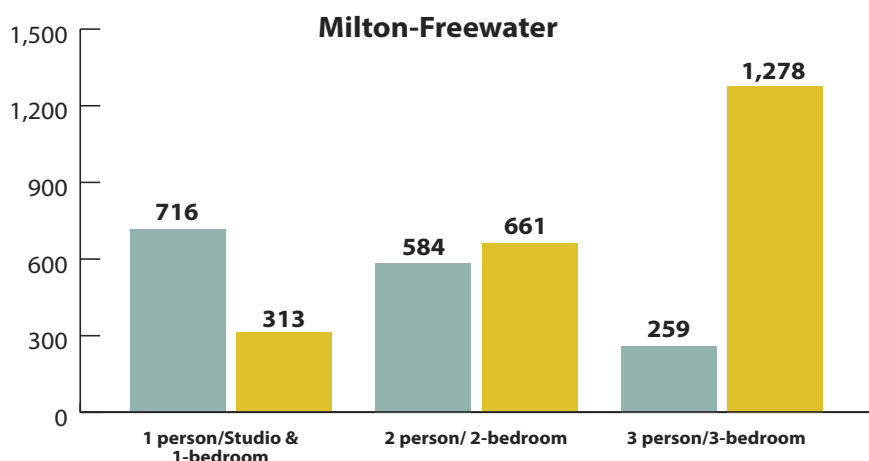
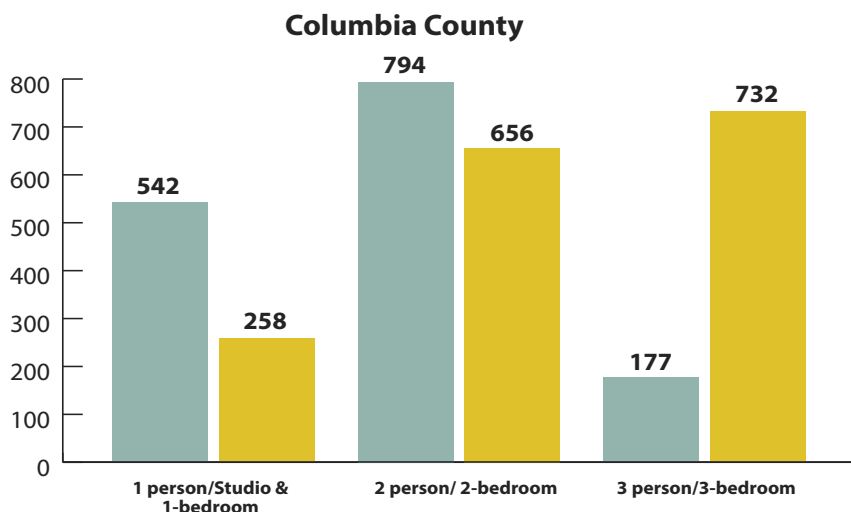
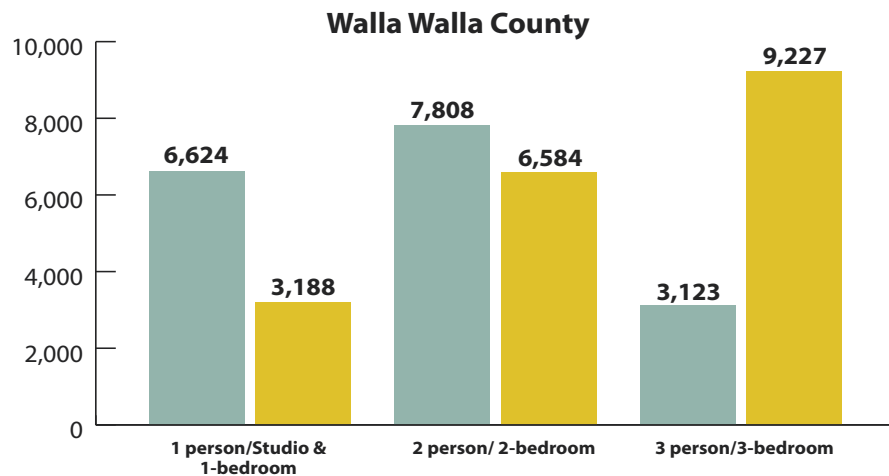
speakers reported, the availability of developable land and cost have a significant impact on housing affordability. The amount of developable land in a jurisdiction is constrained by a number of factors, including location of, and accessibility to, utilities and services; policy frameworks that govern zoning and growth boundaries; and the suitability of land for development. According to the City of Walla Walla's Comprehensive Plan, there is enough buildable land to accommodate future growth within the current urban growth boundary, though the acreage within the urban growth area has not been expanded for the past 15 years. College Place planners have sought to expand the urban growth area for their city to accommodate projected growth. Comprehensive planning efforts in Columbia County and Dayton suggest there is enough developable land there, but attracting developers is difficult because there has been little population growth.

Accessibility of utilities, which includes water, sewer, storm drainage, roads, gas lines, fiber conduits and electrical lines, is critical to housing. Development costs vary depending on whether a location simply requires connections to existing utilities or if they have to be extended. Infill development typically has the advantage of proximity to existing utility infrastructure, but savings there tend to be offset by higher land prices. Undeveloped areas, such as farmland within the urban growth boundary, are generally where new housing development occurs, but that depends on the willingness of property owners to sell, the suitability of the land for development and the feasibility of connecting to services.

Zoning also influences the cost of development, in part because it determines how many units can be built per acre. The more units that can be built per acre, the cheaper the land costs are per unit. For example, in residential areas zoned

Table 8: Inventory Mismatch

■ Number of households
■ Number of units



for 9,600-square-foot lots, approximately three homes can be built per acre, whereas in areas zoned for 6,000-square-foot lots, approximately five units can be built per acre (after land has been set aside for necessary utility and transportation infrastructure). In addition to bringing down the cost of land per unit, increased density can also create efficiencies with regard to utilities. Though the up-front cost of installing capital facilities (e.g., water, sewer and utilities) is typically the same regardless of the number of units that are served, the more units that are connected and paying into the system for use and maintenance, the lower the cost is per unit.

Further adding to the costs of construction is the fact that building materials tend to cost more in rural areas than in urban markets because they must be transported in. Moreover, when demand for building decreased during the recent recession, many construction companies—especially smaller and mid-size companies—went out of business. Employment in construction trades (e.g., plumbing, electrical and carpentry) has not rebounded to pre-recession levels, and several speakers indicated that the shortage of workers appears to be a long-term challenge.

Sources: Table: B25041—Bedrooms, Universe: Housing units. American Community Survey 5-Year Estimates: 2017; Table: B11016—Household Type by Household Size, Universe: Households. American Community Survey 5-Year Estimates: 2017. Available at: American FactFinder (Census Bureau).

Strategies to increase the housing inventory at a range of prices

As many speakers made clear, meeting the need for affordable housing includes leveraging public funds to develop government-supported units for low-income populations who cannot afford market-rate housing, and finding ways to enable and encourage development of a broader variety of less expensive units through the market. Several speakers noted that affordable housing initiatives often leave out the “missing middle”—households that earn a moderate income that is too high to qualify for government-supported housing, but too low to afford market-rate prices. It was also noted that while there will probably always be an unmet demand for below market-rate housing, it is likely that increasing inventory for median-income households will help ease demand throughout the market, which will also open up options for lower-income households.

LOCATE HOUSING NEAR OPPORTUNITY

Several speakers emphasized the importance of locating housing near employment, education, retail services and other amenities. Locating housing in proximity to those opportunities or near public transit, biking, or walking infrastructure that connect to those opportunities, can improve overall housing affordability because it reduces transportation costs. Such proximity is especially important for households that do not have cars, including low-income households and seniors, and the Study Committee learned that people will decline government-supported units if they are too far from services they need.

Table 9: Income Limits for Federally Supported Housing, FY 2018

	% of AMI	1 person	2 people	3 people	4 people
Columbia County					
Extremely low income	30%	\$13,650	\$16,460	\$20,780	\$25,100
Very low income	50%	\$22,750	\$26,000	\$29,250	\$32,500
Low income	80%	\$36,400	\$41,600	\$46,800	\$52,000
	100%				\$52,900
Umatilla County					
Extremely low income	30%	\$12,140	\$16,460	\$20,780	\$25,100
Very low income	50%	\$19,350	\$22,100	\$24,850	\$27,600
Low income	80%	\$30,950	\$35,400	\$39,800	\$44,200
	100%				\$53,300
Walla Walla County					
Extremely low income	30%	\$13,800	\$16,460	\$20,780	\$25,100
Very low income	50%	\$23,000	\$26,300	\$29,600	\$32,850
Low income	80%	\$36,800	\$42,050	\$47,300	\$52,550
	100%				\$65,700

Source: https://www.huduser.gov/portal/datasets/il.html#2019_data

Mixed-use zoning, such as multifamily housing above commercial space, can add to urban vibrancy and contribute to affordable housing. Mixed-use neighborhoods that provide good sidewalks—including Americans with Disabilities Act (ADA) accessibility, safe street crossings, bike lanes and access to transit—can reduce transportation costs because they enable people to access the goods and services they need without cars.

Access to alternative forms of transportation like walking, biking, and public transit varies widely in our region. In the more urban areas, there are more modes of transportation available while in the rural areas, transportation is largely limited to cars. In the cities of Walla Walla and College Place, 80% of the population lives within a quarter mile of public transit; however, there is limited availability late at night, early in the morning or on the weekends. The majority of Milton-Freewater’s population also lives within a quarter mile of a transit route; however, there are only three round trips per day, and only on weekdays. In Columbia County, public transportation is available throughout

the county, but riders must call ahead to request it. Lack of reliable and convenient transportation in the more rural parts of our region also makes aging in place (seniors staying in their homes as they age) difficult.

Because the price of land tends to be higher near public transit, retail, employment and other services, locating affordable housing there might require incentives and/or public resources. In Massachusetts, developers receive points on the Low-Income Housing Tax Credit (LIHTC) application when they propose putting affordable housing near public transit.

Through its Workforce Housing Initiative (WHI), the state of Oregon seeks to address some of the challenges employers and their employees face when the high cost of housing, or lack of housing, compels workers to locate far from employment. In 2018, WHI provided \$4 million in grants, loans, and technical assistance through five pilot programs in Donald, Pacific City, Warm Springs, Harney County and Lincoln County. These public-private partnerships aim to create new affordable housing opportunities that enable

employees to live closer to their place of employment. State agencies tend to work independently of one another to achieve specific aims, which makes it difficult to solve problems that are interconnected. Housing integrators—state employees who work across state agencies to leverage resources and coordinate action—foster collaborative approaches to address shared challenges and goals.

PRODUCE MORE GOVERNMENT-SUPPORTED UNITS FOR LOW-INCOME HOUSEHOLDS

A number of federal, state and local resources are designated to help address the needs of lower-income households that cannot afford market-rate housing. Housing units that are developed with public funds are not exchanged through the private real estate market, but instead are allocated through project-based rental assistance, administered by local housing authorities and nonprofit organizations. Different from tenant-based rental assistance, project-based rental assistance programs are tied to a specific unit or development, and households pay approximately 30% of their income on rent. The cost of the unit that exceeds this 30% is paid for by the government. Most of the project-based rental assistance programs in our region serve extremely low- and very low-income populations (see Table 9). Income limits are calculated annually by HUD based on area median income (AMI) using American Community Survey data tabulated, in our region, at the county level. Income limits for federally supported housing are shown in Table 9. The average annual income of the families that the Walla Walla Housing Authority (WWHA) serves is \$11,135. At that income, affordable rent cannot exceed \$309 per month.

Housing that is made available

through project-based rental assistance is typically developed through a combination of federal, state and local funding sources, which can include tax credits, low-interest loans, tax-exempt bonds and grants. The Study Committee learned of a number of public funding sources that can be used to support the development of affordable housing for people whose income is below the AMI. Federal resources include HUD, LIHTC, Housing Trust Fund, USDA RD and the Community Development Block Grant (CDBG) program. State-level funding includes document and recording fees and the Consolidated Homeless Grant (Washington). Each source of funding comes with its own set of restrictions and limitations, and most are distributed through a competitive application process.

Developing housing units with public funds is complex, expensive and time-consuming. Use of public funds requires a significant amount of legal oversight and technical documentation, adherence to Evergreen Sustainable Development Standard construction standards (in Washington), and fair labor practices (which require builders to pay the prevailing commercial wage). With reference to a local project, one nonprofit developer reported that with public funds the development would cost \$265 per square foot, whereas a private developer could build the same project for \$100 per square foot. The difference in costs is due, to a large extent, to the amount of time it takes to build with public dollars because more oversight is required at every step. Public funders also typically require that recipients secure funding from additional sources, which further complicates structuring a financially feasible project.

In addition to stipulating that public funds must be used for low-income households (up to 80% AMI), publicly funded programs usually target specific

populations that have been identified as having a high need for housing assistance. Targeted populations include: families with children, veterans, seniors (55+ or 62+), people with substance use disorders, people with disabilities, people who are homeless and agricultural workers. Using funds that are restricted creates opportunity for targeted groups but makes it difficult for nonprofit developers to balance community needs with requirements imposed by funding sources. USDA RD loans for multifamily housing, for example, can only be used to serve low- and very low-income populations, seniors (62+), or disabled individuals in qualifying rural areas.

While there are some for-profit developers who build for low-income populations by leveraging public funds, in our area most of that work is done by nonprofit agencies like the Blue Mountain Action Council (BMAC) and local housing authorities, such as the Walla Walla Housing Authority and the Umatilla Housing Authority. Local housing authorities, which are independent public corporations with special authority (e.g., to issue tax-exempt bonds), have the expertise and capacity to structure and manage a variety of public funding streams designated for low-income housing development.

When they develop a property, the nonprofit developer or housing authority typically retains ownership, and the units are rented to qualified applicants. By retaining ownership, properties are actively managed (landscaping, maintenance and property management) and guaranteed to remain affordable to targeted populations in the future. As a low-income housing developer, BMAC emphasizes multifamily buildings since apartments are typically less expensive to maintain than single-family residences, and because multifamily housing can cost less to develop per unit than single-family residences. Currently, the Walla Walla Housing Authority owns 549 low-income

housing units, and BMAC owns 180. There are 252 government-supported units in Milton-Freewater and two low-income housing developments with a total of 50 units in Columbia County.

Building strong public relations is an important part of the development process because low-income housing often faces significant public opposition. Some worry that concentrating a large number of low-income households in one area will bring down property values and decrease safety. Others express concerns regarding the impact of increased density on traffic and parking. People in need of low-income housing are typically underrepresented at public forums where low-income housing projects are considered, which can make it seem that such projects lack public support.

Multifamily Tax Exemption

The Multifamily Tax Exemption (MFTE) is a tool that certain jurisdictions in Washington state can use to incentivize the development of multifamily housing in designated areas. Cities with a population of at least 15,000 can use the MFTE to exempt property taxes for 12 years on new multifamily construction (with at least four units), provided 20% of the units are affordable to low- and moderate-income households (up to 115% of the median family income). In this case, the public funds go to the developer in the form of a tax break, not in the form of a rental payment. If the owner of the property decides to increase rates above the established affordability threshold, the tax exemption is cancelled and the property is subject to additional tax penalties.

Cities with populations of less than 15,000 can use this tool, provided they are the largest urban area in a county planning under the Growth Management Act. Small cities, however, may not have the financial resources to feasibly offer a property tax exemption. Another provision to the rule allows cities to

exempt property taxes for multifamily development for eight years with no requirement that a percentage of the units be set aside for low-income renters.

The area designated for the MFTE is determined by the local governing authority, and the intention of the legislation is to increase mixed-income residential opportunities, including affordable housing, in urban centers. Expansion of the targeted area within the urban core can open up additional opportunities for incentivizing multifamily development.

Oregon also has a tax exemption for multifamily housing when developed in conjunction with a commercial property to achieve mixed-use “vertical housing.” The partial tax exemption varies in accordance with the number of residential floors. Developers can receive an additional property tax exemption on the land if some of the units are affordable to low-income households (80% of the AMI).

Public Land for Affordable Housing

Recent legislation in Washington state (RCW 43.63A.510 and RCW 39.33.015) directs designated state agencies (Washington State Patrol, State Parks and Recreation Commission, Department of Natural Resources, Social and Health Services, Corrections, and Enterprise Services) to inventory under-utilized or surplus state-owned land, which can be used to develop housing for low- and moderate-income households (up to 115% of AMI). In that case, the land could be transferred to a developer for the purpose of development.

Community Land Trust

Community land trusts (CLTs) seek to create more affordable home ownership opportunities by removing land from the costs of real estate. In a CLT model, the home and any improvements to

it are owned by the homeowner, and a nonprofit owns the land. The land is leased to the homeowner through a “ground lease,” which outlines the rights and responsibilities of each party. When a homeowner wants to sell their home, the resale value is determined relative to local wages or the cost of living, not the property market.

The number of CLTs has grown nationally, and there are many examples to learn from. Some CLTs rely on public funding and serve only low-income households; other CLTs use only private funds and are able to be more flexible in terms of the populations they serve. In Leavenworth, for example, to qualify for a home in the Securing Homes on Affordable Real Estate (SHARE) CLT, applicants must have lived or worked within the local school district area for one year and earn less than 80% AMI. When developing a CLT, it is important to consider ongoing and diverse funding sources; evaluate projected land and development costs; assign clearly defined roles to owners, residents and managers; create policies that can be scaled; and seek input from multiple viewpoints. Experience suggests that CLTs do not negatively impact real estate values.

PRODUCE MORE DIVERSE HOUSING TYPES

The mismatch between household size and housing types is driven, in part, by inflexible zoning that prescribes large single-family homes on large lots, and also by the costs of infrastructure development (e.g., sidewalks and parking requirements), building permits, and capital facility charges (in Washington) or systems development charges (in Oregon) for connecting to municipal sewer and water lines. Until very recently, there were few lots zoned for under 9,600 square feet in the City of Walla Walla. Land zoned for multifamily housing was minimal and was allowed in areas zoned commercial, provided the developer secured a conditional

use permit. When fees are the same no matter the size of the home, they can act as a disincentive for building smaller homes that could, in turn, be more affordable.

In Columbia County, capital facility charges are assessed on a case-by-case basis, based on the structure's meter capacity. In Walla Walla and Milton-Freewater, capital facility charges/systems development charges are based on the size of the water meter, which is typically the same for all single-family residences and larger (hence a higher cost) for multifamily structures. In College Place, capital facility charges are based on the number of dwelling units in a structure. Single-family residences are assessed one fee (regardless of how large they are), but accessory dwelling units are subject to a smaller fee because they typically put far less demand on the system. Columbia and Walla Walla counties do not charge capital facilities fees for new development in unincorporated areas because they do not provide water or sewer services. In those areas, services are operated by private providers (such as the Port of Walla Walla; local water districts; and other small, private providers) that assess their own fees.

During the study period, jurisdictions in our region were in the process of researching and proposing ways to create a wider variety of housing options by adjusting zoning codes and development regulations in accordance with comprehensive planning goals. The following section describes changes that were under consideration or made during the study period to increase housing density and allow for different housing types. The Study Committee did not learn about market demand for these housing options.

Increase Density

Increasing density—the number of units per area—can contribute to affordable housing because it brings

down the cost of land per unit. Concentrating development can also contribute to the preservation of open space and reduce the costs of service provision, such as water and sewer, through economies of scale.

Reducing the minimum lot size can enable the construction of smaller, more affordable homes. Smaller lot sizes mean lower land costs per unit, potentially less expensive homes and increased efficiencies with regard to sewer and water delivery.

Zero lot line development refers to placing one side of a building (or more) along the property line. Allowing zero lot line development creates greater flexibility with regard to site design and allows higher density.

Cluster lot subdivisions concentrate homes on a small portion of available land. For example, a 100-acre parcel could be developed into nine 1.5-acre lots clustered together, with 85% of the land remaining agricultural. Clustering development in this way can increase land use efficiency, lower the cost of infrastructure development and maintenance, protect agricultural land and preserve open space.

Planned Unit Developments (PUDs) allow developers increased flexibility, provided that they meet some established planning goal or criteria. For example, a developer could increase housing density—and therefore build more affordable homes—if they used some of the land for an amenity, such as open space, or to protect a critical area.

Allow for Different Housing Types

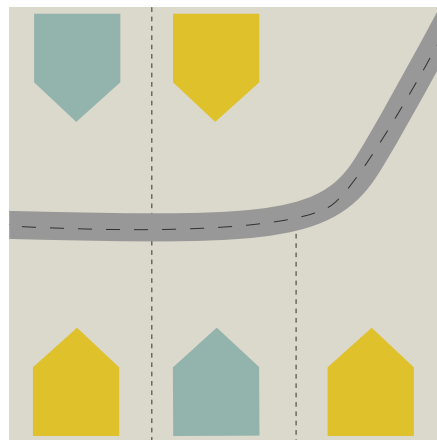
Recognizing that different households have different housing needs, jurisdictions can reduce restrictions on the types of housing that can be produced so that there are more affordable options. Allowing for different types of housing, such as the ones described here, can also add variety to residential neighborhoods.

Reduce the Minimum Lot Size

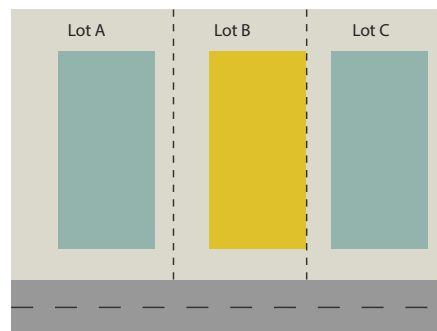
9,600 sq ft. lots



6,000 sq ft. lots



Zero Lot Line Development



Accessory Dwelling Unit (ADU)



■ Main house ■ Accessory dwelling unit

Cottage Housing



Accessory Dwelling Units (ADUs)

are small units (up to 1,100 square feet in some local jurisdictions) built on existing single-family lots where there is already a home. Accessory dwelling units can be free-standing or attached to an existing structure on the lot, such as a garage or attic. They can be affordable options for small households, such as students, seniors and singles, and can generate income for homeowners.

Cottage housing refers to groups of small attached or detached single-family units, usually oriented around a common area such as a green space. Because they are smaller than typical single-family residences and often provide shared space, cottage housing can offer an affordable option, particularly for households that don't require or desire amenities associated with a traditional single-family residence, such as garages and large yards. Cottage housing can be an especially attractive option for seniors and single people.

Tiny homes are very small (100 to 400 square feet) homes that can be set on a foundation or on wheels. Because they are small and self-contained, tiny homes may offer an affordable option for some households. As a relatively new product in the housing marketplace, regulations around tiny homes are not universally established. Some local jurisdictions are interested in adopting Appendix Q: Tiny Homes, which is part of the 2018 International Residential Code, and provides an ordinance for allowing and regulating tiny homes.

Multifamily housing is a potential source of affordable housing that has historically been limited primarily due to restrictive zoning. Rezoning to allow for more land to be occupied by multifamily housing can increase production of more multi-unit buildings, including duplexes, triplexes and fourplexes.

Manufactured homes are built in a factory and transported to a residential location—either a manufactured housing community where the land is leased, or private property where the home is titled with the land. Nationally, most manufactured homes (70% to 75%) are located on private land and a smaller portion (25% to 30%) are located in manufactured housing communities.

Manufactured homes are an affordable option because they are less expensive to build than typical “stick-built” housing (due to the fact that they are factory-built). Manufactured homes located in manufactured housing communities can be more affordable options because the lot the home sits on can be leased instead of purchased. One speaker who owns manufactured housing parks in the region suggested that manufactured homes are the most ignored solution to affordable housing and represent the largest source of market-rate affordable housing in the county.

There are a number of challenges to developing additional manufactured housing communities and maintaining those that currently exist. The high cost of land, the cost of connecting to city services and slow absorption rate (the rate at which homes are sold within a given period of time), makes producing new manufactured housing communities undesirable to many developers. Since the 1990s, manufactured homes have become significantly more energy efficient and comfortable; however, new standards can make it difficult for owners to upgrade older units because of the way the original unit was constructed (e.g., thin walls, single-pane windows, etc.). As a result of deferred maintenance, older units become more run-down and utility costs increase. Owners of manufactured housing communities recognize that manufactured housing has “an image problem”—many people

regard these communities as a nuisance, and efforts to establish new manufactured housing communities are often met with public resistance.

As land values increase, owners of manufactured housing communities may want to sell or redevelop the land to capture higher returns. Local jurisdictions are considering ordinances that would allow owners of manufactured homes to form a cooperative for the purpose of purchasing and managing the community land on which their homes are located so that they will not have to move should the owner want to redevelop. There are several examples of resident-owned manufactured housing cooperatives in the Pacific Northwest.

Modular housing is built in sections in a factory and assembled on-site. Like manufactured housing, modular housing is potentially less expensive to build than traditionally built homes. Unlike manufactured housing, modular homes are not mobile, and therefore cannot be placed

in communities where the land is leased. Modular homes are built to local or state building codes, while manufactured housing is governed by federal (HUD) building codes.

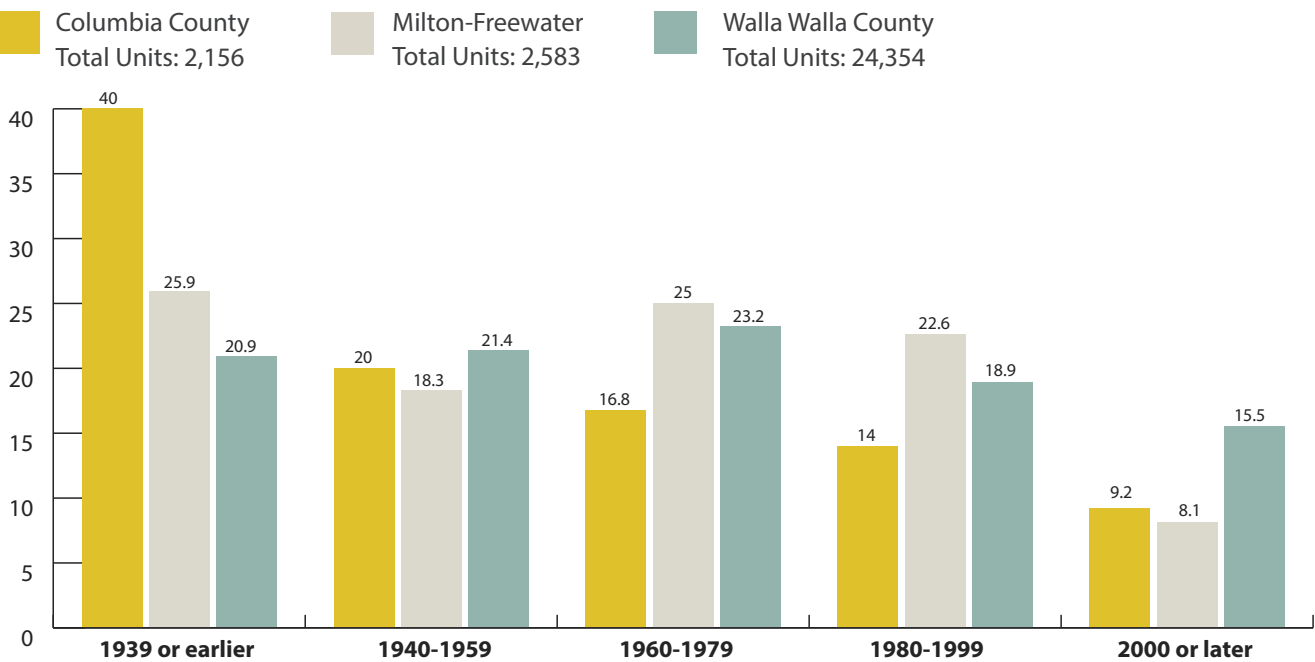
ATTRACT AND RETAIN DEVELOPMENT CAPACITY AND DEVELOP SKILLED LABOR LOCALLY

Small urban and rural areas often lack the development capacity to produce the types of units and scale of construction that meet community needs. For example, a production builder in our region constructs homes in the cities of College Place and Walla Walla, but only offers semi-custom homes in Columbia County and no longer produces homes in Milton-Freewater at all. Other local developers tend to build at a smaller scale and focus primarily on custom homes, which are typically more expensive than production homes. For regions that lack local development capacity,

one strategy is to actively recruit developers from other areas and educate them about the local market so that they will be willing to invest. To retain developers and encourage them to do additional projects, municipalities can commit to working with them closely throughout the development process.

There is a similar issue with regard to a lack of skilled labor in the construction trades (e.g., plumbing, carpentry and electrical). Wenatchee has sought to address the lack of labor in their area by encouraging development of the work force through local educational institutions. In our region, Walla Walla Community College (WWCC) has recently reinstituted its carpentry program. BMAC has been working in partnership with WWCC’s program to build one home per year; BMAC supplies the land and WWCC provides the labor. The partnership provides hands-on learning opportunities for WWCC students and, once completed, the homes are sold to low-income first-time home buyers.

Table 10: Year Housing Structure Built as Percentage of All Housing Structures



Source: Table: DP04—Selected Housing Characteristics. American Community Survey 5-Year Estimates: 2017. Available at: American Fact-Finder (Census Bureau).

ADDRESS COSTS OF DEVELOPMENT

Capital Facility Charges/System Development Charges and Building Permits

Jurisdictions impose capital facility charges (systems development charges in Oregon) to pay for connection to sewer and water. Those costs vary from jurisdiction to jurisdiction and can be mitigated or waived to encourage desired forms of development, such as ADUs, multifamily developments and developments that include a certain number of affordable housing units. Jurisdictions also require property owners to secure building permits for new construction and remodels to ensure that proposed projects are in compliance with local building codes and development regulations. The cost of building permits also varies from one jurisdiction to another.

According to one production builder, building permit fees and capital facility charges are currently more expensive in Walla Walla (\$12,245) than in College Place (\$9,030). In their cost model, that represents 4.5% of the direct costs of a home in Walla Walla and 3.5% in College Place (according to that model, direct costs represent 50% of the total cost of a home). Since fees are part of the cost structure that determines the price of the house, increasing fees typically increases the price of the home. The production builder reported that once fees reach beyond 10% of the direct costs (i.e., 5% of the total costs) of the home, they would find it almost impossible to build a home that the median-income household can afford.

Parking Requirements

Most development codes include a requirement for a certain number of parking spaces, which increases the cost of land per unit and overall development costs. Households have

different parking needs based on location; access to walking, biking and public transit; household demographics; financial situations; and lifestyle choices. Jurisdictions can reduce unnecessary parking requirements by better assessing parking demand based on neighborhood and resident characteristics.

INVEST IN THE EXISTING INVENTORY

Building new housing units is expensive and time-consuming. Several speakers told the Study Committee that the most cost-effective way to provide affordable housing is to preserve the housing that already exists. As Table 10 illustrates, a significant amount of housing stock in our region was built prior to World War II.

Weatherization and Home Repair

The cost of repairing damaged homes and updating heating and cooling systems is often out of reach for low-income households, especially seniors on fixed incomes who find themselves “over-housed”—heating and cooling homes that are larger than what they require. Because the cost of utilities is part of the affordable housing equation, tenants and homeowners can face difficult choices when utility costs get too high—foregoing sufficient heating/cooling, cutting other necessary expenses or leaving a unit.

There are a number of local programs and organizations that provide assistance. The Study Committee learned of the work being done by BMAC in Washington and Community Action Program of East Central Oregon (CAPECO) in Oregon. Through its Healthy Homes program, BMAC provides weatherization services to improve indoor air quality and energy efficiency so that utility costs are lower and homes are more comfortable. This program draws on about

six different funding sources, including contributions provided by regional energy companies. BMAC also supports home repair on real property (manufactured homes are not eligible) for homeowners through a revolving loan fund. The loans are forgiven unless the property is rented, sold or transferred. Eligible projects include roof repair, electrical work and new furnaces. Additionally, BMAC works with Southeast Washington Aging and Long-term Care to modify homes for seniors so they can age in place rather than move to an assisted living facility.

Washington State Department of Commerce’s Home Rehabilitation Loan Program (also called Rural Rehab) provides deferred, low-interest loans to low-income homeowners who need to make repairs and improvements to their properties. The loan principal, fees and interest are due when the property is sold or ownership is transferred. In the Washington portion of our study region, this program is administered through BMAC. Households in the city of Walla Walla are not eligible.

In the Milton-Freewater area, CAPECO administers similar programs. Their weatherization and energy programs draw on a combination of federal, state and private funds to help eligible renters and homeowners make home improvements to reduce their energy costs.

The USDA RD also provides grants and loans for home repair. The funding must be used to fix “critical infrastructure,” such as electrical and plumbing systems, roofs and broken windows in owner-occupied single-family residences. Grants of up to \$7,500 are available to very low-income (50% AMI) seniors (62 years and older). The grant must be repaid if the home is sold within three years. Loans of up to \$20,000 with a fixed interest rate of 1% and a 20-year term are available to households that can demonstrate an

ability to repay the loan and have a credit score of at least 620.

Despite the value of these programs, many homes in our region will not be made habitable through weatherization and/or repair, simply because they are in very poor condition.

Land Bank Authority

A land bank authority is a publicly owned entity established to move abandoned, forgotten or vacant properties into the market by acquiring, holding, managing and repurposing them. The properties that make up a land bank authority can be acquired through foreclosure (tax and mortgage), market exchange, transfer, and donation. Land bank authorities can improve properties through redevelopment, rehabilitation or demolition. They can also rent, sell or donate properties (e.g., to a local housing authority). Properties acquired by land bank authorities are often redeveloped in partnership with other agencies, such as HUD, housing authorities, nonprofits and private developers.

Creating a land bank authority requires enabling legislation at the state level, which currently does not exist in Oregon or Washington, and creating a local ordinance. Successful land bank authorities, such as the South Suburban Land Bank Authority in Illinois, have sustained funding typically through a combination of state and federal funds, legislative appropriation, proceeds from the sale of properties and fees. Land bank authorities are governed by a board of directors, and limiting land bank authorities to one per geographic area discourages territoriality.

At this time, the region's jurisdictions do not have local policies to revive abandoned and forgotten properties. However, there are examples of related policy tools, such as nuisance codes, which can be defined and used by local jurisdictions (as long as they

comply with state regulations) to compel owners to address abandoned or neglected property.

Strategies to Increase Access to Affordable Housing

Increasing the inventory of affordable housing is essential to addressing regional need, but it alone will not solve the problem. Individuals seeking affordable housing often encounter additional barriers, including application fees and large deposits, discrimination, and lack of knowledge of opportunities and responsibilities.

CONTINUUM OF CARE AND COORDINATED ENTRY

Continuum of Care (CoC) is a national framework that guides planning and coordination to address a range of housing needs from the street to permanent, market-rate housing. The framework has been developed by HUD, and any community hoping to receive HUD funding to address homelessness is required to implement a local CoC program. In Walla Walla County, the CoC is administered by the Walla Walla County Council on Housing; in Columbia County the CoC is administered by BMAC; and in Umatilla it is administered by the Rural Oregon Continuum of Care (ROCC).

Within the CoC framework, HUD requires that housing and service providers who receive public funds adopt a "housing first" approach to homelessness. The housing first approach asserts the importance of providing housing prior to addressing other concerns such as substance abuse or mental health issues. Now regarded as standard practice, this approach encourages providers to collaborate across agencies in order to make long-term plans and look beyond homelessness

to also consider the importance of affordable housing.

The CoC model requires a coordinated entry system that prevents duplication of services among providers and facilitates access to services for clients. This involves providing a "warm handoff" to the appropriate service agency when a person in need arrives at any service agency and a data sharing process that enables providers to help the most vulnerable first.

In 2017, Walla Walla County spent over \$3.8 million on the housing continuum (emergency shelter, prevention, rapid rehousing, transitional housing and permanent supported housing). The largest portion of that funding (42%, or \$1,586,363) went to emergency shelters. Spending on prevention is an effective way to prevent homelessness and keep people housed, but a lack of sufficient affordable housing has created a bottleneck in the system. As a result of that bottleneck, public resources are used on costly temporary fixes rather than invested in long-term permanent solutions.

TENANT-BASED RENTAL ASSISTANCE

Tenant-based rental assistance takes the form of a voucher used to make up the difference between the cost of a unit and 30% of the household's income. Vouchers are available to low-income households through HUD's Housing Choice Voucher Program, which include Section 8 vouchers and Veterans Affairs Supportive Housing (VASH) vouchers, and are administered by local housing authorities. Households that qualify for vouchers are responsible for finding a unit to rent. The value of the voucher is paid directly from the housing authority to the landlord. Eligibility for tenant-based rental assistance is determined by household income and size (see Table 9).

In order to use a Housing Choice Voucher, rent must fall within the Fair Market Rent (FMR) limits established by HUD, shown in Table 11. Rent limits are designed to be high enough to allow for a broad selection of units, but low enough to serve as many low-income households as possible. During tight rental markets, however, market rates can exceed FMR limits, which results in few units available for voucher-holders. One of the largest rental property management companies in our region reported that, currently, very few of the rental properties they manage fall within the FMR limits. One of the challenges that households face when seeking to move out of government-supported housing is that the increase in rental costs from supported housing to market-rate housing can be substantial.

VASH is a program—supported through a partnership between HUD and the U.S. Department of Veterans Affairs (VA)—designed to assist low-income veterans by providing housing vouchers as well as case management and clinical services. To qualify, veterans first need to verify eligibility (honorable discharge status and the need for case management) at the local VA. Eligible veterans are referred to a local housing authority for income verification in order to receive a VASH housing voucher. Some veterans do not want case management, which makes them ineligible for the VASH voucher. Because applications for renewed funding depend on spending levels, if vouchers go unused they may not be renewed, even if there

is a need. Veterans are also eligible for other forms of housing assistance in our region, including Supportive Services for Veteran Families (SSVF) and Corps of Recovery Discovery (CORD).

Historically, low-income renters seeking to use a voucher to supplement rental costs have been subjected to source of income discrimination—when a landlord is unwilling to rent to someone who is using a housing voucher. A law effective Sept. 30, 2018, made it illegal for landlords in Washington state to discriminate based on source of income. A similar law was passed in Oregon, effective July 1, 2014. Even though it is illegal to refuse to accept a housing voucher as a form of payment, landlords can avoid renting to voucher holders by pricing their units above the FMR.

Property that is rented to voucher holders is subject to periodic inspections, which help ensure the quality of the unit, but can be burdensome to landlords. Some local service organizations, such as BMAC and CAPECO, establish relationships with local landlords to address concerns with renters and keep units within FMR range. In addition, the Washington State Department of Commerce has established a landlord mitigation fund that landlords can access to repair damaged units (up to \$5,000), provided they keep rents within FMR. A similar program exists in Oregon, which helps cover the cost of damages and, in some cases, unpaid rent.

Case Management

Rental assistance, both tenant-based and project-based, often includes case management to help low-income households retain their housing and connect to other services. In our region, case management is provided by a number of different agencies, including Valley Residential, BMAC, CAPECO and Horizon Project. Those programs are designed to help clients achieve self-sufficiency when feasible and include workshops about goal setting, financial planning, budgeting and shopping, and being a good tenant. Individuals who have successfully completed CAPECO programs are invited to participate as peer mentors.

HOME OWNERSHIP ASSISTANCE

Home ownership can be an affordable housing option, especially when rental rates exceed what a monthly mortgage payment would be. As one speaker repeated, nationally, the cost of home ownership has increased 37% in the last decade, while rents have increased 50%. In addition to building wealth, one of the benefits of buying versus renting is that mortgage payments are not subject to market-rate increases like rental payments are. Moving more households into home ownership can also help alleviate a tight rental market by freeing up rental properties.

According to one speaker with expertise in mortgage lending, there are a lot of misconceptions about what it takes to qualify for and afford

Table 11: Fair Market Rent Limits, FY 2019

	Studio	1-bedroom	2-bedroom	3-bedroom	4-bedroom
Columbia County	\$604	\$701	\$927	\$1,223	\$1,253
Umatilla County	\$472	\$577	\$735	\$1,016	\$1,108
Walla Walla County	\$631	\$735	\$972	\$1,405	\$1,440

Source: <https://www.huduser.gov/portal/datasets/fmr.html>

a mortgage. Consequently, information campaigns about home lending options and financial education would be helpful for potential home buyers. Many lenders allow mortgage payments that comprise more than 30% of a household's income, and borrowers typically qualify for more than they want to spend. Mortgage loans vary significantly and, depending on circumstances and the loan terms, a borrower can qualify for a mortgage worth three to five times their annual income. There are many potential home buyers in our region who qualify for a \$150,000 to \$200,000 mortgage, but there are not enough homes available at that price range.

Down Payment Assistance

In Oregon and Washington there are programs that provide down payment assistance to help people purchase homes. For example, CAPECO's Down Payment Assistance Program provides qualified applicants up to \$7,500 in closing costs (as a forgivable loan). Those funds can also be used toward the purchase price of the home. Participants also receive pre-purchase home ownership counseling, home buyer education, financial education and a post-purchase course on home maintenance. For those at risk of foreclosure, CAPECO administers the Oregon Homeownership Stabilization Initiative (OHSI) Mortgage Assistance Program Hardest Hit Fund. That fund provides financial help for those who have a sudden financial change that makes it impossible to pay their mortgage. In Washington, the HomeChoice Down-payment Assistance Loan Program provides down payment assistance to qualified borrowers in conjunction with the Home Advantage government-supported home loan program. Unlike Oregon, Washington is not one of the 18 states that has received federal funding to prevent foreclosure through the Hardest Hit Fund.

Government-supported Home Loan Programs

According to one speaker, 22% of the loans processed in our region during 2018 were government-supported. Government-supported home loan programs include FHA, VA, USDA RD, Home Advantage (in Washington), and Oregon Bond Residential Program (in Oregon). Every loan is different, and the choice of the best loan depends on individual circumstances.

BARRIERS TO ACCESS

The process of finding and applying to rental housing can be costly, complex and intimidating. There are typically a number of qualifications that must be met, including submitting an application fee. Application fees, which are collected by the property owner or manager in order to check credit scores, criminal backgrounds and process rental histories, typically cost the applicant \$30, and fees are collected for each adult on the lease. A large property management company in our region reported that qualified renters typically have a credit score of at least 650.

According to one speaker, during the recent period of low vacancy rates, owners have become choosier about who they rent to and some have begun to ask for larger deposits—sometimes twice the monthly rental rate. Some owners have also been adding additional fees for utilities and/or significantly increasing pet deposits. Deposits cover potential damage to the unit, though expensive deposits make it difficult for households without savings to qualify. Local service organizations like BMAC and CAPECO try to address these barriers by providing help with deposits and support for the rental application process.

Renters can also be rejected based on other factors. Criminal background

checks are part of standard screening, and many landlords choose not to rent to people with a prior felony conviction. Similarly, a poor rental history (gaps in rental history or failure to pay rent on time) can disqualify an applicant. This makes accessing housing especially difficult for people who have been homeless.

Additional Challenges

Sometimes outside influences, such as family members or acquaintances, make it difficult for vulnerable tenants (such as those with a substance use disorder or those who have been homeless) to follow housing rules, which puts them at risk of losing their housing. Some tenants have behavioral and/or substance abuse issues that make them undesirable tenants. Service organizations work with tenants to help them understand their responsibilities and address those challenges, and they work with landlords to help prevent evictions.

In a tight market where affordable housing is scarce, competition for a limited number of units can be intense. For people with full-time employment and family commitments, shopping for housing is strained and units available in the morning can be rented by that evening.

People living outside of larger urban centers face challenges associated with limited access to services and resources. Representatives from CAPECO, which is headquartered in Pendleton, visit Milton-Freewater weekly and host meetings in public places such as the library or the Department of Human Services office. Without a regular presence, however, it is difficult to meet all local needs. Milton-Freewater residents seeking housing vouchers must go to Hermiston, where the Umatilla Housing Authority is located, in order to apply. Though USDA RA programs specifically target people in rural areas, getting information to them is a challenge, and funds for affordable housing go unused.

Cultivate political leadership, public support and partnerships

Several speakers emphasized the importance of strong political leadership and public outreach to develop support for affordable housing strategies. Leaders in Wenatchee found that good data and analysis can help dispel common misperceptions, and consistent messaging about the negative consequences of the housing crisis can generate popular support for solutions. For example, they have been able to secure public support for a potential tax increase to address the housing issue there. Much of the leadership and support for developing solutions to the housing issue in the Wenatchee region have been generated through the Our Valley Our Future process—a bottom-up and top-down effort to create holistic approaches to addressing tough regional challenges.

Leaders in Wenatchee also recognize the importance of providing alternative perspectives to established ways of thinking in order to open up new possibilities. For example, to address the small construction and trades labor force in their region, they have set out to change the mindset that those jobs are not good jobs. To entice developers with a capacity for building large multifamily units from high-growth areas around the Puget Sound region, they have shown that urban housing models are viable in downtown Wenatchee. Furthermore, they have been successful in challenging the belief that “growth pays for growth,” which is the idea that all the costs of increased population growth can be paid up front by the developer through their investments in necessary infrastructure, such as utilities, and fees. Through their Sewer Comprehensive Plan, planners

in Wenatchee found that the city can recover the costs of extending sewer lines to undeveloped areas by planning for high-density development and establishing appropriate rates.

Speakers from housing production and the government sector also reported that public-private partnerships can generate creative options that contribute to affordable housing goals and support additional priorities. The City of Wenatchee, for example, has committed to leasing a parking lot under a multifamily development as a way to incentivize private, multifamily housing development and strengthen downtown economic growth. The Workforce Housing Initiative in Oregon seeks to foster public-private partnerships to create new affordable housing opportunities that enable employees to live near their place of employment. A regional production home builder reported that besides producing large, single-family homes, they have experience with other housing types, including small homes and farmworker housing, and are amenable to working with municipalities to meet specific housing needs.

ADDRESS STATE-LEVEL POLICY FRAMEWORKS AND PRIORITIES

While there is much work to be done locally, speakers also highlighted the importance of state-level policy frameworks and included lobbying in their tool kit. Because much of housing development and building is governed by state-level policies, lobbying is important for securing legislation that gives jurisdictions the flexibility to craft locally viable solutions and the ability to leverage financing. Small, largely rural regions like ours face different challenges with regard to affordable housing than booming metropolitan areas. State frameworks that recognize geographic diversity could enable more locally appropriate solutions.

For example, leaders in Wenatchee are seeking legislative changes that would allow communities to define their unique affordability needs. College Place and other jurisdictions are lobbying for changes to the MFTE that would give cities smaller than 15,000 the ability to use it. Advocacy groups are lobbying for changes to regulations governing different types of housing, such as tiny homes and manufactured homes, in order to make them more feasible options.

Conclusions

- 1** Because safe, affordable housing is a cornerstone of a strong, vibrant, healthy community, our region will be stronger and more resilient if we reduce the number of households that are cost-burdened.
- 2** Community outreach and education regarding the benefits of affordable housing to the individual and to the community is a crucial part of generating public support for affordable housing solutions.
- 3** Cultivating both strong political leadership and public support is crucial for creating and implementing innovative affordable housing solutions.
- 4** In light of multiple, conflicting calculations, it is important to use consistent, transparent and shared methods of measuring housing affordability that help us understand and address the full spectrum of need in our region.
- 5** It is important to remember the housing market is a dynamic whole; changes regarding real estate investment, housing and land use policy; supply of developable land; and inventory of any housing type will impact the entire market.
- 6** It is important to identify ways to leverage all available funds in order to address housing needs that are not currently being met in our region.
- 7** In order to address the lack of affordable housing, we need to better understand the gaps between the existing housing stock and the specific needs of different demographic groups (e.g., seniors, families with children, people with disabilities, students, low-income households and singles).
- 8** In order to help address the homelessness problem in our communities, the inventory of and access to affordable housing must be increased.
- 9** The “housing first” approach to homelessness—which asserts the importance of providing safe housing prior to addressing other issues such as mental health and substance use—is nationally recognized as a best practice.
- 10** It is important to recognize that lower-income households struggle to obtain affordable housing at higher rates than higher-income households—and that, in comparison to homeowners, a greater percentage of renters is cost-burdened.
- 11** It is important to address bottlenecks and barriers that limit people’s ability to use the housing vouchers for which they qualify.
- 12** There can be many barriers to obtaining rental housing, including having to submit multiple application fees and act quickly when units are available. Prospective renters, at every income level, could save time and money if a single application would provide access to the local rental market.
- 13** Educational programs and support services play a critical role in helping many low-income renters obtain and keep affordable housing units.
- 14** Home ownership can be an affordable housing option. A campaign that provides information—especially for first-time home buyers—regarding available housing and government-supported home loan programs would be beneficial.
- 15** It is important to assess the housing needs of the “missing middle”—those who do not qualify for government-supported units but cannot afford market-rate housing.
- 16** Through careful planning, jurisdictions can determine density and attract housing development by providing required infrastructure in undeveloped areas within the urban growth boundary.
- 17** Tax incentives that encourage the development of multifamily housing and mixed-use development are valuable tools to encourage private developers to invest in diverse housing types.
- 18** Since land costs are a big obstacle to creating affordable housing, it is important to consider how our communities can increase the amount of developable land, where appropriate, and leverage under-utilized or surplus publicly owned land to support the development of affordable housing options.
- 19** Increasing housing density can reduce the cost of land per dwelling unit and increase the efficiency of service provision, such as sewer, water and utilities.
- 20** To address the high costs of housing development and produce more affordable units, it is important to consider accessibility to water, sewer and other infrastructure.
- 21** There is a shortage of skilled labor in the building trades, and there may be partnership opportunities to create a local, skilled construction labor force.

22 A cost-effective way to provide affordable housing is to preserve the units that already exist. Weatherization and home repair programs are valuable tools to aid in that effort.

23 It is important to allow for the use of factory-built homes, since they can be less expensive to build than traditional stick-built homes.

24 Parking requirements increase the cost of housing and may not be appropriate for all housing developments.

25 When seeking to construct new affordable housing units, it is critical to build in proximity to employment, services, public transit, retail services and amenities.

26 Jurisdictions can create fee structures for capital facility charges/system development charges and building permits that incentivize the production of diverse housing types. Further, by explaining their fee structures in an accessible and transparent manner, jurisdictions can provide the public and developers with valuable information that can support affordable housing goals.

27 To better meet the housing needs of our community, zoning and building codes need to be flexible and allow for diverse housing options, including multifamily housing, cottage housing and accessory dwelling units, and high-density development.

28 Consideration should be given to strategies and incentives that will encourage manufactured home communities to remain a source of affordable housing.

29 It is important to advance policies that are equitable and flexible in order to address the specific housing needs of local communities.

30 Community land trusts can provide an effective pathway to home ownership for low- and moderate-income residents.

31 Land bank authorities are valuable tools for redeveloping and rehabilitating neglected, forgotten and abandoned properties, but Oregon and Washington do not currently enable the creation of local land bank authorities.

Recommendations

to meet the need for safe and affordable housing

Recommendations are the Study Committee's specific suggestions for change, based on the findings and conclusions. They are listed without prioritization.

1 Develop a multi-jurisdictional task force of elected officials, community leaders and industry representatives to create and implement innovative affordable housing solutions in order to reduce the number of households that are cost-burdened.

2 Develop shared measurements of affordable housing that address the full range of need, using publicly available data.

3 Conduct community outreach and education regarding the benefits of affordable housing to the individual and the community.

4 Conduct community outreach and education that builds awareness and support for a broad range of housing types, including manufactured homes, accessory dwelling units, cottage housing, tiny homes, multifamily housing and other less expensive housing types as affordable housing strategies.

5 Advocate for policies that are flexible and equitable to better address housing needs.

6 Encourage legislation that would enable the creation of land bank authorities in Oregon and Washington.

7 Advocate for changes to the Low-Income Housing Tax Credit (LIHTC) scoring process so projects that

locate housing in proximity to transit are encouraged.

8 Permit factory-built homes as a viable and potentially less expensive alternative to stick-built ones.

9 Compile an inventory of funding sources that support affordable housing efforts, including construction, renovation, weatherization and repair, mortgage lending, rental support, education programs, and tenant and landlord services.

10 Identify and publicize support services and educational materials that help low-income renters obtain and keep affordable housing. Create training programs and incentivize attendance.

11 Explore ways to better utilize housing vouchers.

12 Support the application of the “housing first” model.

13 Explore the development of a single rental application process.

14 Create, and/or expand access to, programs that educate home buyers regarding the mortgage process and government-supported home loan programs.

15 Increase the production of mixed-use development by locating housing in proximity to employment, transit, education, retail services and amenities.

16 To help guide housing development, make site information—such as existing infrastructure, distance to schools and major centers of employment, and proximity to transit and non-motorized modes of transportation—publicly available.

17 Explore ways to increase the amount of land that has development potential in our region by, for example:

- Examining the factors that can lower land development costs.
- Reviewing the possibility of expanding urban growth areas.
- Reviewing the regulatory framework that governs development.

18 Promote and adopt development policies and regulations that allow for diverse housing options by, for example:

- Identifying and supporting tax incentives that encourage private developers to invest in diverse housing types.
- Reviewing existing fee structures and advocating for changes that encourage the production of diverse housing types.
- Publicly communicating fee structures and rationales for transparency and decision-making.
- Encouraging zoning that allows for higher density development.

19 Reduce capital facility charges/ systems development charges to encourage infill and multifamily development.

20 Establish flexible parking standards to suit household types, residential needs and neighborhood characteristics.

21 Support efforts to inventory under-utilized state-owned property and surplus public property for the development of housing for very low-, low- and moderate-income households in Washington, as described in RCW 43.63A.510 and RCW 39.33.015.

22 Identify methods to utilize neglected and abandoned properties, and explore strategies to promote the redevelopment of second story and above spaces within downtowns.

23 Allow for the preservation and development of manufactured housing communities by, for example:

- Developing a how-to guide for residents of manufactured home communities to create a co-op in order to preserve their residences in the event the owner wants to redevelop the land.
- Addressing zoning policies that make it difficult for manufactured homeowners to upgrade or replace their homes.

24 Identify and implement methods for increasing the construction trades labor force.

25 Identify and implement methods for preserving existing housing stock, reducing utility costs and making homes more energy efficient by, for example:

- Increasing the capacity of weatherization and home repair programs.
- Developing strategies to identify irregularities in utility usage and provide assistance to support energy efficiency.

26 Explore the creation of a community land trust for housing in the region.

27 Explore the need for, and impact of, additional student housing in the region, and identify opportunities to support affordable student housing.

28 Conduct a study on the housing needs of seniors, the “missing middle,” people with disabilities, students, low-income households and singles to identify gaps and formulate strategies for improvement.

List of Abbreviations

ADU:	Accessory Dwelling Unit
AMI:	Area Median Income
BMAC:	Blue Mountain Action Council
CAPECO:	Community Action Program of East and Central Oregon
CDBG:	Community Development Block Grant
CoC:	Continuum of Care
CORD:	Corps of Discovery
FHA:	Federal Housing Authority
FMR:	Fair Market Rent
GMA:	Growth Management Act
HAI:	Household Affordability Index
H+T AI:	Housing and Transportation Affordability Index
HUD:	Department of Housing and Urban Development
LIHTC:	Low-Income Housing Tax Credit
MFTE:	Multifamily Tax Exemption
OHCS:	Oregon Housing and Community Services
ROCC:	Rural Oregon Continuum of Care
SSVF:	Supportive Services for Veteran Families
SHARE:	Securing Homes on Affordable Real Estate
UGA:	Urban Growth Area
UGB:	Urban Growth Boundary
UCHA:	Umatilla County Housing Authority
USDA RD:	U.S. Department of Agriculture Rural Development
VA:	Veterans Affairs
VASH:	Veterans Affairs Supportive Housing
WCRER:	Washington Center for Real Estate Research
WHI:	Workforce Housing Initiative
WWCC:	Walla Walla Community College
WWHA:	Walla Walla Housing Authority
WWMSA:	Walla Walla Metropolitan Statistical Area

Glossary

Accessory Dwelling Unit (ADU):

A small (up to 1,100 square feet), self-contained residential unit that is located on the same lot as a single-family house but functions independently of the house. ADUs can be “attached” as a separate unit within the single-family residence (e.g., basement or attic) or fully detached—also called a “mother-in-law apartment.”

Affordability gap: The difference between the median-priced home and what the median income household can afford to spend on a home.

Affordable housing: Housing (rent or mortgage, and utilities) that costs no more than 30% of a household’s pre-tax income.

American Community Survey: Annual survey conducted by the U.S. Census Bureau to gather and make public intercensal data regarding the population. Data is based on a sample of 3.5 million households.

Area Median Income (AMI): Median family income in an area (usually a county), calculated by HUD, based on U.S. Census Bureau data and adjusted with reference to Fair Market Rent definitions. AMI is used to set income limits that determine eligibility for government-supported housing programs.

Building permits: Approval for construction or remodel of a building, issued by a local governing agency. The process ensures that the building complies with land use, construction and zoning regulations.

Capital facility charges: Fees assessed to new developments, building additions, and changes of use to

help pay for municipal infrastructure such as sewer and water systems. In Oregon these fees are called systems development charges.

Community Development Block Grant (CDBG): A federal program administered by HUD that provides funding for a range of community development efforts, primarily targeting low-income populations. CDBG funds can be used for housing, economic development, public services, public infrastructure and facilities, and planning and administration. In our region, the City of Walla Walla qualified for a five-year CDBG grant from 2014 to 2018. A new five-year grant for \$1.6 million will provide funds from 2019 to 2023. There is also a CDBG state program that allows states to provide resources to jurisdictions that do not receive CDBG funds.

Community land trust (CLT): An affordable housing strategy that removes land from the cost of real estate. Within a CLT, homes are purchased by a homeowner, but the land is owned by a nonprofit organization and leased for a modest fee to the homeowner. The resale value of homes within a CLT is determined with reference to the cost of living or wages, not the cost of land.

Consolidated Homeless Grant: Funds administered through the Washington State Department of Commerce that support efforts to help homeless individuals and families obtain housing.

Continuum of Care (CoC): A regional or local planning entity that coordinates housing services for homeless individuals and families, from emergency shelter through stable, permanent

Glossary continued

housing. Any agency seeking HUD funds is required to work within a CoC to maximize service coordination and efficient use of resources.

Coordinated entry: A system for providing a variety of services to individuals and families experiencing a housing crisis. The goal of coordinated entry is to provide a single point of entry for service provision and prioritize resource use so that the most vulnerable are served first.

Cost-burdened: When housing costs—mortgage or rent, and utilities—exceed 30% of pre-tax income.

Cottage housing: A group of small, single-family residences clustered together, usually around a shared green space or other common area.

Department of Housing and Urban Development (HUD): Federal, cabinet-level agency established in 1965 that oversees housing policy in the United States.

Document recording fees: Fees paid on a real estate transaction. In Oregon and Washington a portion of the fees is used to fund a variety of affordable housing strategies.

Down-renting: Renting housing that is less expensive than you would otherwise pay because there is not enough housing on the market at your price range. Down-renting results in a shortage of housing for those with lower incomes.

Fair Market Rent (FMR): Rental rate limits for a variety of federal housing programs, including the Housing Choice Voucher program. FMR is

determined with reference to the 40th percentile of all market-rate rentals within a specified geographic area (in our region, a county), and adjusted based on market survey research and changes to the Consumer Price Index (CPI). FMR varies based on the number of bedrooms within a housing unit. FMR is updated annually by HUD.

Extremely cost-burdened: When housing costs—mortgage or rent, and utilities—exceed 50% of pre-tax income.

Extremely low-income: Households earning less than 30% of AMI.

Federal Housing Administration (FHA): Federal agency, under HUD, that provides mortgage insurance on loans made by FHA-approved lenders and supports home ownership through federally backed home lending programs.

Government-supported housing: Housing that utilizes public money to lower the cost for individuals and households.

Household size: The number of people living in a home.

Housing Affordability Index (HAI): An index that measures the ability of a family with the median income to afford the median-priced home. A HAI score of 100 means that a family with the median income has exactly enough income to qualify for a mortgage on a median-priced house. A score over 100 means that a family with the median income has more than enough to afford the median-priced home, while a score below 100 means that the median-priced home is not affordable to a family with the median income.

Housing authority: A public corporation that develops and manages low-income housing.

Housing First: An approach to addressing homelessness (now regarded as standard practice and supported by HUD) that asserts the importance of providing housing prior to addressing other concerns, such as substance abuse or mental health issues.

Housing and Transportation Affordability Index (H+T AI): An index that considers the cost of housing *and* transportation to provide a more complete understanding of the affordability of a location. The measurement incorporates transportation costs based on average car ownership and usage, and public transit usage for a given geographic area. Housing costs (rent or mortgage and utilities) should be no more than 30% of household income and transportation costs should be no more than 15% of household income to be considered affordable. In general, the H+T AI shows that housing is more affordable when it is located in proximity to public transit, employment, education, shopping, services and amenities.

Housing Trust Fund: A federal program, administered by HUD, that provides funds to states and state-designated entities to develop or preserve affordable housing for extremely low- and very low-income households.

Housing voucher: A form of payment to help cover the cost of rental housing. There are several types of housing vouchers, including those issued by the federal government, such as Section 8 vouchers (for low-income households) and VASH vouchers (for

veterans). Vouchers are used to make up the difference between what the household can afford (about 30% of income) and the cost of the housing unit. Vouchers can only be used to rent units that fall within FMR limits, and all units that are rented with vouchers are subject to regular inspections.

Land bank authority: A public entity that acquires and repurposes abandoned, neglected or forgotten properties. Properties acquired by Land Bank Authorities are often redeveloped in partnership with other agencies, such as HUD, housing authorities, nonprofits and private developers, to achieve affordable housing goals. Creating a land bank authority requires enabling legislation at the state level (such legislation currently does not exist in Oregon or Washington) and the creation of a local ordinance.

Low-income: Households earning 50% to 80% of AMI.

Low-Income Housing Tax Credit (LIHTC): A tax credit program designed to stimulate private investment in rental housing for low-income households. Federal tax credits are allocated to states based on population. States determine how to award tax credits to developers based on their priorities and goals. Developers who receive tax credits can use them to raise capital for housing production—the tax credit is a dollar-for-dollar reduction in federal tax liability. Units funded by LIHTC must be affordable to households with an income no higher than 60% of AMI; rent cannot exceed 30% of household income. The units must be affordable for 30 years, though the tax credits usually extend for 10 years.

Manufactured home: A home that is built in a factory and transported to a residential location. Manufactured homes can be titled with the land or located in a manufactured home community where the land is leased. Manufactured homes built prior to 1976 are often referred to as mobile homes; since then, HUD has regulated manufactured housing and imposed national standards regarding construction, design, quality, safety and energy efficiency.

Manufactured housing community: Two or more manufactured homes located on land that the manufactured home owners lease.

Market-rate housing: Housing for which price is determined through the private market.

Median: The middle value in a distribution—half of the values are above the median, half are below.

Median family income: The middle value in the distribution of all family incomes. A family consists of at least two people who are related to each other—by birth, marriage or adoption—and are living in one home. In most locations, median family income is higher than median household income.

Median household income: The middle value in the distribution of all household incomes. A household consists of all the people who live in a home together, regardless of whether or not they are related. A household can be a single individual. In most locations, median household income is lower than median family income.

Missing middle: The lack of housing stock available for moderate-income

(about 80% to 120% of AMI) households that earn too much to qualify for subsidized housing but too little to afford market-rate prices.

Mixed-use development: Development that contains different forms of usages in one, typically pedestrian-friendly, location. For example, commercial uses on the ground level and housing units above with employment, services and retail nearby.

Moderate-income: Households earning 80% to 115% of AMI.

Multifamily housing: Multiple dwelling units, typically with shared walls (e.g. duplexes, triplexes, fourplexes or apartments).

Multifamily Tax Exemption (MFTE): Washington State tax exemption program designed to stimulate the construction of multifamily housing within designated urban areas. Cities with population greater than 15,000 can use this tool; cities with population of less than 15,000 can use it if they are the largest urban area in a county planning under the Growth Management Act. With the MFTE, municipalities can exempt property taxes for 12 years on new multifamily construction (with at least four units), provided 20% of the units are affordable to low- and moderate-income households (up to 115% of the median family income). Cities can also exempt property taxes for multifamily development for eight years with no requirement that a percentage of the units be set aside for low-income renters.

Over-housed: When house size is larger than what the household needs or can afford. For example, a senior living in a three-bedroom home after

the children have moved out and the spouse has passed away.

Production home builder: A company that builds a group of homes with several different floor plans. Production home builders can typically build for less cost than custom builders because they purchase land, labor and materials in volume.

Project-based rental assistance: Rental assistance for low-income households that makes up the difference between what the household can afford to spend on housing (about 30% of their income) and the cost of the unit. Project-based rental assistance is tied to certain properties, and the payment is made directly from the government to the landlord.

Source of income discrimination: A form of discrimination based on the source of income (e.g., a housing voucher that a tenant uses to pay for rent). It is illegal in Oregon and Washington to discriminate against a potential renter based on their source of income.

Systems development charges: Fees assessed to new developments, building additions and changes of use to help pay for municipal infrastructure such as sewer and water systems. In Washington these fees are called capital facility charges.

Tenant-based rental assistance: Rental assistance for low-income households in the form of a voucher, which tenants can use to shop for housing on the private market. The voucher makes up the difference between what the household can afford to spend on housing (about 30% of their income) and the cost of the unit.

Units rented with a voucher must fall within FMR limits.

Tiny home: A small, independent dwelling unit, usually less than 500 square feet. Tiny homes can be set on a foundation or mounted on wheels.

Urban growth boundary: A boundary that establishes areas designated for additional growth (development). Urban growth boundaries seek to concentrate housing and urban development within the boundary and preserve open space and farmland outside the boundary. Urban growth boundaries are implemented in compliance with Growth Management Acts in Washington and Oregon.

U.S. Department of Agriculture Rural Development program (USDA RD): A federal program that supports rural development. USDA RD provides several types of funding for housing for low-income populations in rural and semi-rural areas.

Vacancy rate: The percentage of rental units that are vacant within a given geographic area. A low vacancy rate means that few units are available as rentals, which typically results in rent increases.

Vertical housing: Mixed-use developments with commercial space on the ground floor and residential units on the floors above.

Very low-income: Households earning 30 to 50% of AML.

Department of Veterans Affairs (VA): Federal, cabinet-level agency that oversees policies and programs regarding veterans.

Walla Walla Metropolitan Statistical Area (WWMSA): A census-designated area comprising Columbia and Walla Walla counties.

Weatherization: Building maintenance and modification that enhance a building's energy efficiency and protection from the elements (e.g., wind, rain, cold). Weatherization can reduce energy costs and make a property more comfortable.

Zoning: Codes that describe allowable land use (e.g., residential, commercial) and regulate site design (e.g., setbacks, density, height).

Study Resource Speakers

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 Roger Esparza
 Anne Haley and Jim Shepherd
 Cheri and Mark Heafy
 Kontos Cellars
 Jeff Reynolds
 Sawatzki Valuation, Litigation &
 Forensic Services

Grantors

Clara and Art Bald Trust
 Blue Mountain Community Foundation
 Bonnie and Clifford Braden Foundation
 Cape Flattery Foundation
 Mary Garner Esary Trust
 Group Health Foundation
 Sherwood Trust
 J.L. Stubblefield Trust
 United Way
 George T. Welch Trust
 Kenneth B. Wells Trust
 Yancey P. Winans Trust



Community Council

Vision

A community where all people come together to create the future they want.

Mission

Community Council's mission is to foster a trusted gathering place where people engage in dialogue, inquiry and advocacy to build a vibrant region for everyone.

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Common Roots Housing Trust Business Plan

I. EXECUTIVE SUMMARY

Common Roots Housing Trust (Common Roots) is the first community land trust (CLT) for permanently affordable homeownership in the Blue Mountain region of southeastern Washington and Northeastern Oregon. In our region, homeownership is becoming increasingly out of reach for low-income households, as house prices are escalating far beyond wage and income increases. Common Roots will hold land in trust, and build and renovate houses in order to create a supply of permanently affordable homes for low- to moderate-income households that have steady incomes and qualify for conventional mortgages. Common Roots will do this by acquiring donated land from public and private sources and public subsidies for development, which will enable us to sell houses at price points that are affordable to our target homebuyer market— low-income households with incomes between 50% and 80% of Area Median Income. We will develop single-family attached and detached homes in a range of sizes— from one to four bedrooms— to meet the needs of different households in our region, including households with physical disabilities. Through restricting the resale price of our CLT homes, Common Roots will keep homes *permanently affordable* for generations of people earning low and moderate incomes. We expect our housing portfolio to grow slowly at first, and after gaining the experience of working with a developer partner and marketing and selling CLT homes, we plan to increase our pace of housing development. As a start-up CLT, Common Roots expects to be heavily reliant on contributed income while we first grow our organization. We anticipate our earned income will increase as we progressively increase the number of homes in our portfolio each year.

Accomplishing these goals requires qualified staffing, a strong tripartite CLT board of directors, and community, nonprofit, public-sector, and business partners. Common Roots intends to hire our first executive director in spring 2023 and our first housing director in summer 2024. In the second half of 2023, Common Roots will hold its first annual general meeting, where the organization will open up to membership and elections for the organization's settled tripartite board of directors will take place. Common Roots staff and board will identify key partners and cultivate and strengthen relationships with them in order to ensure that we can provide permanently affordable homes to the low- to moderate-income households in our region that need them.

2. BUSINESS DESCRIPTION

Common Roots Housing Trust (Common Roots) is a community land trust (CLT) that will provide permanently affordable homeownership opportunities to residents in Columbia and Walla Walla counties in Washington State and the Milton-Freewater, Oregon area whose needs are not met by the traditional housing market. Common Roots homes will be located primarily in the urban areas of Columbia and Walla Walla counties, with close proximity to community resources. We intend to build some homes in Milton-Freewater, Oregon after we have successfully developed homes in Columbia and Walla Walla counties, because it is part of the Walla Walla Valley.

3. INDUSTRY PROFILE

There are more than 225 community land trusts across the United States, and they operate in nearly every state. The “classic” community land trust model, with its community-based tripartite board of directors, now lives alongside various other models: some CLTs are independent nonprofit organizations, while others are programs within larger organizations, including a handful of municipally-run programs. Since the emergence of the CLT concept, the need for affordable homes has only grown, and the CLT model has continued to gain traction as a solution to needs that the market does not fill.

Common Roots Housing Trust joins this field of organizations. We benefit from 50 years of industry learning, the resources and training available through Grounded Solutions Network and the Northwest Community Land Trust Coalition, and the federal funding available to CLTs since the Housing and Community Development Act of 1992 enshrined them in federal law.

4. MARKET ANALYSIS AND COMPETITION

Geographic Service Area

Common Roots Housing Trust’s service area includes Columbia County and Walla Walla County in southeastern Washington state and Milton-Freewater, just across the border in Umatilla County, Oregon. In our region, housing prices are escalating well above average wage and income increases. For example, from 2015 to 2021, area median income increased 18%, while Columbia County home prices increased 54%; Umatilla County (where Milton-Freewater is located) home prices increased 73%; and Walla Walla County home prices doubled.

Low-income households in our region disproportionately experience housing cost burdens, meaning they pay more than 30% of their pre-tax income on their housing. For example, in 2020: 59% of Walla Walla County households earning less than \$50,000 were cost-burdened; 45% of Columbia County households earning less than \$50,000 were cost-burdened; and 62% of Milton-Freewater households earning less than \$50,000 were cost-burdened. Whereas, across our region, only 8% of households earning more than \$50,000 were cost-burdened. On average, families in our region with incomes under \$50,000 per year are eight times more likely than those with higher incomes to be cost-burdened.

Homeownership is becoming increasingly out of reach for low-income households in our region. For example, in 2021, 44% of all households in Walla Walla County earned less than \$50,000; those households could afford only 4% of the homes on the market that year. Likewise, in Milton-Freewater, half of the households earned less than \$50,000; those households could afford only 8% of the homes on the market in 2021. And in Columbia County in 2021, 47% of households earned less than \$50,000; those households could afford only 22% of the homes on the market that year.

At the end of the third quarter of 2022, the median price of homes for sale in Walla Walla County was \$416,200. That was already out of reach for low- to moderate-income buyers in our region. As interest rates rise, the buying power of working-class people's already-limited income shrinks even further.

Value Proposition: The case for a CLT in our geographic area

Common Roots is the first community land trust for permanently affordable homes in the Blue Mountain region of southeastern Washington and northeastern Oregon. Common Roots will focus primarily on serving low-income households (50-80% AMI), though the organization will serve some moderate-income households (80-100% AMI). These households are typically not served by government-supported housing programs, such as housing vouchers and project-based rental assistance, because they earn too much to qualify. In addition, Habitat for Humanity Tri-County Partners, which focuses on affordable homeownership for low-income households, has largely withdrawn from working in Walla Walla County. No Habitat for Humanity serves Columbia and Umatilla Counties.

As regional home prices escalate far beyond wage and income increases, there is a clear need for and a clear gap in provision of affordable homeownership opportunities for working people. Common Roots Housing Trust will fill this gap.

Common Roots will provide homeownership opportunities for low- to moderate-income households that have steady incomes and can qualify for conventional mortgages. Common Roots will provide *permanently affordable* homes for ownership, through multiple transfers of each Common Roots home to subsequent low- to moderate-income homebuyers. Unlike other affordable housing models, the CLT model will ensure a stock of homes for ownership will be perpetually affordable in our region.

Mission and Vision

Mission: Common Roots Housing Trust's mission is to *provide homeownership opportunities to residents in our region whose needs are not met by the traditional housing market*. Through public and private contributions, we will hold land in trust, and build and renovate houses in order to create a supply of permanently affordable homes. Residents, by participating in Common Roots, will be able to gain equity, enjoy the pride of homeownership, and put down roots in the community. By investing in residents, their homes, and the land beneath them, Common Roots will help to stabilize our region and sustain its distinctive, vibrant character.

Vision: Common Roots envisions a community where homeownership is accessible and permanently affordable. We will work toward this future by building and preserving safe, efficient, high-quality homes. As a membership organization, Common Roots is governed by

representatives of the communities where we work, to ensure people of all backgrounds can build equity and participate in strong, healthy neighborhoods.

Strategic assessment (SWOT)

Strengths: • Our team establishing Common Roots is collaborative and tightly-knit. • We have established relationships with a wide range of community stakeholders, including local grantors as well as municipal leaders. • We work with effective CLT consultants who guide us through making key decisions. • We provide English-Spanish translation at our meetings. • Our board members have distinct skills and experiences that help us to develop our CLT.	Opportunities: • No other organization provides permanently affordable homes for ownership in our region. • Other nonprofit housing organizations in our region are not focusing on serving low-income (50-80% AMI) households. • Cities, such as College Place and Walla Walla, recognize the urgency of our affordable homes crisis and have begun to identify potential resources, such as surplus land, to address this crisis. • Community members want affordable homeownership opportunities. • Sherwood Trust provides free board development training to nonprofits in our region.
Internal Gaps / Weaknesses: • We lack CLT real estate development experience. • Our executive director is yet to be hired, and we rely heavily on volunteers now. • 22% of our board earns low incomes, and we need at least 33% low-income board representation.	External Challenges/ Threats: • Rising interest rates • The IRS is still reviewing our 1023 application. • Potential public and private donors of land have not yet committed to giving land to Common Roots. • The political climate currently is not propitious for working with elected officials in Columbia County.

5. PRODUCT DEVELOPMENT, PROMOTION, AND SALES

Our Customer Profile: Likely homebuyers and affordability goals

Likely Common Roots homebuyers will be households in Columbia and Walla Walla counties and Milton-Freewater earning low incomes (50-80% area median income) who can secure conventional mortgages. Common Roots will price its homes so that they are affordable for these households; their total monthly home payment, including principal, interest, taxes, insurance, and ground lease, will be no more than one-third of their monthly income. Common Roots plans to serve some moderate-income households (earning 80-100% area median income), though the organization's primary focus will be low-income households.

Common Roots homes will be made affordable to low- to moderate-income households through an initial subsidy, and kept permanently affordable by restricting their resale price. This formula gives the selling household a fair return on their investment, while giving the next low- and moderate-income homebuyers access to the home at an affordable price. Limiting the resale price of Common Roots homes guarantees that the homes remain permanently affordable over generations. Because the initial subsidy stays with the home when it is sold, Common Roots will not have to raise additional money to help subsequent low- and moderate-income buyers purchase the home.

Common Roots will give equal consideration to all homebuyers regardless of race, color, sex, religion, national origin, physical or mental disability, familial status, age, ethnic background, political affiliation, sexual orientation, gender identity, veteran's status, or being a recipient of public assistance, or any other protected characteristic as established by law.

People who have been pre-qualified for Common Roots homeownership will be notified and will be given ten days to respond before general marketing begins. Pre-qualified applicants will be prioritized based on the date of application to Common Roots. Interested pre-qualified applicants must be able to provide Common Roots with their updated income, asset, credit, and debt information within a week of identifying their interest in a particular house. Should more than one pre-qualified applicant respond with an interest in the same house within the defined time period provided in the notice, Common Roots will proceed with the applicant who applied first.

Our Portfolio Development Strategy

Our ability to build our portfolio of permanently affordable CLT homes is premised in part on our ability to secure land at no cost. Marrying free land with public subsidies will permit us to develop and sell houses at price points that are affordable to our target homebuyer market—households with incomes between 50% and 80% of Area Median Income.

Land acquisition and housing development. For our initial land acquisition, we plan to apply for small parcels that the city of Walla Walla will be surplus for affordable housing development in 2023. Two churches in the city of Walla Walla have expressed interest in donating their surplus land to Common Roots, and we intend to pursue these potential opportunities in 2023. In addition, a potential private donor in the neighboring city of College Place has expressed interest in donating a parcel of land to Common Roots, and we intend to continue pursuing this opportunity in 2023. We also plan to approach the cities of College Place, Dayton, and Milton-Freewater and Walla Walla County and the Port of Columbia for donations of surplus public lands in 2024 and 2025.

Project types. We will develop single-family homes in a range of sizes— from 1 to 4 bedrooms— to meet the needs of different households in our region, including households with physical disabilities. We plan to develop both attached and detached single-family homes.

Sources of development subsidy. We will seek funding from Washington State's Housing Trust Fund, Oregon Housing and Community Services, Walla Walla County's Affordable Housing Sales Tax Credit Fund, and the city of Walla Walla's Community Development Block Grant Program, among other public sources. We are also talking with a local bank, Baker Boyer, about providing financing for real estate development.

Our Marketing and Sales Strategy

Common Roots conducts community outreach to potential homebuyers who earn low incomes and will continue to do so on a regular basis, including in-person meetings, phone calls, and email communications. We keep a list of community members who earn low incomes and are interested in future Common Roots homeownership.

Common Roots will begin opening its homebuyer pre-qualification process once we have secured land and funds for housing development. We will communicate specifically with community members who have expressed interest in Common Roots homeownership about the opportunity to become prequalified, in addition to advertising the opportunity through our website and newsletter.

When a Common Roots house becomes available for sale, people in the pre-qualified applicant pool will be notified and will be given ten days to respond before general marketing begins. Pre-qualified applicants will be prioritized based on the date of application to Common Roots. Interested pre-qualified applicants must be able to provide Common Roots with their updated income, asset, credit and debt information within a week of identifying their interest in a particular house.

General marketing will include outreach through nonprofit partner organizations, local unions, and the faith community, and advertising on earned and social media, to publicize the opportunity for Common Roots homeownership.

Predicted Units Developed and Predicted Households Served

We expect our portfolio to grow slowly at first. Based on our preliminary conversations with the City of Walla Walla, and our evaluation of our competitiveness for Washington State Housing Trust Fund dollars, we believe we will be able to start construction on our first five houses from 2024 to 2025. Common Roots plans to have five homes developed and occupied by homeowner-members by 2025. After developing these initial five homes and gaining the experience of working with a developer partner and marketing and selling CLT homes, Common Roots plans to increase our pace of housing development. We aim to have developed 20 homes by 2028, based on our analysis of the subsidy required and the land available in our communities. Our portfolio growth projections are shown in the table below:

Homes in portfolio	2023	2024	2025	2026	2027	2028
Initial homes	0	0	1	5	9	14
New homes	0	1	4	4	5	6
Total homes	0	1	5	9	14	20

6. BUSINESS STRUCTURE AND MANAGEMENT TEAM

Board of Directors

Currently, Common Roots Housing Trust's board of directors is composed of volunteers who began the initiative to establish Common Roots. These nine board members were elected by their fellow volunteers in the spring of 2021 to serve as Common Roots' founding board of directors.

Common Roots will hold our first annual general membership meeting in the second half of 2023, where the organization will open up to membership and elections for the organization's settled tripartite board of directors will take place. As a result, one-third of the board will be low-income community members, one-third will be public-sector representatives, and one-third will represent the general community. All Common Roots board members will receive CLT training after their election.

Staff

Common Roots plans to hire a full-time executive director in Spring 2023. The executive director will oversee Common Roots' operations, real estate development, and organizational growth and will be the primary representative in the community and the primary liaison between the board of directors, the staff, and all individuals and businesses who have a relationship with Common Roots. The executive director will lead business and strategic planning, project management, membership relations, outreach, homebuyer and leaseholder relations, and fundraising/grant writing to support operations and projects. The executive director will also be responsible for researching future projects, providing organizational management, and evaluating and expediting the financial and regulatory aspects of projects initiated by the board of directors.

Until Common Roots hires an executive director, we have contracted Rachel Elfenbein, who has been coordinating Common Roots' development for the past three years as Community Council's Advocacy Coordinator, to continue coordinating the organization on a part-time basis.

Once funding and land with which to develop Common Roots' homes are secured, Common Roots plans to hire a housing director to coordinate housing development and homebuyer and leaseholder relations. The housing director will work toward our essential goal of housing delivery: providing permanently affordable homeownership opportunities to low- and moderate-income households.

Below, we have included descriptions of the specific CLT functions and how we plan to staff them.

7. CLT OPERATIONS

Programmatic Functions

Common Roots has four core programmatic functions: community outreach; homebuyer education; housing development; and marketing and sales. These will be staffed as follows:

- *Community outreach.* Both Common Roots staff and board conduct and will continue to conduct community outreach to potential residents, board members, donors, and partners. Spanish-English translation is and will continue to be provided at Common Roots' outreach events to potential residents.
- *Homebuyer education.* Every Common Roots homebuyer will receive general homebuyer education to help them understand the entire cycle of homeownership, as well as CLT-specific education about the nuances of the CLT deal. We expect Opportunity Industrialization Center to provide HUD-certified homebuyer education, which will be free for Common Roots homebuyers. Our staff and board will provide CLT-specific education to potential Common Roots residents. Common Roots staff will provide ground lease education and review to Common Roots homebuyers.
- *Real estate development.* Real estate development will be contracted out to qualified, licensed, and insured development teams. We anticipate that Blue Mountain Action Council will be the initial nonprofit developer with which we partner, given our relationship with the organization and the organization's expertise in low-income housing development.
- *Marketing and sales.* Common Roots staff will market and sell Common Roots homes. Related to marketing and sales is a fifth ancillary program function:
- *Legal counsel and technical support.* A founding Common Roots board member is an attorney, who currently provides legal review and counsel on Common Roots' legal documents. Common Roots plans to seek legal counsel from this attorney after he finishes his service on the board of directors. In addition, this attorney will connect Common Roots to other local attorneys, who can provide pro bono legal review and counsel for Common Roots homebuyers to ensure their complete understanding of the benefits and constraints of CLT homeownership.
- *Post-purchase stewardship.* Common Roots staff will provide post-purchase stewardship, including support of residents, monitoring of properties, and enforcing the ground lease.

Administrative Functions

Common Roots has three administrative functions. They will be staffed as follows:

- *Administrative oversight.* Common Roots' executive director will provide administrative oversight for the organization. The Common Roots board of directors and executive committee will provide additional oversight, including of the executive director.

- *Fundraising.* Common Roots' executive director and board of directors will conduct fundraising for the organization. The executive director will be responsible for the organization's grant writing and reporting.
- *Financial management.* Currently, Common Roots Housing Trust is fiscally sponsored by Blue Mountain Action Council, our regional community action agency. The Common Roots board of directors provides financial oversight and acts independently of the Blue Mountain Action Council board of directors.

Common Roots has applied for 501(c)(3) nonprofit status and is awaiting determination from the IRS. Once we receive our IRS determination letter, Common Roots will transition to become independent of Blue Mountain Action Council. Both the Common Roots board of directors and finance committee will provide financial oversight. Once an executive director (ED) is hired in spring 2023, the ED will provide day-to-day financial management of Common Roots. The Common Roots board treasurer and the finance committee will provide financial oversight.

Strategic Partnerships

Our business model requires partnerships with key real estate professionals. We are in the process of identifying and cultivating these partners.

- *Lender.* Common Roots is in the process of developing relationships with two local banks, Baker Boyer Bank and Banner Bank, for both mortgage financing and project loans. Banner Bank is currently donating potential homebuyer preparation education to Common Roots, and Baker Boyer Bank is currently granting funds to Common Roots for organizational capacity building.
- *Appraiser.* Common Roots is working on identifying local appraisers with whom we will work.
- *Title company.* Common Roots is working on identifying local title companies with whom we will work.
- *Developer.* Common Roots is working on identifying developers whom we will contract to develop Common Roots homes. We anticipate that Blue Mountain Action Council will be our nonprofit developer partner in our first years of housing development.
- *Real estate agent.* Common Roots is working on building a relationship with the Walla Walla Valley Association of Realtors so they can inform their low- to moderate-income clients of Common Roots homeownership opportunities.

Several nonprofit and public-sector partnerships are also essential to our success:

- *Fiscal sponsor.* Blue Mountain Action Council has served and will continue to serve as Common Roots Housing Trust's fiscal sponsor until Common Roots receives 501(c)(3) status. After Common Roots has become independent of Blue Mountain Action Council, Common Roots will partner with Blue Mountain Action Council on Washington State Housing Trust Fund applications and will utilize BMAC's assistance in housing development administration, because of Blue Mountain Action Council's decades of experience in low-income housing development and administration.

- *Jurisdictions.* Common Roots will develop long-term partnerships with the cities of College Place, Dayton, Milton-Freewater, Waitsburg, and Walla Walla. These partnerships will enable Common Roots to access surplus public lands as well as donated or reduced utility connection and permit fees involved in housing development. In addition, The Port of Columbia's executive director supports Common Roots, and Common Roots will develop a long-term partnership with that Port, which has surplus public land that it has indicated can be used for affordable housing development. Further, the Walla Walla County Council on Housing has provided seed funds for Common Roots' development and has included support for Common Roots' development in the county's 5-year housing plan. Common Roots plans to strengthen our relationship with Walla Walla County and approach the county for surplus land and operations and development funding in the future.
- *Faith community.* Common Roots is in the process of developing relationships with Christ Lutheran Church and Pioneer Methodist Church in Walla Walla, both of which have indicated interest in donating their surplus lands for future Common Roots housing developments. Common Roots plans to develop relationships with other churches in the region committed to supporting affordable housing for people who earn low to moderate incomes.
- *Funders.* Common Roots has built relationships with several local grantors and intends to strengthen those relationships, in addition to building new relationships with other local grantors in order to guarantee the operational sustainability of our organization. A key local grantor with which Common Roots has a funding relationship is Sherwood Trust, which also provides free board development training programs for area nonprofit organizations. These training programs will be critical for Common Roots board members when they are elected and prepare to assume leadership positions within the organization. Common Roots is also building its relationship with our regional community foundation, Blue Mountain Community Foundation, which not only provides nonprofit funding but also provides free technical assistance to startup nonprofits and hosts a regional giving platform for private donors to area nonprofit organizations. Common Roots has received both funding and strategic planning technical assistance from Blue Mountain Community Foundation.
- *Technical advisors.* Common Roots is a member organization of Grounded Solutions Network and the Northwest Community Land Trust Coalition, which both provide critical community land trust training, education, and capacity building opportunities for Common Roots staff and board members. Once Common Roots board members are elected, Common Roots will ensure they receive CLT-specific training through these organizations. In addition, all new staff will be required to undertake Grounded Solutions CLT training and be expected to participate regularly in the Northwest Community Land Trust Coalition.
- *Other community partners.* Common Roots also has critical relationships with Mercy Corps Northwest Walla Walla and Commitment to Community, two local nonprofit organizations that work with low-income Latinx community members. From 2020 to 2022, Community Council, a local nonprofit organization, provided day-to-day coordination for Common Roots; from 2023 on, Community Council will assist Common Roots with outreach for our events and to potential funders. Common Roots is building relationships with our local school districts, hospitals, and unions to promote our events to low-income community members and support our initiatives.

- *Public support.* More broadly, Common Roots is building long-term relationships with the communities where we work through public outreach and meetings with potential donors. We view community support as critical to our long-term success.

8. FINANCIAL PROJECTIONS AND ASSUMPTIONS

As a CLT, we anticipate four types of earned income, as follows:

- *homebuyer application fee*, \$50 at the time a homebuyer submits an application for CLT homeownership with Common Roots.
- *transaction fees*, \$3000 as part of Common Roots' sale of the house to the initial homebuyer.
- *ground lease fees*, \$50 per month from each CLT house.
- *lease reissuance fees*, when the CLT home is resold; this fee is folded into the sale price to the subsequent buyer.

As a start-up, we currently have zero earned income, and we expect to be heavily reliant on contributed income for the first decade or more as we grow our organization. We expect to begin generating transaction fees in 2024, when we sell our first CLT home. We anticipate that our transaction fee revenue will increase as we progressively increase the number of homes we add to our portfolio per year. By the end of 2027, we anticipate Common Roots will have 14 houses in our CLT portfolio. We therefore expect to be generating \$8400 in ground lease fees in 2028.

We are optimistic about our partnerships with local government and local institutions, and hope to be able to increase our pace of portfolio development, but we see the need to be conservative and thoughtful about pace and scale, because our ability to develop and sell houses is inextricably linked to the amount of permanent subsidy we can bring to each project.

Attached to this business plan is a 5-year budget projection that shows how we anticipate Common Roots' income to grow over time as we develop our portfolio of CLT homes.

City of College Place: Development Activity - May 2023

Project Name	Use	Location	Status	Lead Generated
Commercial/Industrial				
Project Quickie Mart	Gas Station/Corner Shopping Mart	Meadowbrook Area/Former Chase Bank Building	- April 2022 Inquiry from national gas station/merchant to remodel Former Chase Bank building. - November 2022 Looking instead at other sites on Myra or Meadowbrook. - May 2023 Trying to work with them on seeing if we can do a deal on site of city detention basin on SW corner.	Cold Call
Chipotle	National Mexican Fast Food Restaurant	Meadowbrook	- April 2022 Having plan meeting with establishment this week. - Sept 2022 Gutting former Chase Bank Bldg. - Dec 2022 Planning for SUMMER 2023 opening. - February 2023 Continue to redo building. - May 2023 Doing tenant improvements. Will open in Summer.	Email
Pop Stop	Pop/Candy Store	Meadowbrook	- May 2023 Tenant making improvements on end cap space of Meadowbrook south building former cell phone shop with drive thru. Will open this Summer.	Facebook
Denim Hospitality	Management Group for Walla Walla Steakhouse and other Dan Thiessen Restaurants	College Avenue	- May 2023 Denim Hospitality acquired the former Baker Boyer Bank space at 6th and College for a Headquarters space.	Broker

Burger King	Fast Food restaurant	Tamaurson	franchisee is looking at rescuing plans and continuing project. - December 2022 Still working with them on resurrecting project adjacent to Aspen Dental. - May 2023 Going over final plans. Franchisee has incentives. On fast track. Planning to open by end of year.	Cold Call
Project Bed	Hotel	College Avenue or Meadowbrook Area	- April 2022 Local interest interested in investing in/partnering on a branded hotel and beginning due diligence on such a deal. - Nov 2022 Draft study complete. Says City market can support two hotels. - Dec 2022 In mid January Cobblestone VP is coming to visit area. Interested in hotel going by HopThief. - Feb 2023 Working on putting together investors to get project going by HopThief. - May 2023 Company is working with Bob Price Whitman and Myra site to get a hotel deal going.	Cold Call
Project Red	Big Box Power Center Developer	Stone Creek & Myra Rd Areas	- April 2022 Meeting at ICSC. Interested in doing joint development deal with Hemmingson on Stone Creek and sole deal on Price site. - Nov 2022 No change. - May 2023 Have meeting scheduled at ICSC.	ICSC Las Vegas

Project FM	Medium sized grocery and general merchandise store.	College Avenue, across from College Place High School.	- Jan 2019 This site is shortlisted with another site at end of Myra Rd in Walla Walla. User would like to open up by 2021/2022. -Dec 2022 Awaiting if Feds will approve merger of Kroger/Safeway. Will have impact on viability of this deal. - Feb 2023 No Change. - May 2023 Have meeting at ICSC to talk about the deal.	Discussion with potential client.
Project C	Large Wholesaler	Myra	- Nov 2022 Commercial retailer had deal in Pasco that went south. Trying to woo them to our market. - Dec 2022 Discussions between Project C folks and Bob Price ongoing. We are shortlisted with Bob Price site, Hermiston site, and West Richland site. - Feb 2023 No Change. - May 2023 ICSC meeting requested by organization.	Cold Email
Project D	Sit Down restaurant	Sites are either SR 125/Commercial Drive or SR 125/Tamaurson.	- June 2019 Waiting for the Myra and SR 125 intersection to be improved for site to be acquired. - August 2019 Awaiting permanent Myra/SR 125/Commercial Dr plans. - April 2021 Project on hold. Waiting for left turn lane from North Myra onto Commercial. - May2023 No change.	ICSC Las Vegas

Project Flight	Aerospace Manufacturing	Martin Airfield	- September 2019 Interest by incoming owner of Airfield about potential siting of facility on west side of property. Improve airport. Likely this project will start between four and five years. - February 2022 Working to schedule meeting with Corliss to understand future of property. - Dec 2022 Still master planning development. - Feb 2023 No Change.	Property owner.
Project Detroit	Car Dealership	Meadowbrook	- Dec 2022 Car dealership potentially looking at some of the lots over in Meadowbrook Development. - Feb 2023 No Change. - May 2023 Evaluating site options.	Email
Project Arches	Fast Food restaurant	Rose, Myra, or Meadowbrook	- Nov 2022 Site selector is narrowing locations for a CP facility. - Dec 2022 Sites narrowed to Old Paragon Auto site, 12th and Myra, or Old Baker Boyer on College and 6th. - Feb 2023 No Change. - May 2023 Meeting at ICSC. Want a CP Location.	Email
Residential				

Homestead Subdivision Phase 3C, 3D, and 3E.	Residential subdivision constructed by Hayden Homes.	Homestead and Doans Street south of Fourth Street.	- December 2021 Reviewing plans for wisesize. - April 2022 No change. - October 2022 Planning to break ground this Fall. - Dec 2022 Wise size development got moved to next Spring. - May 2023 No Change.	Hayden Homes has owned property for the last decade.
Villages at Fort Walla Walla	180 multi-family apartment units.	South side of Whitman Drive/Deccion intersection.	- Jan 2019 Plan submittal is being reviewed by development staff. Spring 2019 construction. - Nov 2022 Revizing development plans. Likely will develop in 2023. - Feb 2023 Developer paid us bill due. Will turn in new, different plans. Likely will petition for MFTE. - May 2023 Continue going through permitting. Getting near end.	Port of Walla Walla was approached by Farran Group about property and was directed to Bob Price and the City.

			- Jan 2019 Plan submittal is being reviewed by development staff. November 2019 Planning to develop next Summer. - April 2021 Still planning on doing this development this year. - April 2021 Awaiting final engineering drawings. August 2021 Final edits to drawings underway. October 2021 One plat developed. Getting ready for development. - Dec 2022 Project appears to be on ice for now. Tad asked about vesting rights. May2023 No Change.	
Sirmon Development	Multi-family apartments.	942 NE Spitzenburg St		Property owner.
			- Feb 2019 SW Trunk Line MOU contents agreed upon with property owners. MOU needed to make this property and others developable. - May 2023 Expecting application under Master Planned Development sometime this summer. Negotiating development agreement to protect City for TIF.	
Stone Creek Development.	Single & Multi-Family	197 Mojonnier Rd		Property owner.

Villages at Garrison Creek Phase 11 and 13	Single Family	Villages at Garrison Creek development.	- December 2021 Received submittal for 72 lot single family in vacant middle donut hole to finish up development. - February 2022 Did public notice. Lots of comments. Developer has to answer comments. - April 2022 City issued letter to developer detailing conditions they need to meet based on comments. - June 2022 Hearing examiner hearing forthcoming. - SEpt 2022 Hearing examiner approved the development with conditions. - October 2022 Planning to see develop in 2023. - Dec 2022 Still planning early 2023 ground breaking. - May 2023 Planning on installing site infrastructure this Summer. Actual houses next Summer.	Property developer.
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VESPR	Mixed-Use	8th & College	- February 2022 Still in due diligence. - April 2022 Developer out of Prosser closed on property. Plans to construct mixed-use building. - December 2022 Incentive granted. Going through final permitting. Expected to break ground early 2023. - Feb 2023 Expecting to break ground by Q2. - May 2023 Broke ground. Plumbing and foundation is in.	Property owner.
Deer Meadows Subdivision	Townhome	SW 12th	- December 2021 Developer Jeff Kelly out of Tri Cities is planning townhomes for site purchased from Marc Maiuri - Sept 2022 SEPA out now. 13 lot subdivision proposed by Jeff Kelly out of Pasco. - October 2022 Hearing Examiner meeting held. - December 2022 Going through final entitlements. - February 2023 Planning for a Summer start. - May 2023 Construction to start soon.	Developer
Martin Airfield/Tarragon Development	Airfield Update, Flex Facilities, Residential	West Whitman Drive	- May 2023 Tarragon wants to update airport, add hangers, flex facilities, and potentially residential. Will file annexation petition in month or two.	Developer

Salerno Estates	Single Family Homes	359 SW 12th	- May 2023 Had public comment period for this development. 8 homes on approximately half acres. Reviewing comments and finalizing conditions of approval.	Developer
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Legend

- CITY LIMITS
- POTENTIAL MFTE AREAS
- ROADWAYS

0 475 950 1,900 2,850 3,800 Feet

Map showing City Limits, Potential MFTE Areas, and Roadways. The map includes a scale bar (0 to 3,800 feet) and a north arrow.

 CITY LIMITS
 POTENTIAL MFTE AREAS
 ROADWAYS

0	475	950	1,900	2,850	3,800
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Multifamily Property Tax Exemption Program

Application

Eligibility Check

The proposed project:

- ☐ Is in a designated residential targeted area.
- ☐ Does not displace any existing residential tenants from property proposed for development without providing residents with comparable housing and opportunities to relocate.
- ☐ Is a multi-family or mixed-use project, which is at minimum 50% housing and provides at minimum four (4) new dwelling units.
- ☐ Will be completed within three years from the effective date of City Council approved Conditional Contract of Tax Exemption, with the possibility of an extension under the ordinance.

Applicant

Name: _____

Mailing Address: _____

Phone: _____ Email Address: _____

Owner

Name: _____

Mailing Address: _____

Phone: _____ Email Address: _____

Project Information

Project Address: _____

Tax Assessor Parcel Number(s): _____

Project Name: _____

Residential targeted area where project will be located:

☐ Area A ☐ Area B ☐ Area C ☐ Area D

Description of the project, including all uses in the proposed building and on-site amenities:

Total number of dwelling units proposed: _____

Term of tax exemption requested:

☒ 8-year

☐ 12-year

☐ 20-year

Number of units for which a tax exemption is requested: _____

Estimated total project cost: _____

Expected start date: _____ Expected completion date: _____

Type of project:

☐ New construction

☐ Conversion of existing structure

☒ Rehabilitation of multifamily structure: List city code violation(s) _____

If the project is to rehabilitate existing units:

How long have the units been vacant: _____

If the units are occupied, how will the applicant provide existing tenants with relocation assistance:

Proposed Dwelling Units	Studio	1-BR	2-BR	3-BR+	Total units
Number of income-restricted units					
Number of market-rate units					
Average monthly total rental costs* (income-restricted)					
Average monthly total rental costs* (market-rate)					
Average unit size (sf)					
Development cost per unit					
Number of units vacant for 12 months or more**					
Number of units that are currently occupied**					

* "total rental costs" means: all recurring and periodic charges for the use and occupancy of the premises, including but not limited to base rent, all non-discretionary rental costs such as non-refundable fees, maintenance fees, common area fees, parking fees, security fees, garbage and utility fees and the like. "total rental costs" shall not include discretionary rental costs, nonrecurring charges for costs incurred due to late payment, damages, deposits, legal costs, and the like.

** To complete if applicant will rehabilitate existing units

Total site area: _____

Proposed density: _____

Non-residential floor area: _____

Detail on residential and non-residential parking area: _____

Affordability – 12-year exemption

For projects seeking a 12-year exemption or any program with affordability requirements:

Proposed Dwelling Units	Studio	1-BR	2-BR	3-BR+	Total units
Number of income-restricted units					
Number of units at or below 80% AMI (low-income)					
Average rent for low-income units					
Number of units at or between 81% and 115% AMI (moderate-income)					
Average rent for moderate-income units					

Affordability – 20-year exemption

For projects seeking a 20-year exemption or any program with affordability requirements:

Proposed Dwelling Units	Studio	1-BR	2-BR	3-BR+	Total units
Number of income-restricted units					
Qualified nonprofit or local government partner owner					

Additional requirements as determined by the City after pre-application meeting:

Statement of Potential Tax Liability

As owner of the land described in this application, I hereby indicate by my signature that I am aware of the additional tax liability if and when the property ceases to be eligible for exemption. I am aware that the tax exemption must be cancelled if the property is converted from multifamily to another use. I am aware that if I decide to convert the multifamily housing to another use or intend to discontinue compliance with the affordable housing requirements, I must notify the [city department] and the county assessor within 60 days of the change in use or intended discontinuance.

Owner signature: _____ Date: _____

Affirmation

As taxpayer(s) of the land described in this application, I hereby indicate by my signature that I am aware that the exemption does not begin until after the project is complete and I have applied for a Final Certificate of Exemption. I declare under penalty of perjury under the laws of the State of Washington that this application and any accompanying documents have been examined by me and that they are true, correct, and complete to the best of my knowledge.

Owner signature: _____ Date: _____

Attachments

[Site plan] [Building floor plan]

For use by City only:

☐ **Application fee paid**

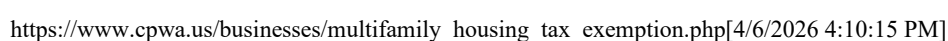
☐ **Approved**

☐ **Denied, see: Community Development Director or designee written statement of the reason(s) for denial.**

☐ **Notice of Denial and Right to Appeal sent to Applicant via USPS address:**

☐ **Right to Appeal Notice sent to applicant via USPS**

☐ **Approved with modifications:** _____



does not apply to land, existing improvements or non-residential improvements. The tax exemption is transferable to new property owners.

- [MFTE Application \(Pdf\) / MFTE Application Word](#)
- [City MFTE Code \(CPMC 3.52\)](#)
- [State MFTE Website](#)
- [MFTE Urban/Target Area Map](#)

*The municipal code offers an eight-year exemption, however the states population requirement is set at a population of at least 15,000 and therefore the city municipal code erroneously offered the eight-year exemption and cannot be offered.



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Pavement Management Budget Options Report



December, 2022



City of College Place, WA

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Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of College Place Public Works to perform visual inspections of all paved streets maintained by the City of College Place (City). All 38.66 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards. The Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in September, 2022.

The Streetsaver maintenance decision tree was updated with standard treatments typically implemented by the City, and costs were updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the pavement condition inspections and decision tree matrix, and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 38.66 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 74. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 74 places the City's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$10.8 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 85. The City has approximately \$25.0 million in public works projects planned over the next five years, of which approximately half will be for reconstruction of street pavement. The \$10.8 million needs is in addition to that work, and all scenarios assume that that work is performed. The current funding level of \$475,000 over the next five years shows that the average network PCI decreases by three points, to 71 through 2027. Scenarios were also run to determine the funding levels required to maintain the current PCI of 74, as well as increase the network PCI by five points, to 79, over the next five years. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$2.2 million (1-Unconstrained Needs)	\$95,000 (2- Current Funding (\$100k per year))	\$300,000 (3- Maintain Current PCI (74))	\$800,000 (4- Increase PCI 5 points (to 79))
Total budget for 5 years	\$10.8 million	\$475,000	\$1.5 million	\$4.0 million
Current PCI	74	74	74	74
Current % in 'Good' condition	76.2%	76.2%	76.2%	76.2%
PCI after 5 years (change)	85 (+11)	71 (-3)	74 (0)	79 (+5)
Backlog after 5 years	\$0	\$10.1 million	\$9.2 million	\$7.5 million
% 'Good' in 5 years	98.2%	77.8%	84.5%	90.8%
% 'Fair' in 5 years	1.6%	7.6%	1.9%	1.6%
% 'Poor' in 5 years	0.2%	6.6%	5.6%	0.2%
% 'Very Poor' in 5 years	0.0%	8.0%	8.0%	7.4%

Purpose

This report is intended to assist the City of College Place with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over five years and at various funding levels.

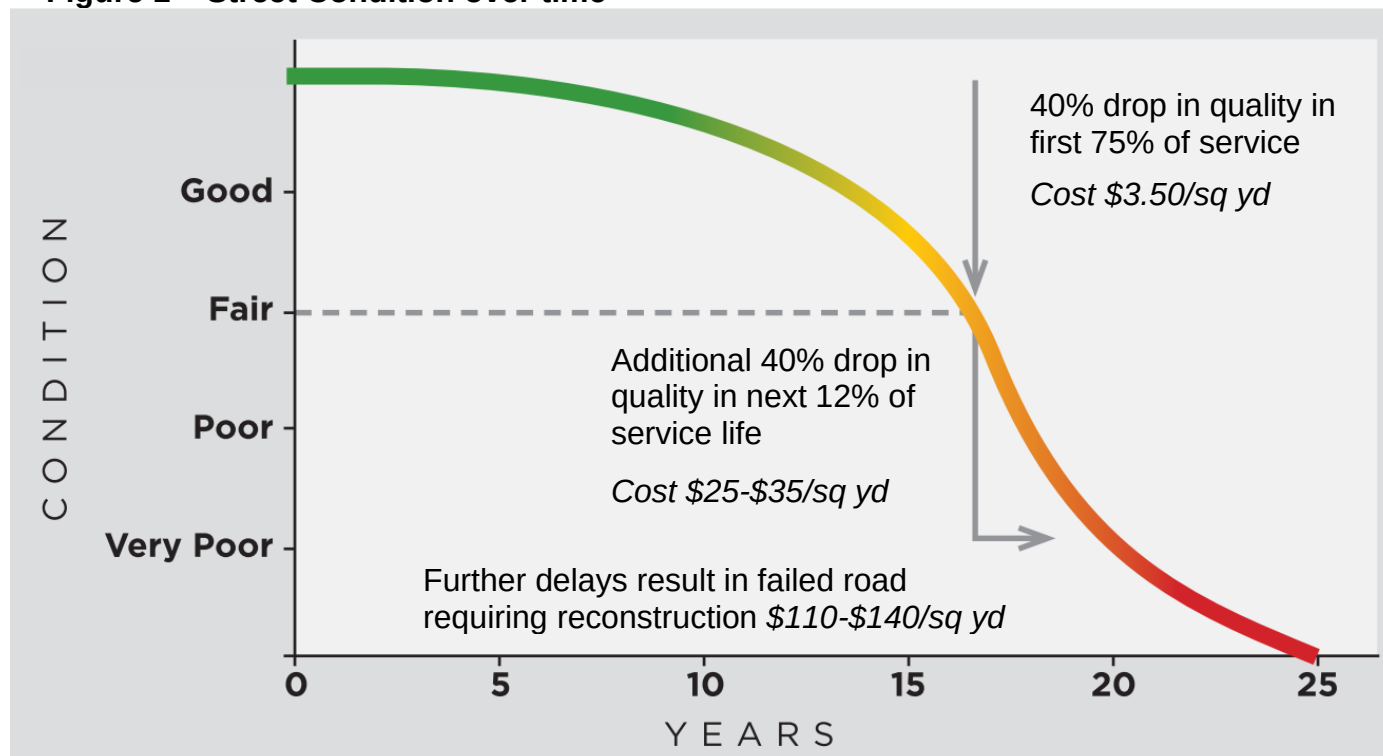
Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement management systems are designed with a more cost-effective, “best-first” approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as chip seals, slurry seals, and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 38.66 centerline miles of paved streets. The City's street network replacement value is estimated at \$99.17 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 74, which indicates that the street network is in 'Good' condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

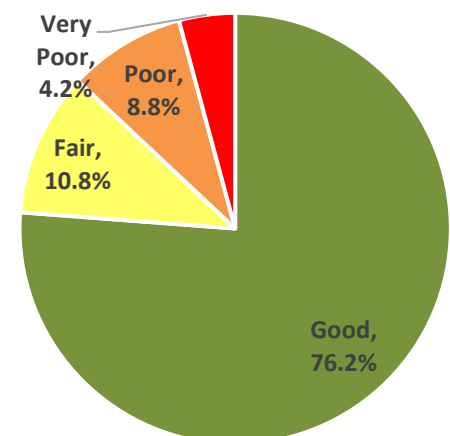
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	45	8.70	21.75	77
Collector	39	6.74	13.60	80
Residential	219	23.22	46.18	70
Totals	303	38.66	81.53	74

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

Condition Class	PCI Range	Collector	Residential	Total
Good (I)	70-100	14.4%	41.5%	76.2%
Fair (II/III)	50-70	2.5%	3.4%	10.8%
Poor (IV)	25-50	0.8%	8.0%	8.8%
Very Poor (V)	0-25	0.0%	4.2%	4.2%
Totals		17.7%	57.1%	



¹ Replacement value is calculated as the current cost to reconstruct each street, This does not include sidewalks or curb.

The City's street condition varies by functional class, as is typical of most cities. Arterial and collector streets are in better shape than residential streets. The condition of and centerline miles of each functional class can be seen in Figures 3 through 6.

Figure 3 – Total Network Miles by Condition Category

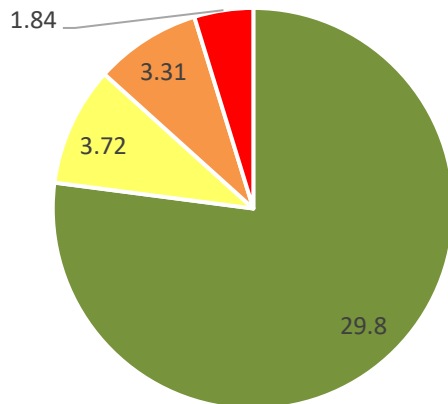


Figure 4 – Arterial Miles by Condition Category

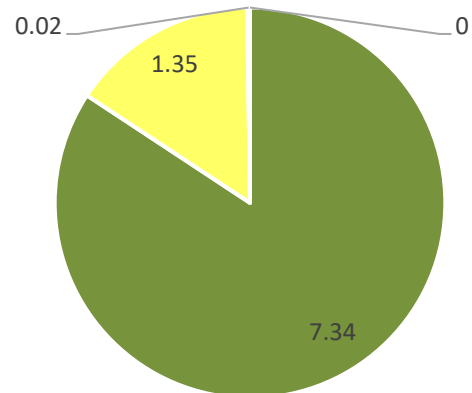


Figure 5 – Collector Miles by Condition Category

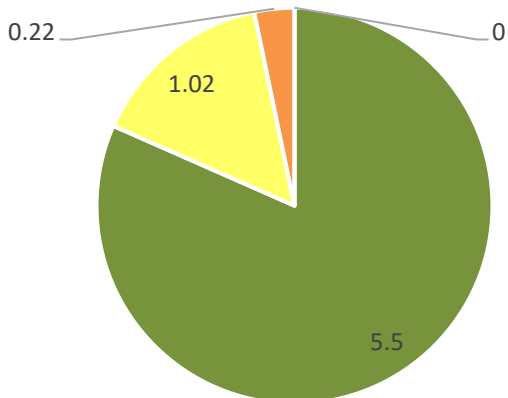
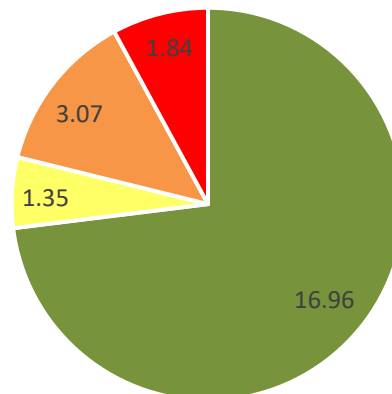


Figure 6 – Residential Miles by Condition Category



■ Good ■ Fair ■ Poor ■ Very Poor

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$10.8 million² over the next five-year period (2023–2027) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$5.1 million is needed in the first year alone. The five-year cost of \$10.8 million exceeds the City's planned five-year funding level of \$475,000 by approximately \$10.3 million.

As mentioned earlier, the average PCI for the City's streets is 74, which is in the 'Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

The cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal or chip seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually cost less than \$4.00 per square yard³. 76.2% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

10.8% of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a chip seal or 2" overlay (depending on functional class and the extent of load related distresses), at a cost of \$3.50 to \$27.50/sq yd.

8.8% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires an overlay, at a cost of \$25 to \$35/sq yd.

4.2% of the City's street network falls into the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface or street

² Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 3.

³ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

surface and subgrade structure. Estimated costs to reconstruct the street surface are approximately \$110 to \$140/sq yd.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in 'Good' condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the City is 74, which is in the 'Good' condition category. Current funding strategies demonstrate there is a \$5.0 million deferred maintenance backlog⁴ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the City's street network. Using the PMP budget needs module; street maintenance needs are estimated at \$10.8 million over the next five years⁵. If the City follows the strategy recommended by the program, the average network PCI will increase to 85. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 66. The results of the budget needs analysis are summarized in Table 4.⁶

⁴ Definition of deferred maintenance backlog can be found in Appendix A

⁵ The City has approximately \$25.0 million in public works projects planned over the next five years, of which approximately half will be for reconstruction of street pavement. The \$10.8 million needs is in addition to that work.

⁶ Actual program outputs are included in Appendixes B through F

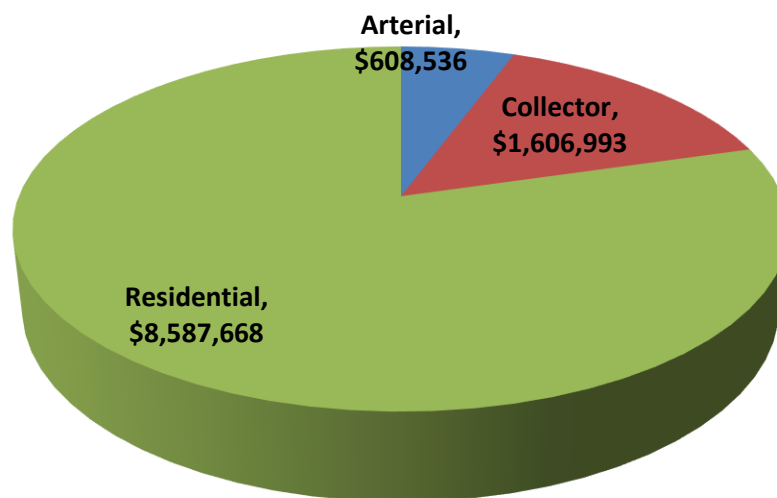
Table 4. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2023	2024	2025	2026	2027	Total
PCI with Treatment	83	83	83	85	85	---
PCI, no Treatment	74	72	70	68	66	---
Budget Needs Total	\$5,080,082	\$1,666,055	\$1,181,698	\$2,434,388	\$440,978	\$10,803,201
Rehabilitation Portion	\$4,173,848	\$1,521,022	\$1,005,505	\$2,131,407	\$292,993	\$9,124,775
Preventative Maintenance Portion	\$906,233	\$145,032	\$176,192	\$302,980	\$147,984	\$1,678,421

Table 5 shows the level of expenditure required to raise the City's pavement condition to an optimal network PCI of 85 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$10.8 million in maintenance and rehabilitation needs shown, approximately \$1.7 million or 15.5% is earmarked for preventative maintenance or life-extending treatments, while \$9.1 million or 84.5% is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 7 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$10.8 million over a five-year period. Figure 7 illustrates the funding distribution by street functional classification.

**Figure 7. Budget Needs Funding
Distribution by Functional Classification**



Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City's street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct 'what-if' analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2023-2027). The City has approximately \$25.0 million in public works projects planned over the next five years, of which approximately half will be for reconstruction of street pavement. All scenarios assume this work will take place. Budget amounts are in addition to the cost of that work. The results are summarized in Table 5.

1. *Unconstrained (zero "deferred maintenance")* — The annual amounts, as identified in the budget needs analysis totaling \$10.8 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$95,000 was evaluated over five years, for a total of \$475,000, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI decreases by three points, to 71, under this funding level.
3. *Maintain Current PCI (74)* — An annual funding level of \$300,000 per year, for a five year total of \$1.5 million, should maintain the overall network PCI at the current level of 74 through 2027.
4. *Increase PCI 5 points (to 79)* — An annual funding level of \$800,000 per year, for a five year total of \$4.0 million, should increase the overall network PCI by five points, to 79 by 2027.

Table 5. Scenario Summary

Scenario Name	5 Year Budget	2027 PCI (change)	2027 Deferred Maintenance	2027 % Good	2027 % Very Poor
1 – Unconstrained	\$10.8 million	85 (+11)	\$0	98.2%	0.0%
2 – Current Investment	\$475,000	71 (-3)	\$10.1 million	77.8%	8.0%
3 – Maintain Current PCI (74)	\$1.5 million	74 (0)	\$9.2 million	84.5%	8.0%
4 – Increase PCI 5 points (to 79)	\$4.0 million	79 (+5)	\$7.5 million	90.8%	7.4%

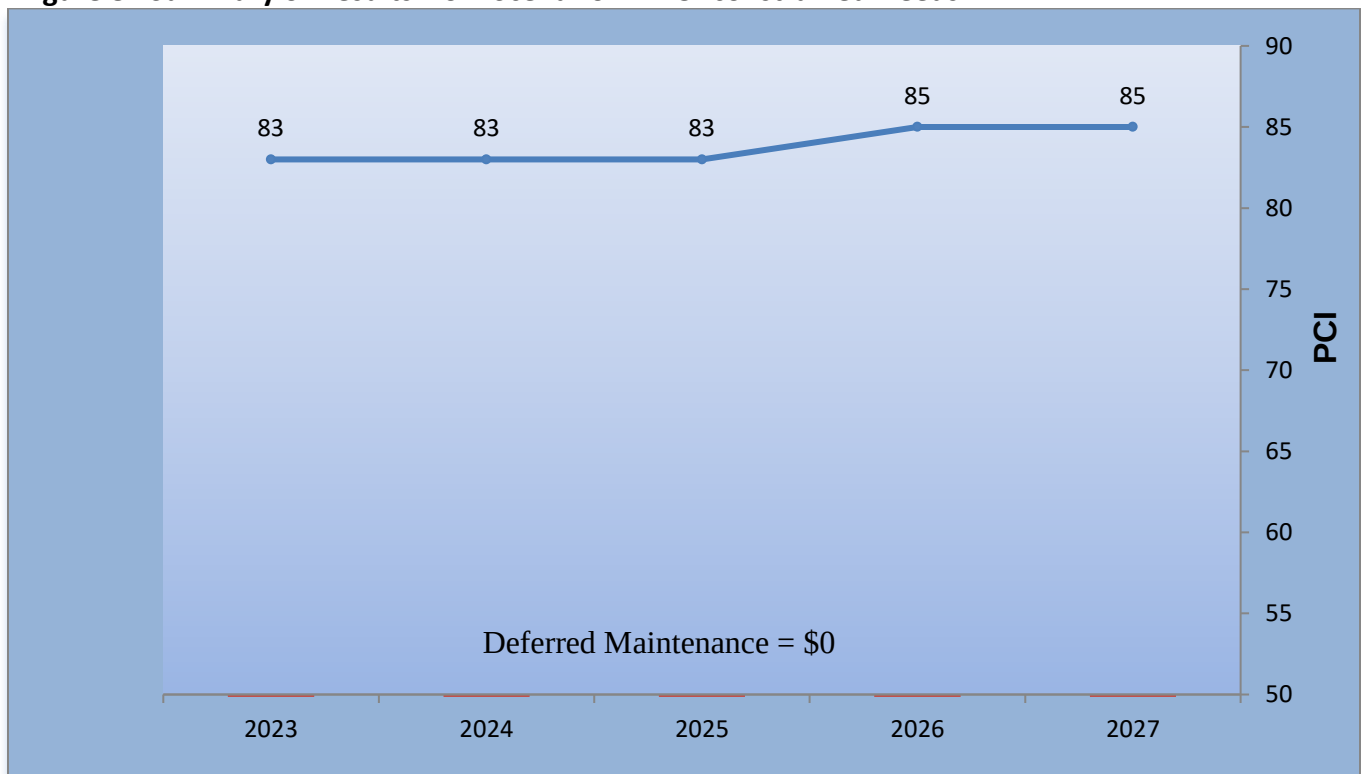
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 83. The PCI maintains at an optimal level through 2027. By 2027, 98.2% of the network improves into the 'Good' condition category, a significant increase from the current level of 76.2% in 'Good' condition. These results are shown in both Table 6 and Figure 8.

Table 6. Summary of Results from Scenario 1 — Unconstrained Needs

	2023	2024	2025	2026	2027	Total
Budget Total	\$5,080,082	\$1,666,055	\$1,181,698	\$2,434,388	\$440,978	\$10,803,201
Rehabilitation budget	\$4,173,848	\$1,521,022	\$1,005,505	\$2,131,407	\$292,993	\$9,124,775
Preventative Maintenance budget	\$906,233	\$145,032	\$176,192	\$302,980	\$147,984	\$1,678,421
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	--
PCI	83	83	83	85	85	

Figure 8. Summary of Results from Scenario 1 — Unconstrained Needs



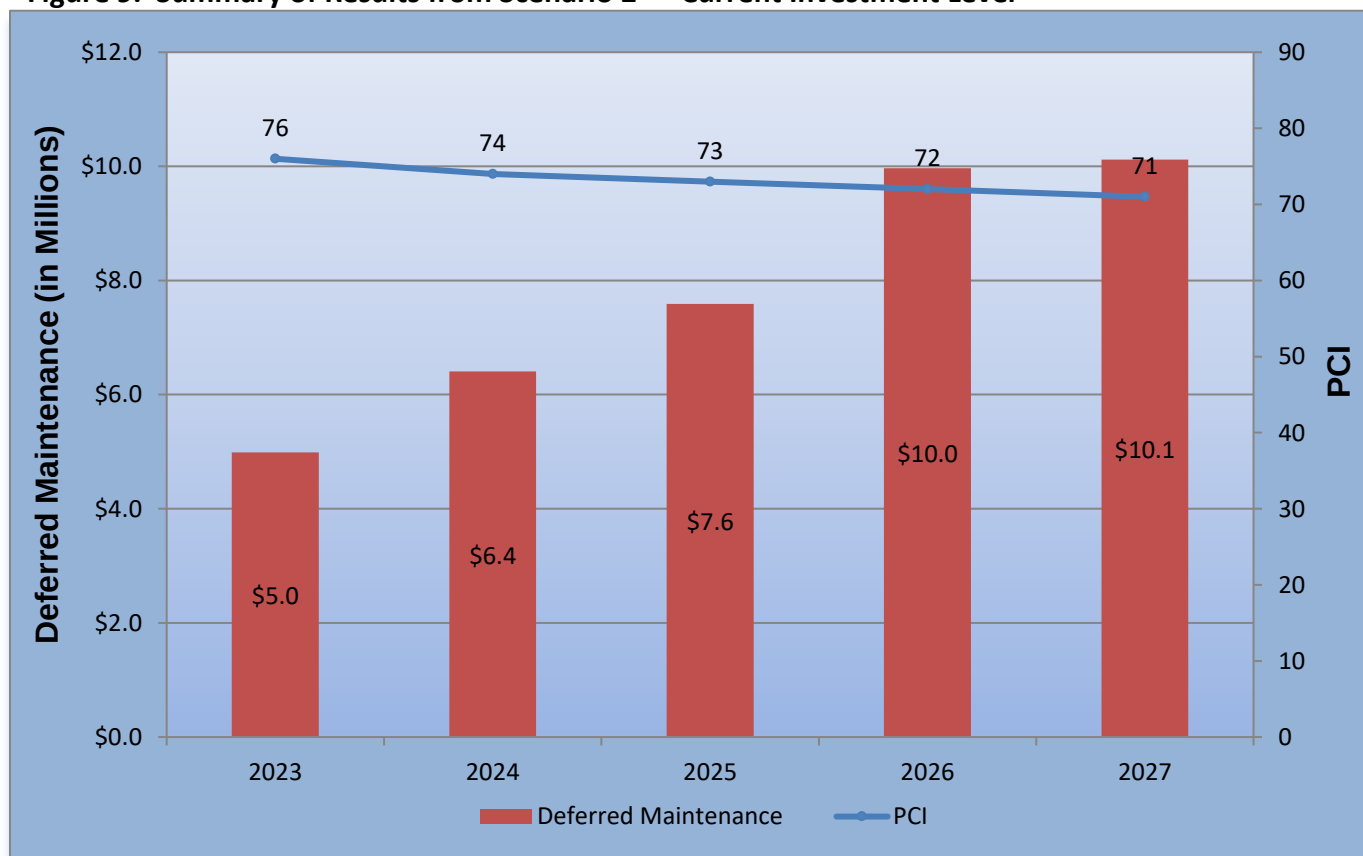
Scenario 2 — Current Investment Level

This scenario shows the effects of the City’s current budget for street maintenance of \$475,000 over five years (in addition to the \$25 million to be spent for street reconstruction, sidewalks, and sewer work). Under this scenario, the overall network PCI decreases by three points, from 74 currently, to 71 by 2027. Under this investment level, the deferred maintenance backlog increases from \$5.0 million in 2023, to \$10.1 million in 2027, mainly due to the increase in the number of streets that will require expensive reconstruction, as the street network in ‘Very Poor’ condition increases to 8.0% in 2027, up from 4.2% currently,. The percentage of the street network in 'Good' condition improves, from 76.2% currently, to 77.8% in 2027. Results are illustrated in Table 7 and Figure 9.

Table 7. Summary of Results from Scenario 2 — Current Investment Level

	2023	2024	2025	2026	2027	Total
Budget Total	\$95,000	\$95,000	\$95,000	\$95,000	\$95,000	\$475,000
Rehabilitation budget	\$29,703	\$27,050	\$34,310	\$34,434	\$34,814	\$160,310
Preventative Maintenance budget	\$64,993	\$67,767	\$60,636	\$60,197	\$58,857	\$312,451
Deferred Maintenance	\$4,985,386	\$6,405,165	\$7,588,508	\$9,967,578	\$10,118,492	---
PCI	76	74	73	72	71	

Figure 9. Summary of Results from Scenario 2 — Current Investment Level



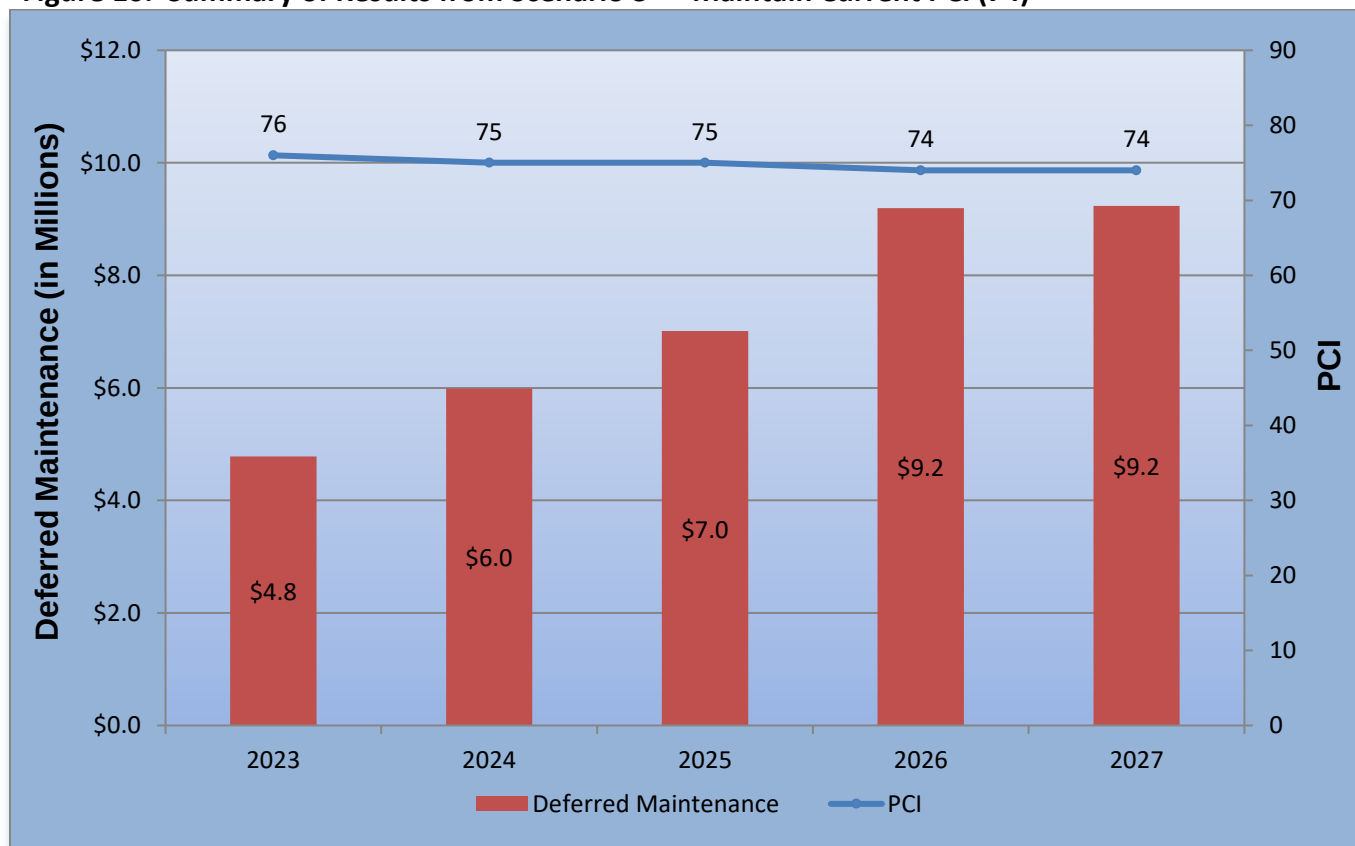
Scenario 3 — Maintain Current PCI (74)

This scenario analyzes the funding level that would be required to maintain the current network PCI of 74 over the next five years. An annual investment level of \$300,000, for a total of \$1.5 million over five years, would be needed to achieve this goal. Even though the PCI remains level, the deferred maintenance backlog increases, from \$4.8 million in 2023, to \$9.2 million by 2027. The street network in ‘Very Poor’ condition increases from 4.2% currently, to 8.0% in 2027. The percentage of the street network in the ‘Good’ condition category increases to 84.5% in 2027, from the current level of 76.2%. These results are illustrated in Table 8 and Figure 10.

Table 8. Summary of Results, Scenario 3 — Maintain Current PCI (74)

	2023	2024	2025	2026	2027	Total
Budget Total	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Rehabilitation budget	\$118,617	\$102,455	\$97,897	\$106,683	\$110,492	\$536,144
Preventative Maintenance budget	\$181,243	\$197,032	\$201,215	\$192,329	\$189,032	\$960,851
Deferred Maintenance	\$4,780,222	\$5,989,175	\$7,008,646	\$9,194,731	\$9,234,094	---
PCI	76	75	75	74	74	

Figure 10. Summary of Results from Scenario 3 — Maintain Current PCI (74)



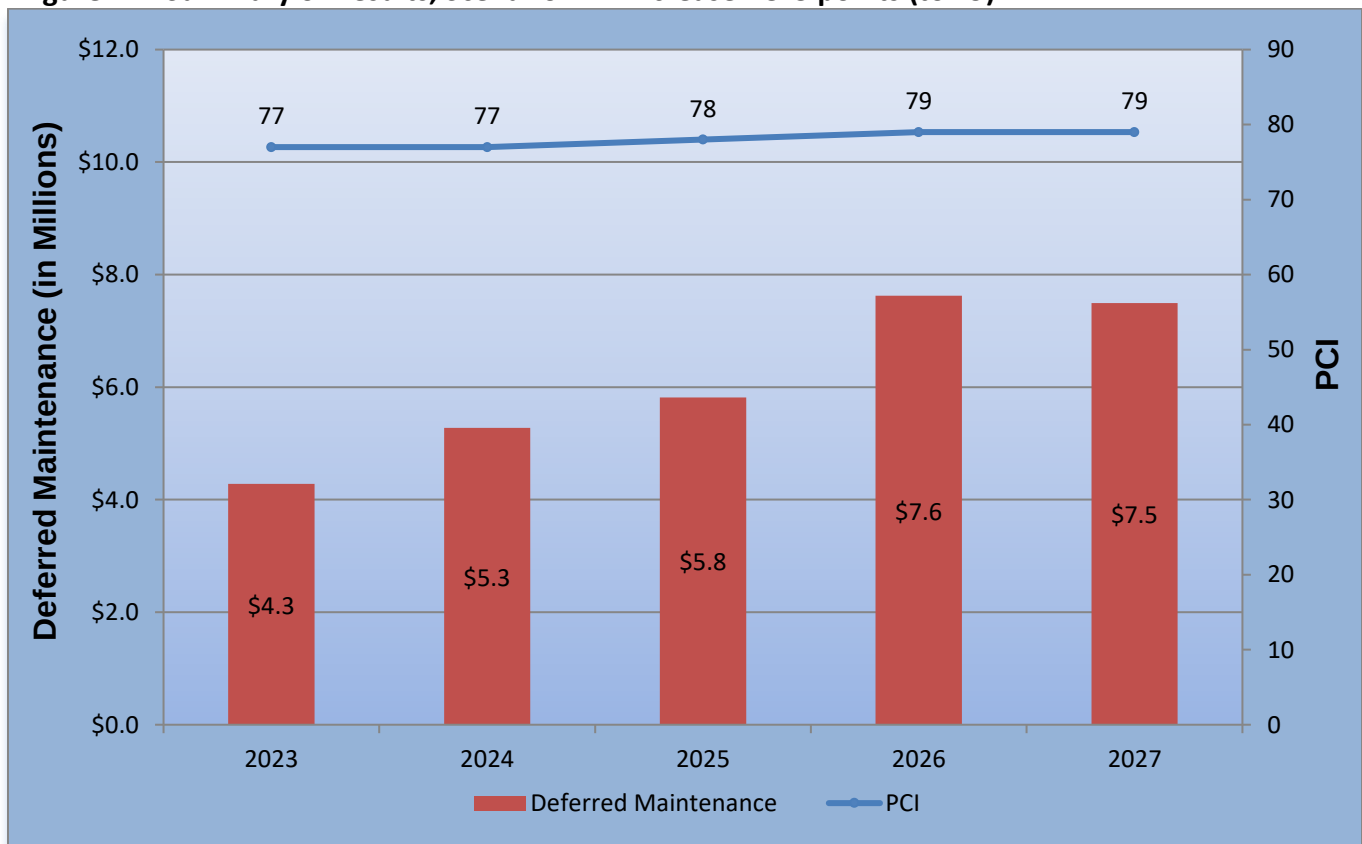
Scenario 4 — Increase PCI 5 points (to 79)

This scenario analyzes the funding level required to increase the overall network PCI to 79 over the next five years. An annual funding level of \$800,000 would be required to achieve this goal. Even at this funding level the deferred maintenance backlog increases, from \$4.3 million in 2023, to \$7.5 million in 2027. The percentage of the street network in the ‘Good’ condition category increases to 90.8% in 2027, from the current level of 76.2%. The street network in ‘Very Poor’ condition increases from 4.2% currently, to 7.4% in 2027. These results are illustrated in Table 9 and Figure 11.

Table 9. Summary of Results, Scenario 4 — Increase PCI 5 points (to 79)

	2023	2024	2025	2026	2027	Total
Budget Total	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000	\$4,000,000
Rehabilitation budget	\$451,203	\$478,914	\$438,555	\$476,453	\$438,039	\$2,283,164
Preventative Maintenance budget	\$347,559	\$320,693	\$361,132	\$323,060	\$361,300	\$1,713,744
Deferred Maintenance	\$4,281,320	\$5,276,207	\$5,816,504	\$7,624,554	\$7,492,690	---
PCI	77	77	78	79	79	

Figure 11. Summary of Results, Scenario 4 — Increase PCI 5 points (to 79)



A comparison of the four scenarios is summarized in Figures 12 and 13. Figure 12 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 13 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 12 - Deferred Maintenance and PCI of Scenarios 1-4

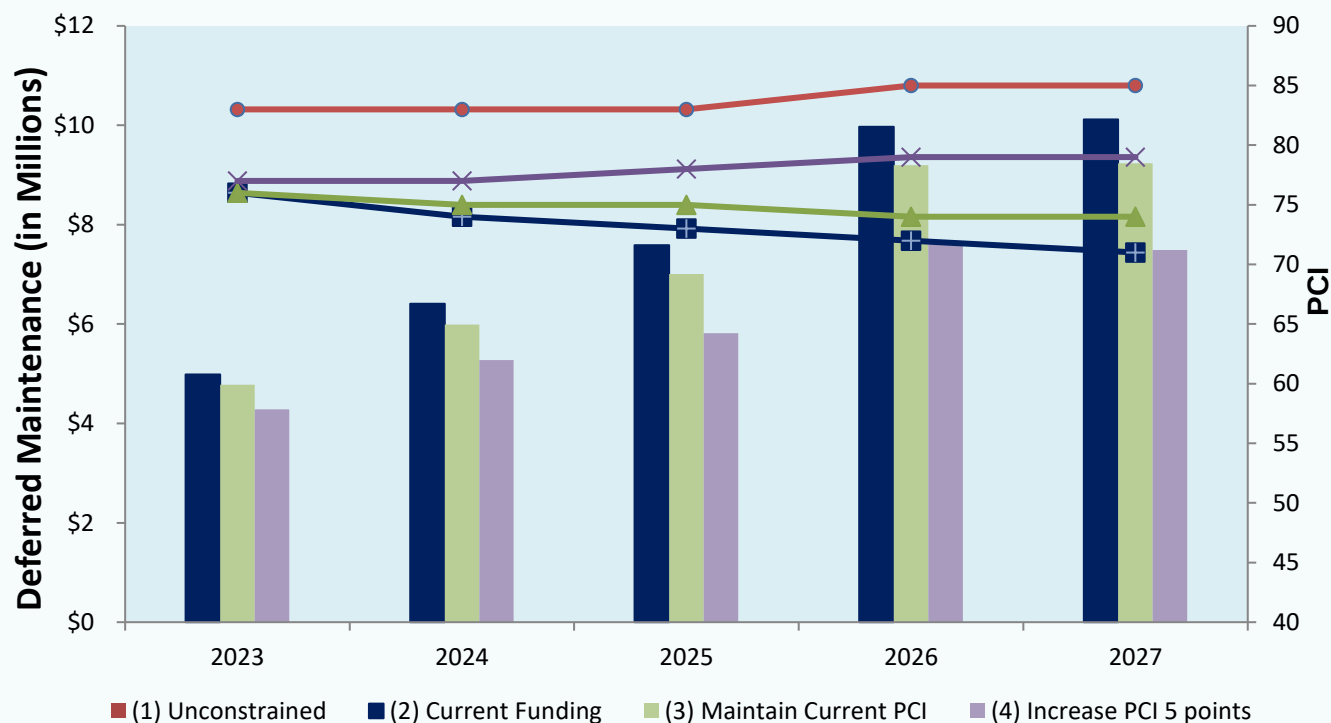
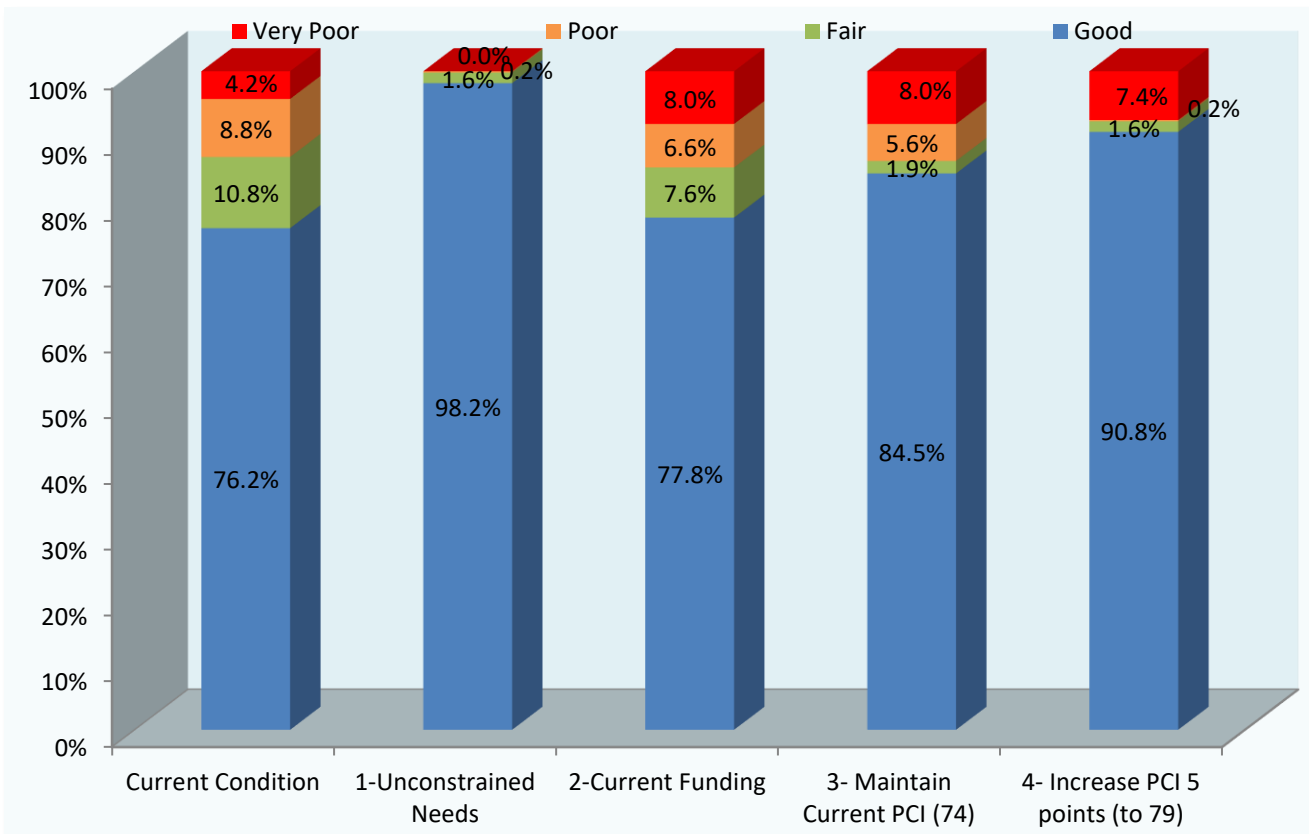


Figure 13 – Pavement Condition Category Percentages in 2027 – Scenarios 1-4



Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$10.8 million. Not only does this surface management plan improve the network to an optimal level of 85, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$5.1 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

Under current five-year funding level (\$475,000 over five years), the network PCI decreases by three points, from 74 currently, to 71 by 2027. The deferred maintenance price tag doubles, from \$5.0 million in 2023, to \$10.1 million in 2027. By following this strategy through 2027, 77.8% of the City's street will be in the 'Good' condition category, an increase from the current level of 76.2% in 'Good' condition. The street network in 'Very Poor' condition increases from 4.2% currently, to 8.0% in 2027.

Scenario and Needs analyses assume that the City will follow a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective chip and crack seal program, the City will save money in the long run. The use of chip seals or thin AC overlays to rehabilitate streets in Fair condition should be the second priority, followed by thick overlays on Poor streets. Failed streets should be the lowest priority, as the reconstruction that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending \$8.81 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 81.6% of the planned costs, as estimated by the PMP. This places the City in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant five-year shortfall projection. Currently, 4.2% of the street network is in 'Very Poor' condition. This is likely to increase to 8.0% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Many of the City's streets are in failed conditions, and this will continue to get worse unless increased funding is allocated for street maintenance and rehabilitation. The City should seek to increase funding for street maintenance.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as crack sealing and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can

sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.

- Consider grouping treatments by geographic location in the City. This can help lower the overall cost of treatments, as well as help simplify logistics. The recommended treatments in Appendix F are determined by best timing according to the PCI, regardless of location. Often, overlays can be advanced or delayed by a year or so, and seals performed by one to two years early, without significant loss of cost-effectiveness. Adjusting the timing of treatments with geographic location in mind is recommended.
- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces. Consider delaying treatment on streets with upcoming utility work, where appropriate.
- Evaluate the specific treatments and costs recommended by the PMP and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP ‘Decision Tree Module’. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition will likely decline, and the deferred maintenance backlog will likely increase as more streets fall into ‘Poor’ and ‘Very Poor’ condition. To reduce the deferred maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more ‘Fair’ streets deteriorate into the ‘Poor’ and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the ‘Very Poor’ category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$99.17 million.

Appendix A

Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 25 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include chip seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$4.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

Load related distress - Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

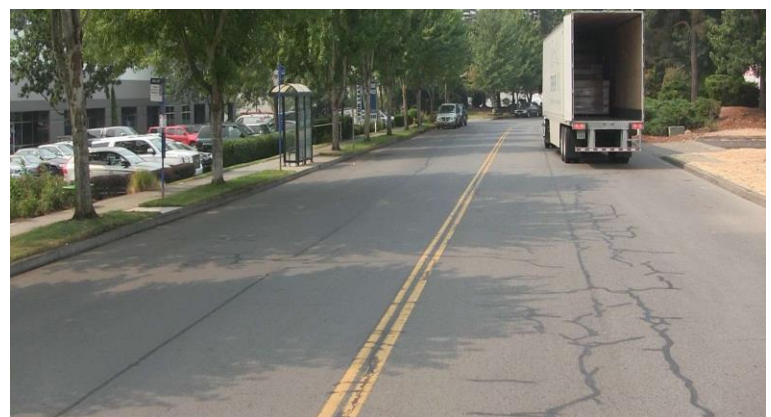
‘Good’ Condition Category – Streets in ‘Good’ condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

Pavement is stable. New or lightly worn appearance. Minor cracking may be present, but cracks are generally less than $\frac{1}{4}$ " wide or are well sealed. May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no spalling or pumping. Minor patching and possibly some minor deformation evident. Good riding qualities. Rutting may be present but is generally less than $\frac{1}{2}$ ".



‘Fair’ Condition Category – Streets in ‘Fair’ condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – ‘non-load’ and Category III – ‘load-related’, based on whether a majority of the distresses found had load or environmental related causes

Pavement structure is generally stable with only minor areas of structural weakness or pavement deterioration evident. Cracks, if present, have widths generally less than $\frac{3}{4}$ ". Wheel paths may have widespread, but not continuous, cracking with no or only a few interconnecting cracks and no spalling or pumping. Interconnected alligator cracks forming complete patterns, or with spalling, are very small localized areas and are not representative of the rest of the section. The pavement may be patched but not excessively. Rutting may be present but is generally less than $\frac{3}{4}$ ".



'Poor' Condition Category – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

Areas of instability, structural deficiency, or advanced pavement deterioration present in small areas (generally <10% of total pavement area). Continuous, interconnected alligator cracking often present (mostly in wheel paths). Wheel paths may have widespread, and continuous, cracking with some interconnecting cracks and/or spalling (none or isolated areas of pumping). Deformation may be somewhat noticeable.



'Very Poor' Condition Category - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Areas of instability, structural deficiency, or advanced pavement deterioration are frequent. Large crack patterns (alligatoring), heavy and numerous patches, potholes, or deformation is very noticeable. Rutting, if present, is generally greater than 3/4".



Appendix B

Network Summary Statistics

Network Replacement Cost

Network Summary Statistics

Printed: 2/14/2023

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Residential/Local	219	23.22	46.18	4,079,121	70
Other Principal Arterial (3)	12	2.54	6.88	528,591	81
Minor Arterial (4)	33	6.16	14.87	1,289,993	75
Major Collector (5)	30	5.12	10.36	970,854	79
Minor Collector (6)	9	1.62	3.24	271,270	83
Total	303	38.66	81.53	7,139,829	
Overall Network PCI as of 2/14/2023:					74
**Combined	2	0.10	0.21	9,784	N/A
Gravel	2	0.10	0.21	9,784	N/A

**** Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.**

Network Replacement Cost

Printed: 02/14/2023

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Major Collector (5)	AC	9.4	\$16.11	874,270	\$14,085
	AC/AC	1.0	\$16.11	96,584	\$1,556
Minor Arterial (4)	AC	11.2	\$16.11	947,151	\$15,260
	AC/AC	3.7	\$16.11	342,842	\$5,524
Minor Collector (6)	AC	3.2	\$16.11	271,270	\$4,370
Other Principal Arterial (3)	AC	6.9	\$16.11	528,591	\$8,516
Residential/Local	AC	45.8	\$12.22	4,043,335	\$49,418
	AC/AC	0.4	\$12.22	35,786	\$437
Grand Total:		81.5		7,139,829	\$99,167

Appendix C

Decision Tree

Decision Tree

Printed: 2/14/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		6	
			Restoration Treatment	2" OVERLAY	\$27.50			2
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		6	
		III - Good, Load Related		2" OVERLAY	\$27.50			
		IV - Poor		2.5" OVERLAY W/DIGOUTS	\$35.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		6	
			Restoration Treatment	2" OVERLAY	\$27.50			2
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		6	
		III - Good, Load Related		2" OVERLAY	\$27.50			
		IV - Poor		2.5" OVERLAY W/DIGOUTS	\$35.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		6	
			Restoration Treatment	2" OVERLAY	\$27.50			2
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		6	
		III - Good, Load Related		2" OVERLAY	\$27.50			
		IV - Poor		2.5" OVERLAY W/DIGOUTS	\$35.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (PCC)	\$238.35			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/14/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		6	
			Restoration Treatment	2" OVERLAY	\$27.50			2
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		6	
		III - Good, Load Related		2" OVERLAY	\$27.50			
		IV - Poor		2.5" OVERLAY W/DIGOUTS	\$35.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		6	
			Restoration Treatment	2" OVERLAY	\$27.50			2
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		6	
		III - Good, Load Related		2" OVERLAY	\$27.50			
		IV - Poor		2.5" OVERLAY W/DIGOUTS	\$35.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		6	
			Restoration Treatment	2" OVERLAY	\$27.50			2
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		6	
		III - Good, Load Related		2" OVERLAY	\$27.50			
		IV - Poor		2.5" OVERLAY W/DIGOUTS	\$35.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (PCC)	\$238.35			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/14/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		9	
			Restoration Treatment	EDGE MILL & 1.5" OVERLAY	\$17.50			3
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		9	
		III - Good, Load Related		CRACK SEAL, PATCH, AND CHIP SEAL	\$5.00		9	
		IV - Poor		1.75" OVERLAY W/DIGOUTS	\$25.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$110.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		9	
			Restoration Treatment	EDGE MILL & 1.5" OVERLAY	\$17.50			3
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		9	
		III - Good, Load Related		CRACK SEAL, PATCH, AND CHIP SEAL	\$5.00		9	
		IV - Poor		1.75" OVERLAY W/DIGOUTS	\$25.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$110.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	CRACK SEAL AND CHIP SEAL	\$3.50		9	
			Restoration Treatment	EDGE MILL & 1.5" OVERLAY	\$17.50			3
		II - Good, Non-Load Related		CRACK SEAL AND CHIP SEAL	\$3.50		9	
		III - Good, Load Related		CRACK SEAL, PATCH, AND CHIP SEAL	\$5.00		9	
		IV - Poor		1.75" OVERLAY W/DIGOUTS	\$25.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$110.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (PCC)	\$238.35			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$5,080,082	0%	2025	\$1,181,698	0%	2027	\$440,978	0%
2024	\$1,666,055	0%	2026	\$2,434,388	0%			

Projected Network Average PCI by Year				
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	74	83	26.16	54.17
2024	72	83	5.27	11.15
2025	70	83	6.52	14.59
2026	68	85	14.41	31.10
2027	66	85	13.23	27.52

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	20.5%	14.1%	41.5%	0.0%	76.2%
II / III	4.9%	2.5%	3.4%	0.0%	10.8%
IV	0.1%	0.8%	8.0%	0.0%	8.8%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	23.0%	15.1%	49.5%	0.0%	87.7%
II / III	2.5%	1.4%	3.0%	0.0%	6.9%
IV	0.0%	0.8%	4.1%	0.0%	5.0%
V	0.0%	0.0%	0.5%	0.0%	0.5%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	25.5%	16.6%	56.1%	0.0%	98.2%
II / III	0.0%	0.8%	0.8%	0.0%	1.6%
IV	0.0%	0.0%	0.2%	0.0%	0.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	0%	\$5,080,082	II	\$39,083	Non-Project	\$906,233	\$0	\$0	Funded	\$0
			III	\$117,300					Unmet	\$0
			IV	\$775,814	Project	\$0				
			V	\$3,241,651						
			Total	\$4,173,848						
			Project	\$0						
2024	0%	\$1,666,055	II	\$90,610	Non-Project	\$145,032	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$88,752	Project	\$0				
			V	\$1,341,661						
			Total	\$1,521,022						
			Project	\$0						
2025	0%	\$1,181,698	II	\$64,376	Non-Project	\$176,192	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$172,432	Project	\$0				
			V	\$768,698						
			Total	\$1,005,505						
			Project	\$0						
2026	0%	\$2,434,388	II	\$0	Non-Project	\$302,980	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$119,593	Project	\$0				
			V	\$2,011,814						
			Total	\$2,131,407						
			Project	\$0						
2027	0%	\$440,978	II	\$0	Non-Project	\$147,984	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$196,617	Project	\$0				
			V	\$96,376						
			Total	\$292,993						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$195,072	\$413,464	\$0	\$0
Collector	\$1,207,425	\$399,568	\$0	\$0
Residential/Local	\$7,722,278	\$865,390	\$0	\$0
Grand Total:	\$9,124,775	\$1,678,422	\$0	\$0

Scenarios - Network Condition Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$95,000	63%	2025	\$95,000	63%	2027	\$95,000	63%
2024	\$95,000	63%	2026	\$95,000	63%			

Projected Network Average PCI by Year				
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	74	76	11.03	22.31
2024	72	74	2.24	4.95
2025	70	73	4.08	9.78
2026	68	72	4.90	10.77
2027	66	71	3.39	7.58

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	20.5%	14.1%	41.5%	0.0%	76.2%
II / III	4.9%	2.5%	3.4%	0.0%	10.8%
IV	0.1%	0.8%	8.0%	0.0%	8.8%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	22.7%	14.6%	41.6%	0.0%	78.9%
II / III	2.7%	2.0%	3.4%	0.0%	8.1%
IV	0.1%	0.8%	8.0%	0.0%	8.8%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	23.9%	13.5%	40.4%	0.0%	77.8%
II / III	1.5%	2.7%	3.4%	0.0%	7.6%
IV	0.1%	0.4%	6.2%	0.0%	6.6%
V	0.0%	0.8%	7.2%	0.0%	8.0%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap		
2023	63%	\$95,000	II	\$29,703	Non-Project	\$64,993	\$0	\$4,985,386	Funded	\$0	
			III	\$0		Project			\$0	Unmet	\$30,346
			IV	\$0							
			V	\$0							
			Total		\$29,703						
			Project		\$0						
2024	63%	\$95,000	II	\$27,050	Non-Project	\$67,767	\$0	\$6,405,165	Funded	\$0	
			III	\$0		Project			\$0	Unmet	\$12,388
			IV	\$0							
			V	\$0							
			Total		\$27,050						
			Project		\$0						
2025	63%	\$95,000	II	\$34,310	Non-Project	\$60,636	\$0	\$7,588,508	Funded	\$0	
			III	\$0		Project			\$0	Unmet	\$8,772
			IV	\$0							
			V	\$0							
			Total		\$34,310						
			Project		\$0						
2026	63%	\$95,000	II	\$34,434	Non-Project	\$60,197	\$0	\$9,967,578	Funded	\$0	
			III	\$0		Project			\$0	Unmet	\$15,519
			IV	\$0							
			V	\$0							
			Total		\$34,434						
			Project		\$0						
2027	63%	\$95,000	II	\$34,814	Non-Project	\$58,857	\$993	\$10,118,492	Funded	\$0	
			III	\$0		Project			\$0	Unmet	\$4,203
			IV	\$0							
			V	\$0							
			Total		\$34,814						
			Project		\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$117,513	\$293,155	\$0	\$4,284
Collector	\$12,880	\$5,160	\$0	\$8,577
Residential/Local	\$29,918	\$14,135	\$0	\$58,367
Grand Total:	\$160,311	\$312,450	\$0	\$71,228

Scenarios - Network Condition Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$300,000	60%	2025	\$300,000	60%	2027	\$300,000	60%
2024	\$300,000	60%	2026	\$300,000	60%			

Projected Network Average PCI by Year					
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles	
2023	74	76	12.71	26.40	
2024	72	75	4.88	11.11	
2025	70	75	6.46	14.54	
2026	68	74	8.26	17.89	
2027	66	74	6.35	14.86	

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	20.5%	14.1%	41.5%	0.0%	76.2%
II / III	4.9%	2.5%	3.4%	0.0%	10.8%
IV	0.1%	0.8%	8.0%	0.0%	8.8%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	23.0%	14.9%	42.0%	0.0%	79.9%
II / III	2.5%	1.7%	3.0%	0.0%	7.2%
IV	0.0%	0.8%	8.0%	0.0%	8.8%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	25.5%	15.2%	43.9%	0.0%	84.5%
II / III	0.0%	1.0%	0.8%	0.0%	1.9%
IV	0.0%	0.4%	5.2%	0.0%	5.6%
V	0.0%	0.8%	7.2%	0.0%	8.0%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	60%	\$300,000	II	\$39,083	Non-Project	\$181,243	\$0	\$4,780,222	Funded	\$0
			III	\$63,278		Unmet			\$29,318	
			IV	\$16,256						
			V	\$0						
			Total	\$118,617						
			Project	\$0						
2024	60%	\$300,000	II	\$90,610	Non-Project	\$197,032	\$0	\$5,989,175	Funded	\$0
			III	\$0		Unmet			\$9,932	
			IV	\$11,845						
			V	\$0						
			Total	\$102,455						
			Project	\$0						
2025	60%	\$300,000	II	\$64,376	Non-Project	\$201,215	\$0	\$7,008,646	Funded	\$0
			III	\$0		Unmet			\$6,381	
			IV	\$33,521						
			V	\$0						
			Total	\$97,897						
			Project	\$0						
2026	60%	\$300,000	II	\$28,416	Non-Project	\$192,329	\$0	\$9,194,731	Funded	\$0
			III	\$0		Unmet			\$13,890	
			IV	\$78,267						
			V	\$0						
			Total	\$106,683						
			Project	\$0						
2027	60%	\$300,000	II	\$26,454	Non-Project	\$189,032	\$0	\$9,234,094	Funded	\$0
			III	\$0		Unmet			\$2,256	
			IV	\$84,038						
			V	\$0						
			Total	\$110,492						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$195,072	\$418,865	\$0	\$0
Collector	\$32,523	\$372,521	\$0	\$6,320
Residential/Local	\$308,549	\$169,464	\$0	\$55,457
Grand Total:	\$536,144	\$960,850	\$0	\$61,777

Scenarios - Network Condition Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$800,000	40%	2025	\$800,000	40%	2027	\$800,000	40%
2024	\$800,000	40%	2026	\$800,000	40%			

Projected Network Average PCI by Year				
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	74	77	15.64	32.99
2024	72	77	7.47	15.67
2025	70	78	9.14	19.83
2026	68	79	11.66	25.48
2027	66	79	10.70	22.59

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	20.5%	14.1%	41.5%	0.0%	76.2%
II / III	4.9%	2.5%	3.4%	0.0%	10.8%
IV	0.1%	0.8%	8.0%	0.0%	8.8%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	23.0%	14.9%	43.6%	0.0%	81.5%
II / III	2.5%	1.7%	3.0%	0.0%	7.2%
IV	0.0%	0.8%	6.3%	0.0%	7.1%
V	0.0%	0.0%	4.2%	0.0%	4.2%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	25.5%	15.8%	49.6%	0.0%	90.8%
II / III	0.0%	0.8%	0.8%	0.0%	1.6%
IV	0.0%	0.0%	0.2%	0.0%	0.2%
V	0.0%	0.8%	6.5%	0.0%	7.4%
Total	25.5%	17.4%	57.1%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	40%	\$800,000	II	\$39,083	Non-Project	\$347,559	\$0	\$4,281,320	Funded	\$0
			III	\$63,278					Unmet	\$26,657
			IV	\$348,842	Project	\$0				
			V	\$0						
			Total	\$451,203						
			Project	\$0						
2024	40%	\$800,000	II	\$90,610	Non-Project	\$320,693	\$0	\$5,276,207	Funded	\$0
			III	\$55,643					Unmet	\$9,317
			IV	\$332,661	Project	\$0				
			V	\$0						
			Total	\$478,914						
			Project	\$0						
2025	40%	\$800,000	II	\$64,376	Non-Project	\$361,132	\$0	\$5,816,504	Funded	\$0
			III	\$0					Unmet	\$5,242
			IV	\$374,179	Project	\$0				
			V	\$0						
			Total	\$438,555						
			Project	\$0						
2026	40%	\$800,000	II	\$0	Non-Project	\$323,060	\$0	\$7,624,554	Funded	\$0
			III	\$0					Unmet	\$12,790
			IV	\$119,593	Project	\$0				
			V	\$356,860						
			Total	\$476,453						
			Project	\$0						
2027	40%	\$800,000	II	\$0	Non-Project	\$361,300	\$0	\$7,492,690	Funded	\$0
			III	\$0					Unmet	\$683
			IV	\$196,617	Project	\$0				
			V	\$241,422						
			Total	\$438,039						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$195,072	\$414,525	\$0	\$0
Collector	\$193,495	\$405,051	\$0	\$5,718
Residential/Local	\$1,894,597	\$894,168	\$0	\$48,971
Grand Total:	\$2,283,164	\$1,713,744	\$0	\$54,690

Appendix E

Section PCI/Remaining Service Life (RSL) Listing Report

Section PCI/RSL Listing

Printed: 2/14/2023

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BLALOCK	010	BLALOCK DR	VERA PL	COLLEGE AVE	1,136	29	32,944	R - Residential/Local	A - AC	81	28.05
WHITMAN	060	E WHITMAN DR	COLLEGE AVE	ASH AVE	350	38	13,300	MiA - Minor Arterial (4)	A - AC	80	21.25
WHITMAN	070	E WHITMAN DR	ASH AVE	BIRCH AVE	343	37	12,691	MiA - Minor Arterial (4)	A - AC	80	21.25
WHITMAN	080	E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	440	37	16,280	MiA - Minor Arterial (4)	A - AC	63	12.90
WHITMAN	090	E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	580	37	21,460	MiA - Minor Arterial (4)	A - AC	84	23.93
WHITMAN	100	E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	930	37	34,410	MiA - Minor Arterial (4)	A - AC	71	16.69
WHITMAN	110	E WHITMAN DR	LARCH AVE	DECCIO RD	1,105	37	40,885	MiA - Minor Arterial (4)	A - AC	77	21.46
WHITMAN	120	E WHITMAN DR	DECCIO RD	MYRA RD	1,180	40	47,200	MiA - Minor Arterial (4)	A - AC	74	19.07
MOJON	010	MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	1,370	23	31,510	MiA - Minor Arterial (4)	A - AC	75	18.95
MOJON	020	MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	1,680	23	38,640	MiA - Minor Arterial (4)	A - AC	75	18.95
MOJON	030	MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	320	48	15,360	MiA - Minor Arterial (4)	A - AC	77	19.71
COLLEGE	090	N COLLEGE AVE	WHITMAN DR	ROSE ST	1,719	37	63,603	OPA - Other Principal Arterial (3)	A - AC	83	23.23
COLLEGE	100	N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	280	44	12,320	MiA - Minor Arterial (4)	A - AC	75	15.78
AST	010	NE A ST	COLLEGE AVE	ASH AVE	330	38	12,540	R - Residential/Local	A - AC	82	28.40
AST	020	NE A ST	ASH AVE	BIRCH AVE	320	38	12,160	R - Residential/Local	A - AC	83	28.63
AST	030	NE A ST	BIRCH AVE	IVY LN	579	38	22,002	R - Residential/Local	A - AC	79	26.35
AST	040	NE A ST	IVY LN	TREMONT DR	390	38	14,820	R - Residential/Local	A - AC	81	28.05
ALDEN	010	NE ALDEN ST	DEAD END W. OF NE VILLA AVE	95 FT W. OF TROUTDALE AVE	450	35	15,750	R - Residential/Local	A - AC	49	9.24
ALDEN	020	NE ALDEN ST	95 FT W. OF TROUTDALE AVE	OMAK AVE	415	35	14,525	R - Residential/Local	A - AC	32	2.33
ALDEN	030	NE ALDEN ST	OMAK AVE	CRISCOLA AVE	380	35	13,300	R - Residential/Local	A - AC	57	13.09
ASHAVE	020	NE ASH AVE	WHITMAN DR	A ST	617	42	25,914	MaC - Major Collector (5)	A - AC	88	19.30
ASHAVE	030	NE ASH AVE	A ST	C ST	690	42	28,980	MaC - Major Collector (5)	A - AC	87	18.12
BELROY	010	NE BELROY ST	WESTFAIR AVE	CRISCOLA AVE	560	35	19,600	R - Residential/Local	A - AC	23	0.00
BIRCHAV	080	NE BIRCH AVE	WHITMAN DR	A ST	590	35	20,650	R - Residential/Local	A - AC	81	28.05
BIRCHAV	090	NE BIRCH AVE	A ST	C ST	710	39	27,690	R - Residential/Local	A - AC	84	30.21
CST	010	NE C ST	COLLEGE AVE	DAMSON AVE	1,290	34	43,860	MaC - Major Collector (5)	O - AC/AC	88	28.90
CST	020	NE C ST	DAMSON AVE	LARCH AVE	1,435	34	48,790	MaC - Major Collector (5)	A - AC	90	19.11

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
CST	030	NE C ST	LARCH AVE	DECCIO RD	920	36	33,120	MiA - Minor Arterial (4)	A - AC	71	16.69
CST	040	NE C ST	DECCIO RD	MYRA RD	780	36	28,080	MiA - Minor Arterial (4)	A - AC	71	16.69
CARGILL	010	NE CARGILL AVE	DAMSON AVE	120 FT EAST OF DAMSON AVE	120	36	4,320	R - Residential/Local	A - AC	77	24.46
CARGILL	020	NE CARGILL AVE	CUL DE SAC SOUTH	NE SPITZENBURG ST	450	36	16,200	R - Residential/Local	A - AC	75	23.86
CEDARAV	020	NE CEDAR AVE	A ST	C ST	712	39	27,768	R - Residential/Local	A - AC	20	0.00
CHELAN	010	NE CHELAN ST	WESTFAIR AVE	CRISCOLA AVE	580	35	20,300	R - Residential/Local	A - AC	23	0.00
CRISCOLA	010	NE CRISCOLA AVE	ALDEN ST	BELROY ST	220	35	7,700	R - Residential/Local	A - AC	57	13.09
CRISCOLA	020	NE CRISCOLA AVE	BELROY ST	DAWSON ST	470	35	16,450	R - Residential/Local	A - AC	25	0.00
CRISCOLA	030	NE CRISCOLA AVE	DAWSON ST	EMPIRE ST	225	35	7,875	R - Residential/Local	A - AC	41	5.78
DAMSON	010	NE DAMSON AVE	CUL DE SAC S.	C ST	230	37	8,510	R - Residential/Local	A - AC	74	22.87
DAMSON	020	NE DAMSON AVE	C ST	CARGILL AVE	220	35	7,700	R - Residential/Local	A - AC	94	33.72
DAMSON	030	NE DAMSON AVE	CARGILL AVE	ROSE ST	521	32	16,672	R - Residential/Local	A - AC	42	6.21
DANNER	010	NE DANNER	C ST	DEAD END N.	192	27	5,184	R - Residential/Local	A - AC	82	27.65
DANNER	020	NE DANNER (SPUR)	NE DANNER	DEAD END EAST	100	29	2,900	R - Residential/Local	A - AC	83	28.63
DAWSON	010	NE DAWSON ST	CITY LIMITS W. OF VILLA AVE	FLEETWOOD AVE	325	35	11,375	R - Residential/Local	A - AC	47	8.28
DAWSON	020	NE DAWSON ST	FLEETWOOD AVE	CRISCOLA AVE	950	35	33,250	R - Residential/Local	A - AC	10	0.00
DAWSON	030	NE DAWSON ST	CRISCOLA AVE	MYRA RD	100	35	3,500	R - Residential/Local	A - AC	80	26.72
DECCIO	010	NE DECCIO RD	WHITMAN DR	C ST	810	34	27,540	R - Residential/Local	A - AC	79	25.73
DELLAAV	010	NE DELLA AVE	C ST	SPITZENBURG ST	570	18	10,260	R - Residential/Local	A - AC	79	25.73
ELDERPL	010	NE ELDER PL	C ST	CUL DE SAC	220	40	8,800	R - Residential/Local	A - AC	73	22.39
EMPIRE	010	NE EMPIRE ST	WESTFAIR AVE	DEAD END E. OF CRISCOLA AVE	660	35	23,100	R - Residential/Local	A - AC	18	0.00
FERNWPL	010	NE FERNWOOD PL	C ST	CUL DE SAC	450	36	16,200	R - Residential/Local	A - AC	78	28.92
HADLEY	010	NE HADLEY WAY	WHITMAN DR	WHITMAN DR	790	35	27,650	R - Residential/Local	A - AC	76	24.34
IVYLN	010	NE IVY LN	WHITMAN DR	A ST	650	40	26,000	R - Residential/Local	A - AC	86	32.20
KINGWPL	010	NE KINGWOOD PL	C ST	CUL DE SAC	450	36	16,200	R - Residential/Local	A - AC	79	25.73
LAMBERT	010	NE LAMBERT AVE	C ST	SPITZENBURG ST	590	18	10,620	MaC - Major Collector (5)	A - AC	79	15.33
LAMBERT	020	NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	550	18	9,900	MaC - Major Collector (5)	A - AC	75	13.59
LARCHAV	070	NE LARCH AVE	WHITMAN DR	C ST	1,090	36	39,240	MiA - Minor Arterial (4)	A - AC	72	17.08
MAKIAH	010	NE MAKIAH CT	MAPLE AVE	CUL DE SAC EAST	300	34	10,200	R - Residential/Local	A - AC	94	46.67
MAPLEAV	030	NE MAPLE AVE	DEAD END S. OF MAKIAH CT	C ST	640	39	24,960	R - Residential/Local	A - AC	54	12.13
MULBERRY	010	NE MULBERRY CT	WHITMAN DR	CUL DE SAC N.	390	34	13,260	R - Residential/Local	A - AC	74	22.86
MYRARD	010	NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N.	1,140	54	61,560	MiA - Minor Arterial (4)	A - AC	76	19.35

Street ID	Section ID	Street Name	From	To OF DAWSO	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
OMAKAV	010	NE OMAK AVE	ALDEN ST	BELROY ST	220	35	7,700	R - Residential/Local	A - AC	33	2.70
PINEWOOD	010	NE PINEWOOD LN	A ST	DEAD END NORTH	200	17	3,400	R - Residential/Local	A - AC	13	0.00
REDWPL	010	NE REDWOOD PL	C ST	CUL DE SAC	300	36	10,800	R - Residential/Local	A - AC	84	28.90
ROSEST	010	NE ROSE ST	COLLEGE AVE	DAMSON AVE	1,320	34	44,880	OPA - Other Principal Arterial (3)	A - AC	75	15.78
ROSEST	020	NE ROSE ST	DAMSON AVE	WALLULA AVE	1,560	34	53,040	OPA - Other Principal Arterial (3)	A - AC	75	14.85
ROSEST	030	NE ROSE ST	WALLULA AVE	CITY LIMITS @ CAREY CT	810	48	38,880	OPA - Other Principal Arterial (3)	A - AC	74	15.06
SEDONA	010	NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	150	34	5,100	R - Residential/Local	A - AC	79	26.34
SPITZEN	010	NE SPITZENBURG ST	DAMSON AVE	220 FT W. OF TULIP LN	990	26	25,740	R - Residential/Local	A - AC	88	31.21
SPITZEN	020	NE SPITZENBURG ST	220 FT W. OF TULIP LN	TULIP LN	220	26	5,720	R - Residential/Local	A - AC	86	30.10
SPITZEN	030	NE SPITZENBURG ST	TULIP LN	LAMBERT AVE	240	28	6,720	R - Residential/Local	A - AC	86	30.10
SPITZEN	040	NE SPITZENBURG ST	LAMBERT AVE	DELLA AVE	400	19	7,600	R - Residential/Local	A - AC	85	29.51
SPITZEN	050	NE SPITZENBURG ST	DELLA AVE	MYRA RD	770	31	23,870	R - Residential/Local	A - AC	89	31.73
SPRUCEPL	010	NE SPRUCEWOOD PL	C ST	CUL DE SAC	360	36	12,960	R - Residential/Local	A - AC	80	26.37
TREMONT	010	NE TREMONT DR	WHITMAN DR	A ST	762	38	28,956	R - Residential/Local	A - AC	81	28.05
WESTFAIR	010	NE WESTFAIR AVE	BELROY ST	EMPIRE ST	710	35	24,850	R - Residential/Local	A - AC	26	0.25
BST	010	NW B ST	EVANS AVE	RUBY LN	343	35	12,005	R - Residential/Local	A - AC	85	30.38
BST	020	NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	300	32	9,600	R - Residential/Local	A - AC	84	30.21
BST	030	NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	350	29	10,150	R - Residential/Local	A - AC	86	32.20
BST	040	NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	670	36	24,120	R - Residential/Local	A - AC	80	26.72
DESTITO	010	NW DESTITO CT	SPAGNUOLO LP	CUL DE SAC	160	36	5,760	R - Residential/Local	O - AC/AC	65	19.64
EARLLN	010	NW EARL LN	EVANS AVE	WHITMAN DR	1,029	36	37,044	R - Residential/Local	A - AC	82	27.65
EVANSAV	030	NW EVANS AVE	WHITMAN DR	105 FT S. OF EARL LN	555	28	15,540	R - Residential/Local	A - AC	94	33.72
EVANSAV	040	NW EVANS AVE	105 FT S. OF EARL LN	B ST	310	22	6,820	R - Residential/Local	A - AC	30	1.63
EVANSAV	050	NW EVANS AVE	B ST	CITY LIMITS NORTH (#336)	760	19	14,440	R - Residential/Local	A - AC	55	12.09
MARIA	010	NW MARIA ST	CUL DE SAC W. OF VERA PL	BLALOCK DR	1,160	34	39,440	R - Residential/Local	A - AC	83	33.28
PONTI	010	NW PONTI MORO CT	SPAGNUOLO LP	CUL DE SAC	150	36	5,400	R - Residential/Local	A - AC	83	28.28
SPAGNU	010	NW SPAGNUOLO LOOP	B ST	B ST	890	36	32,040	R - Residential/Local	A - AC	81	27.01
VERAPL	010	NW VERA PL	MARIA ST	BLALOCK DR	298	34	10,132	R - Residential/Local	A - AC	83	33.28

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
OWENS	010	OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	920	22	20,240	R - Residential/Local	A - AC	86	32.19
OWENS	020	OWENS RD	600 FT N. OF MOJONNIER RD (CIT	1170 FT N. OF MOJONNIER RD (CI	570	22	12,540	R - Residential/Local	A - AC	94	33.71
COLLEGE	010	S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	1,070	42	44,940	OPA - Other Principal Arterial (3)	A - AC	88	27.02
COLLEGE	020	S COLLEGE AVE	SCHOOL BUS YARD ENTRANCE	50 FT S. OF CEDAR BEND DR	1,220	42	51,240	OPA - Other Principal Arterial (3)	A - AC	94	31.31
COLLEGE	030	S COLLEGE AVE	50 FT S. OF CEDAR BEND DR	150 FT S. OF LAMPERTI ST	330	42	13,860	OPA - Other Principal Arterial (3)	A - AC	94	24.98
COLLEGE	040	S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	150	48	7,200	OPA - Other Principal Arterial (3)	A - AC	68	15.24
COLLEGE	050	S COLLEGE AVE	LAMPERTI ST	12TH ST	1,301	48	62,448	OPA - Other Principal Arterial (3)	A - AC	79	19.09
COLLEGE	060	S COLLEGE AVE	12TH ST	10TH ST	640	48	30,720	OPA - Other Principal Arterial (3)	A - AC	81	21.03
COLLEGE	070	S COLLEGE AVE	10TH ST	6TH ST	1,310	38	49,780	OPA - Other Principal Arterial (3)	A - AC	80	20.03
COLLEGE	080	S COLLEGE AVE	6TH ST	WHITMAN DR	2,000	34	68,000	OPA - Other Principal Arterial (3)	A - AC	80	20.03
10THST	030	SE 10TH ST	COLLEGE AVE	BIRCH AVE	610	15	9,150	R - Residential/Local	A - AC	94	33.72
10THST	040	SE 10TH ST	BIRCH AVE	DATE AVE	650	32	20,800	R - Residential/Local	A - AC	12	0.00
11THST	020	SE 11TH ST	BIRCH AVE	DATE AVE	680	36	24,480	R - Residential/Local	A - AC	16	0.00
12THST	030	SE 12TH ST	COLLEGE AVE	BROADWAY AVE	341	45	15,345	MiA - Minor Arterial (4)	A - AC	61	11.98
12THST	040	SE 12TH ST	BROADWAY AVE	CENTRAL AVE	1,010	45	45,450	MiA - Minor Arterial (4)	A - AC	55	9.45
12THST	050	SE 12TH ST	CENTRAL AVE	LARCH AVE	1,250	45	56,250	MiA - Minor Arterial (4)	A - AC	55	9.45
12THST	060	SE 12TH ST	LARCH AVE	GARRISON DR	2,230	45	100,350	MiA - Minor Arterial (4)	A - AC	57	10.26
12THST	070	SE 12TH ST	GARRISON DR	MYRA RD	1,700	45	76,500	MiA - Minor Arterial (4)	A - AC	66	14.24
2NDST	020	SE 2ND ST	ASH AVE	DATE AVE	780	40	31,200	R - Residential/Local	A - AC	88	31.22
3RDST	020	SE 3RD ST	COLLEGE AVE	ASH AVE	350	39	13,650	R - Residential/Local	A - AC	83	28.64
3RDST	030	SE 3RD ST	ASH AVE	DATE AVE	903	39	35,217	R - Residential/Local	A - AC	83	28.64
3RDST	040	SE 3RD ST	DATE AVE	ELM AVE	480	39	18,720	R - Residential/Local	A - AC	84	30.22
3RDST	050	SE 3RD ST	ELM AVE	LARCH AVE	845	35	29,575	R - Residential/Local	A - AC	79	26.35
4THST	060	SE 4TH ST	COLLEGE AVE	DATE AVE	1,290	37	47,730	MaC - Major Collector (5)	A - AC	82	16.47
4THST	070	SE 4TH ST	DATE AVE	LARCH AVE	1,322	37	48,914	MaC - Major Collector (5)	A - AC	83	16.50
4THST	080	SE 4TH ST	LARCH AVE	HIGHLAND PARK DR	193	37	7,141	MaC - Major Collector (5)	A - AC	30	0.94
5THST	020	SE 5TH ST	DATE AVE	ELM AVE	485	36	17,460	R - Residential/Local	A - AC	86	32.20

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
5THST	030	SE 5TH ST	ELM AVE	DEAD END EAST	351	36	12,636	R - Residential/Local	A - AC	85	30.38
5THST	040	SE 5TH ST	HILLCREST DR	LARCH AVE	310	34	10,540	R - Residential/Local	A - AC	41	5.78
6THST	050	SE 6TH ST	COLLEGE AVE	DATE AVE	1,290	33	42,570	R - Residential/Local	A - AC	42	6.21
6THST	060	SE 6TH ST	DATE AVE	ELM AVE	320	33	10,560	R - Residential/Local	A - AC	48	8.76
6THST	070	SE 6TH ST	ELM AVE	LARCH AVE	980	33	32,340	R - Residential/Local	A - AC	45	7.43
6THST	080	SE 6TH ST	LARCH AVE	HIGHLAND PARK DR	210	35	7,350	R - Residential/Local	A - AC	77	24.77
8THST	020	SE 8TH ST	BADE AVE	BIRCH AVE	1,300	35	45,500	MiC - Minor Collector (6)	A - AC	84	17.38
8THST	030	SE 8TH ST	BIRCH AVE	ELM AVE	980	35	34,300	MiC - Minor Collector (6)	A - AC	83	16.50
8THST	040	SE 8TH ST	ELM AVE	315 FT. WEST OF LARCH AVE	675	27	18,225	MiC - Minor Collector (6)	A - AC	80	15.60
8THST	050	SE 8TH ST	315 FT. WEST OF LARCH AVE	LARCH AVE	315	22	6,930	MiC - Minor Collector (6)	A - AC	26	0.16
8THST	060	SE 8TH ST	LARCH AVE	CUL DE SAC E.	620	34	21,080	R - Residential/Local	A - AC	84	28.90
9THST	030	SE 9TH ST	BIRCH AVE	CEDAR AVE	410	35	14,350	R - Residential/Local	A - AC	84	31.42
ADMIRAL	010	SE ADMIRAL PL	SENTRY DR	CUL DE SAC	140	35	4,900	R - Residential/Local	A - AC	81	27.01
ASHAVE	010	SE ASH AVE	4TH ST	WHITMAN DR	1,320	42	55,440	MaC - Major Collector (5)	A - AC	87	18.12
BELMONT	010	SE BELMONT PL	STANFORD PL	CUL DE SAC SOUTH	210	40	8,400	R - Residential/Local	A - AC	78	25.91
BIRCHAV	010	SE BIRCH AVE	12TH ST	150 FT S. OF 10TH ST / #1010	510	26	13,260	R - Residential/Local	A - AC	15	0.00
BIRCHAV	020	SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	800	35	28,000	R - Residential/Local	A - AC	79	25.74
BIRCHAV	030	SE BIRCH AVE	8TH ST	6TH ST	660	35	23,100	R - Residential/Local	A - AC	83	28.63
BIRCHAV	040	SE BIRCH AVE	6TH ST	4TH ST	670	35	23,450	R - Residential/Local	A - AC	11	0.00
BIRCHAV	050	SE BIRCH AVE	4TH ST	SE 3RD ST	320	18	5,760	R - Residential/Local	A - AC	24	0.00
BIRCHAV	060	SE BIRCH AVE	SE 3RD ST	SE 2ND ST	320	20	6,400	R - Residential/Local	A - AC	86	32.20
BIRCHAV	070	SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	240	35	8,400	R - Residential/Local	A - AC	83	28.63
BLISSLN	010	SE BLISS LN	TAUMARSON RD	CUL DE SAC EAST	630	36	22,680	R - Residential/Local	A - AC	89	31.72
BOBOLINK	010	SE BOBOLINK LN	CUL DE SAC S.	MOCKINGBIRD DR	310	29	8,990	R - Residential/Local	A - AC	32	2.33
BRENTPL	010	SE BRENTWOOD PL	LARCH AVE	CUL DE SAC WEST	435	35	15,225	R - Residential/Local	A - AC	47	8.28
BRIGADE	010	SE BRIGADE PL	SENTRY DR	CUL DE SAC	140	35	4,900	R - Residential/Local	A - AC	82	27.65
BROADW	010	SE BROADWAY AVE	SUNNY DR	SE SCENIC VIEW DR	290	24	6,960	R - Residential/Local	O - AC/AC	94	37.79
BROADW	020	SE BROADWAY AVE	SE SCENIC VIEW DR	SE MOUNTAIN VIEW DR	290	24	6,960	R - Residential/Local	A - AC	18	0.00
BROADW	030	SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	300	28	8,400	R - Residential/Local	A - AC	82	28.40
BROADW	040	SE BROADWAY AVE	12TH ST	DEAD END NORTH	575	33	18,975	R - Residential/Local	A - AC	84	30.21

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
CEDARAV	010	SE CEDAR AVE	9TH ST	8TH ST	320	35	11,200	R - Residential/Local	A - AC	84	31.42
CEDARB	010	SE CEDAR BEND DR	COLLEGE AVE	DEAD END E. OF RED OAK AVE	710	26	18,460	R - Residential/Local	A - AC	75	23.86
CENTRAL	010	SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	612	38	23,256	R - Residential/Local	A - AC	82	28.40
CENTRAL	020	SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	580	42	24,360	R - Residential/Local	A - AC	68	19.24
CHICKAD	010	SE CHICKADEE LN	SCENIC VIEW DR	CUL DE SAC S.	300	29	8,700	R - Residential/Local	A - AC	26	0.25
CLOVER	010	SE CLOVER CT	HARVEST DR	CUL DE SAC	150	36	5,400	R - Residential/Local	A - AC	84	28.90
COLONIA	010	SE COLONIAL DR	TAUMARSON RD	CONSTITUTION DR	1,090	40	43,600	R - Residential/Local	A - AC	89	31.73
COMMERC	010	SE COMMERCIAL DR	HWY 125	SCENIC VIEW DR	330	43	14,190	MaC - Major Collector (5)	A - AC	79	15.89
COMMERC	020	SE COMMERCIAL DR	SCENIC VIEW DR	MYRA RD	2,346	27	63,342	R - Residential/Local	A - AC	80	28.37
COMMODO	010	SE COMMODORE PL	SENTRY DR	CUL DE SAC	190	35	6,650	R - Residential/Local	A - AC	80	26.38
CONSTIT	010	SE CONSTITUTION DR	INDEPENDENCE DR	JUSTICE AVE	820	40	32,800	R - Residential/Local	A - AC	89	31.73
COTTER	010	SE COTTER PL	12TH ST	CUL DE SAC	210	36	7,560	R - Residential/Local	A - AC	11	0.00
CRESTLAN E	010	SE CRESTLANE DR	SE HIGHLAND PARK DR	GATED COMMUNITY WEST	360	36	12,960	R - Residential/Local	A - AC	38	4.58
DATEAV	010	SE DATE AVE	12TH ST	8TH ST	1,324	35	46,340	MaC - Major Collector (5)	A - AC	86	18.75
DATEAV	020	SE DATE AVE	8TH ST	4TH ST	1,310	35	45,850	MaC - Major Collector (5)	A - AC	86	18.75
DATEAV	030	SE DATE AVE	3RD ST	2ND ST	420	34	14,280	R - Residential/Local	A - AC	84	30.22
DAVINDR	010	SE DAVIN DR	HIGHLAND PARK DR	HIGHLAND PARK DR	950	39	37,050	R - Residential/Local	A - AC	30	1.63
DAVINDR	020	SE DAVIN DR (SPUR)	SE DAVIN DR / HOUSE #338	DEAD END (SE) HOUSE #341	120	50	6,000	R - Residential/Local	A - AC	29	1.28
DEWEY	010	SE DEWEY DR	LARCH AVE	12TH ST	760	47	35,720	R - Residential/Local	A - AC	34	3.07
DOVELN	010	SE DOVE LN	SCENIC VIEW DR	CUL DE SAC EAST	200	23	4,600	R - Residential/Local	A - AC	25	0.00
EAGLE	010	SE EAGLE LN	DEAD END W. / HOUSE #944	SE MOCKINGBIRD DR	113	62	7,006	R - Residential/Local	A - AC	35	3.42
EDGEMO	010	SE EDGEMONT PL	12TH ST	STANFORD PL	254	40	10,160	R - Residential/Local	A - AC	84	30.22
ELMAV	010	SE ELM AVE	8TH ST	6TH ST	650	35	22,750	R - Residential/Local	A - AC	81	28.05
ELMAV	030	SE ELM AVE	5TH ST	150 FT S. OF 3RD ST	485	32	15,520	R - Residential/Local	A - AC	74	22.87
ELMAV	040	SE ELM AVE	150 FT S. OF 3RD ST	3RD ST	150	35	5,250	R - Residential/Local	A - AC	57	13.10
ENSIGN	010	SE ENSIGN PL	SENTRY DR	CUL DE SAC	230	35	8,050	R - Residential/Local	A - AC	83	28.28
FALBO	010	SE FALBO DR	NEWGATE DR	SCENIC VIEW DR	925	23	21,275	R - Residential/Local	A - AC	22	0.00
FREEDO	010	SE FREEDOM PL	TAUMARSON RD	CUL DE SAC	490	40	19,600	R - Residential/Local	A - AC	89	31.73
GARRISON	010	SE GARRISON DR	12TH ST	SENTRY DR	300	35	10,500	R - Residential/Local	A - AC	81	27.01
GARRVILL	010	SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	640	19	12,160	R - Residential/Local	A - AC	74	25.12

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
GARRVILL	020	SE GARRISON VILLAGE WAY	ROUNDAABOUT	MYRA RD	400	30	12,000	R - Residential/Local	A - AC	80	26.38
GRASSL	010	SE GRASSLAND CT	LARCH AVE	CUL DE SAC	190	36	6,840	R - Residential/Local	A - AC	80	26.37
HARVEST	010	SE HARVEST DR	CUL DE SAC S.	LARCH AVE (WEST INT)	160	36	5,760	R - Residential/Local	A - AC	84	28.90
HARVEST	020	SE HARVEST DR	LARCH AVE (WEST INT)	LARCH AVE (EAST INT)	1,290	36	46,440	R - Residential/Local	A - AC	84	28.90
HARVEST	030	SE HARVEST DR	LARCH AVE (EAST INT)	SUNFLOWER CT	230	36	8,280	R - Residential/Local	A - AC	84	28.90
HICKOR	010	SE HICKORY CT	CEDAR BEND DR	CUL DE SAC S-E	430	26	11,180	R - Residential/Local	A - AC	77	24.77
HIGHLAND	010	SE HIGHLAND PARK DR	6TH ST	4TH ST	640	42	26,880	R - Residential/Local	A - AC	51	10.17
HIGHLAND	020	SE HIGHLAND PARK DR	4TH ST	170 FT N. OF DAVIN DR (N INT)	1,630	42	68,460	R - Residential/Local	A - AC	48	8.76
HIGHLAND	030	SE HIGHLAND PARK DR	170 FT N. OF DAVIN DR (N INT)	SE DAVIN DR (SOUTH INT)	1,270	42	53,340	R - Residential/Local	A - AC	58	13.54
HIGHLAND	040	SE HIGHLAND PARK DR	SE DAVIN DR (SOUTH INT)	SE HIGHLAND PARK DR	320	42	13,440	R - Residential/Local	A - AC	56	12.52
HILLCR	010	SE HILLCREST DR	DEAD END S. OF 5TH ST	SE 4TH ST	440	33	14,520	R - Residential/Local	A - AC	43	6.60
INDEPEN	010	SE INDEPENDENCE DR	COLONIAL DR	CUL DE SAC N. OF LIBERTY WAY	1,170	35	40,950	R - Residential/Local	A - AC	89	31.73
JUSTICE	010	SE JUSTICE AVE	TAUMARSON RD	LIBERTY WAY	630	34	21,420	R - Residential/Local	A - AC	89	31.73
LAMPER	010	SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	410	40	16,400	MiA - Minor Arterial (4)	O - AC/AC	83	21.42
LAMPER	020	SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	1,320	28	36,960	MiA - Minor Arterial (4)	O - AC/AC	90	31.40
LAMPER	030	SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	884	38	33,592	MiA - Minor Arterial (4)	O - AC/AC	90	31.40
LANDEN	010	SE LANDEN DR	MOCKINGBIRD DR	LARCH AVE	580	35	20,300	R - Residential/Local	A - AC	78	25.90
LARCHAV	010	SE LARCH AVE	TAUMARSON RD	HARVEST DR INT EAST	950	35	33,250	R - Residential/Local	A - AC	84	28.90
LARCHAV	020	SE LARCH AVE	DEAD END S.	LAMPERTI ST	490	47	23,030	R - Residential/Local	A - AC	77	24.77
LARCHAV	030	SE LARCH AVE	LAMPERTI ST	12TH ST	1,270	47	59,690	MiA - Minor Arterial (4)	O - AC/AC	85	27.04
LARCHAV	040	SE LARCH AVE	12TH ST	8TH ST	1,320	47	62,040	MiA - Minor Arterial (4)	O - AC/AC	88	30.23
LARCHAV	050	SE LARCH AVE	8TH ST	4TH ST	1,320	47	62,040	MiA - Minor Arterial (4)	O - AC/AC	87	29.12
LARCHAV	060	SE LARCH AVE	4TH ST	WHITMAN DR	1,530	36	55,080	MiA - Minor Arterial (4)	A - AC	71	16.69
LIBERTY	010	SE LIBERTY WAY	INDEPENDENCE DR	JUSTICE AVE	370	35	12,950	R - Residential/Local	A - AC	89	31.73
LINDADR	010	SE LINDA DR	VALLEY DR	SUNNY DR	270	38	10,260	R - Residential/Local	A - AC	84	30.21
MALLARD	010	SE MALLARD LN	DEAD END S.	MOCKINGBIRD DR	151	10	1,510	R - Residential/Local	A - AC	31	1.97
MAPLEAV	010	SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	220	26	5,720	R - Residential/Local	A - AC	69	19.71
MAPLEAV	020	SE MAPLE AVE	N. OF HOUSE # 101	WHITMAN DR	500	26	13,000	R - Residential/Local	A - AC	82	32.26
MARINE	010	SE MARINE DR	12TH ST	MARINE DR (MAIN PORTION)	140	35	4,900	R - Residential/Local	A - AC	83	28.28

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MARINE	020	SE MARINE DR	SENTRY DR	SENTRY DR	830	36	29,880	R - Residential/Local	A - AC	79	25.74
MARKET	010	SE MARKET ST	TAUMARSON RD	HARVEST DR	210	36	7,560	R - Residential/Local	A - AC	83	28.28
MEADOWB	010	SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	1,202	60	72,120	MiA - Minor Arterial (4)	O - AC/AC	93	28.95
MOCKING	010	SE MOCKINGBIRD DR	CUL DE SAC W. OF LANDEN DR	LARCH AVE	820	35	28,700	R - Residential/Local	A - AC	77	24.77
MOCKING	020	SE MOCKINGBIRD DR	LARCH AVE	SCENIC VIEW DR	1,260	34	42,840	R - Residential/Local	A - AC	25	0.00
MOCKING	030	SE MOCKINGBIRD DR	SCENIC VIEW DR	DEAD END N. OF RAVEN LN	630	29	18,270	R - Residential/Local	A - AC	32	2.33
MOORBR	010	SE MOORBROOK CT	NEWGATE DR	CUL DE SAC EAST	161	23	3,703	R - Residential/Local	A - AC	22	0.00
MOUNTVI	010	SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	1,009	40	40,360	R - Residential/Local	A - AC	81	28.05
MOUNTVI	020	SE MOUNTAIN VIEW DR	CENTRAL AVE	SKY AVE	953	40	38,120	R - Residential/Local	A - AC	70	20.54
NEWGAT	010	SE NEWGATE DR	CUL DE SAC SOUTH	SCENIC VIEW DR	186	23	4,278	R - Residential/Local	A - AC	15	0.00
NEWGAT	020	SE NEWGATE DR	SCENIC VIEW DR	12TH ST	1,046	36	37,656	R - Residential/Local	A - AC	77	27.73
OSPREY	010	SE OSPREY LN	MOCKINGBIRD DR	CUL DE SAC NORTH	520	31	16,120	R - Residential/Local	A - AC	33	2.69
PEPPER	010	SE PEPPERIDGE PL	RED OAK AVE	CUL DE SAC WEST	480	26	12,480	R - Residential/Local	A - AC	75	23.86
RAVEN	010	SE RAVEN LN	SE MOCKINGBIRD DR	CUL DE SAC	148	28	4,144	R - Residential/Local	A - AC	40	5.35
REDOAK	010	SE RED OAK AVE	CEDAR BEND DR	LAMPERTI ST	394	26	10,244	R - Residential/Local	A - AC	76	24.33
ROBINDR	010	SE ROBIN DR	SCENIC VIEW DR	MOCKINGBIRD DR	730	28	20,440	R - Residential/Local	A - AC	15	0.00
ROSEVI	010	SE ROSEVILLE LN	BIRCH AVE	PARKING LOT EAST	380	18	6,840	R - Residential/Local	A - AC	23	0.00
SANDPI	010	SE SANDPIPER LN	DEAD END S.	MOCKINGBIRD DR	240	32	7,680	R - Residential/Local	A - AC	32	2.33
SCENICV	010	SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	1,010	40	40,400	R - Residential/Local	A - AC	82	28.40
SCENICV	020	SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	1,269	40	50,760	R - Residential/Local	A - AC	82	27.65
SCENICV	030	SE SCENIC VIEW DR	LARCH AVE	HOUSE #1051	1,170	40	46,800	MaC - Major Collector (5)	A - AC	83	16.50
SCENICV	040	SE SCENIC VIEW DR	HOUSE #1051	125 FT E. OF FALBO DR	680	26	17,680	MaC - Major Collector (5)	A - AC	69	10.37
SCENICV	050	SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	423	27	11,421	MaC - Major Collector (5)	A - AC	81	17.35
SENTRYDR	010	SE SENTRY DR	LARCH AVE	MARINE DR (WEST INT)	140	35	4,900	R - Residential/Local	A - AC	81	27.01
SENTRYDR	020	SE SENTRY DR	MARINE DR (WEST INT)	BRIGADE PL	1,291	36	46,476	R - Residential/Local	A - AC	81	27.01
SENTRYDR	030	SE SENTRY DR	BRIGADE PL	GARRISON DR	928	36	33,408	R - Residential/Local	A - AC	83	28.28
SENTRYDR	040	SE SENTRY DR	GARRISON DR	CUL DE SAC E.	550	36	19,800	R - Residential/Local	A - AC	80	26.38
SKYAVE	010	SE SKY AVE	SCENIC VIEW DR	12TH ST	607	38	23,066	R - Residential/Local	O - AC/AC	95	38.11
STANFORD	010	SE STANFORD PL	DATE AVE	CUL DE SAC EAST	600	40	24,000	R - Residential/Local	A - AC	80	26.73
SUNFLO	010	SE SUNFLOWER CT	CUL DE SAC W. OF HARVEST DR	CUL DE SAC E. OF HARVEST DR	260	35	9,100	R - Residential/Local	A - AC	84	28.90

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SUNNYDR	010	SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	1,350	39	52,650	R - Residential/Local	A - AC	84	30.21
SURITA	010	SE SURITA CT	FALBO DR	CUL DE SAC	180	23	4,140	R - Residential/Local	A - AC	50	9.23
TAMARACK	010	SE TAMARACK ST	LARCH AVE	MAPLE AVE	380	35	13,300	R - Residential/Local	A - AC	75	23.86
TRENTW	010	SE TRENTWOOD DR	FALBO DR	DEAD END EAST	200	23	4,600	R - Residential/Local	A - AC	18	0.00
VALLEY	010	SE VALLEY DR	LINDA DR	CENTRAL AVE	590	28	16,520	R - Residential/Local	A - AC	81	28.05
VALLEY	020	SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	650	24	15,600	R - Residential/Local	A - AC	80	26.72
VALLVI	010	SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	590	15	8,850	R - Residential/Local	A - AC	86	32.20
VISTAPL	010	SE VISTA PL	12TH ST	CUL DE SAC EAST	390	27	10,530	R - Residential/Local	A - AC	41	5.78
SUNCRE	010	SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	570	20	11,400	R - Residential/Local	A - AC	83	28.64
10THST	010	SW 10TH ST	DEAD END W. OF BADE AVE	BADE AVE	420	23	9,660	R - Residential/Local	A - AC	86	30.10
10THST	020	SW 10TH ST	BADE AVE	COLLEGE AVE	670	26	17,420	R - Residential/Local	A - AC	81	27.02
11THST	010	SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	327	40	13,080	R - Residential/Local	A - AC	85	30.38
12THST	010	SW 12TH ST	CITY LIMITS WEST / HOUSE #602	BADE AVE	1,380	24	33,120	MiC - Minor Collector (6)	A - AC	67	10.90
12THST	020	SW 12TH ST	BADE AVE	COLLEGE AVE	670	36	24,120	MaC - Major Collector (5)	A - AC	67	10.90
13THST	010	SW 13TH ST	BADE AVE	COLLEGE AVE	670	32	21,440	R - Residential/Local	A - AC	86	32.20
1STST	010	SW 1ST ST	ACADEMY WAY	DAVIS AVE	1,270	26	33,020	R - Residential/Local	A - AC	80	26.72
2NDST	010	SW 2ND ST	ACADEMY WAY	DAVIS AVE	1,270	24	30,480	R - Residential/Local	A - AC	81	28.05
3RDST	010	SW 3RD ST	ACADEMY WAY	DAVIS AVE	1,270	24	30,480	R - Residential/Local	A - AC	81	28.05
4THST	010	SW 4TH ST	DEAD END W. OF GREELEY ST	SW HOMESTEAD AVE	360	41	14,760	MiC - Minor Collector (6)	A - AC	87	19.27
4THST	020	SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	900	42	37,800	MiC - Minor Collector (6)	A - AC	92	21.06
4THST	030	SW 4TH ST	ACADEMY WAY	DAVIS AVE	1,280	37	47,360	MaC - Major Collector (5)	A - AC	88	18.50
4THST	040	SW 4TH ST	DAVIS AVE	BADE AVE	700	37	25,900	MaC - Major Collector (5)	A - AC	83	16.50
4THST	050	SW 4TH ST	BADE AVE	COLLEGE AVE	690	37	25,530	MaC - Major Collector (5)	A - AC	54	6.67
5THST	010	SW 5TH ST	BADE AVE	DEAD END EAST	460	28	12,880	R - Residential/Local	A - AC	40	5.36
6THST	010	SW 6TH ST	GRANDVIEW AVE	EVANS AVE	986	21	20,706	R - Residential/Local	A - AC	86	32.20
6THST	020	SW 6TH ST	EVANS AVE	SW DAVIS AVE (WEST INT)	390	45	17,550	R - Residential/Local	A - AC	32	2.34
6THST	030	SW 6TH ST	SW DAVIS AVE (WEST INT)	BADE AVE	703	33	23,199	R - Residential/Local	A - AC	56	12.52

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
6THST	040	SW 6TH ST	BADE AVE	COLLEGE AVE	690	33	22,770	R - Residential/Local	A - AC	52	10.59
7THST	010	SW 7TH ST	EVANS AVE	DEAD END EAST	273	28	7,644	R - Residential/Local	A - AC	83	28.64
8THST	010	SW 8TH ST	DEAD END W. OF DAVIS AVE	DAVIS AVE	245	18	4,410	R - Residential/Local	A - AC	18	0.00
9THST	010	SW 9TH ST	BADE AVE	COLLEGE AVE	670	35	23,450	R - Residential/Local	A - AC	83	28.64
ACADEMY	010	SW ACADEMY WAY	4TH ST	WHITMAN DR	1,324	35	46,340	MaC - Major Collector (5)	A - AC	87	17.33
ALICIA	010	SW ALICIA LOOP	VIRGINIA ST	VIRGINIA ST	610	34	20,740	R - Residential/Local	A - AC	94	33.72
ANGELI	010	SW ANGELINA LOOP	VIRGINIA ST	VIRGINIA ST	670	34	22,780	R - Residential/Local	A - AC	94	33.64
BADEAV	010	SW BADE AVE	13TH ST	12TH ST	320	37	11,840	R - Residential/Local	A - AC	88	34.38
BADEAV	020	SW BADE AVE	12TH ST	10TH ST	645	40	25,800	R - Residential/Local	A - AC	84	30.22
BADEAV	030	SW BADE AVE	10TH ST	6TH ST	1,300	34	44,200	R - Residential/Local	A - AC	84	30.22
BADEAV	040	SW BADE AVE	6TH ST	4TH ST	671	38	25,498	R - Residential/Local	A - AC	85	30.38
CARVER	010	SW CARVER ST	HOMESTEAD RD	DOANS AVE	690	34	23,460	R - Residential/Local	A - AC	76	25.41
DAVISAV	010	SW DAVIS AVE	8TH ST	6TH ST	620	36	22,320	MaC - Major Collector (5)	A - AC	90	20.27
DAVISAV	020	SW DAVIS AVE	6TH ST	4TH ST	660	67	44,220	MaC - Major Collector (5)	A - AC	35	1.98
DAVISAV	030	SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	988	43	42,484	MaC - Major Collector (5)	O - AC/AC	82	26.40
DAVISAV	040	SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	320	32	10,240	MaC - Major Collector (5)	O - AC/AC	85	28.65
DOANS	010	SW DOANS AVE	DEAD END S. OF JULIA ST	CARVER ST	1,640	34	55,760	MiC - Minor Collector (6)	A - AC	95	23.22
DOANS	020	SW DOANS AVE	CARVER ST	WHITMAN DR	995	25	24,875	MiC - Minor Collector (6)	A - AC	74	13.77
EVANSAV	010	SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	598	35	20,930	R - Residential/Local	A - AC	86	32.20
EVANSAV	020	SW EVANS AVE	1ST ST	WHITMAN DR	315	36	11,340	R - Residential/Local	A - AC	83	28.64
GREELEY	010	SW GREELEY ST	4TH ST	90 FT W OF SW HOMESTEAD RD	810	34	27,540	R - Residential/Local	A - AC	88	31.22
GREELEY	020	SW GREELEY ST	90 FT W OF SW HOMESTEAD RD	SW DOANS AVE	870	34	29,580	R - Residential/Local	A - AC	74	22.86
HOMEST	010	SW HOMESTEAD AVE	DEAD END S. OF SW JULIA ST	170 FT S OF SW 4TH ST	1,000	34	34,000	R - Residential/Local	A - AC	93	33.28
HOMEST	020	SW HOMESTEAD RD	170 FT S OF SW 4TH ST	130 FT S OF SW CARVER ST	490	34	16,660	R - Residential/Local	A - AC	84	34.33
HOMEST	030	SW HOMESTEAD RD	130 FT S OF SW CARVER ST	W WHITMAN DR	1,100	34	37,400	R - Residential/Local	A - AC	70	20.54
JULIA	010	SW JULIA ST	VIRGINIA ST	HOMESTEAD AVE	660	34	22,440	R - Residential/Local	A - AC	94	33.72
JULIA	020	SW JULIA ST	HOMESTEAD AVE	DOANS AVE	680	34	23,120	R - Residential/Local	A - AC	94	33.72

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
OAKWPL	010	SW OAKWOOD PL	6TH ST	CUL DE SAC SOUTH	220	16	3,520	R - Residential/Local	A - AC	15	0.00
PUFFLN	010	SW PUFF LN	10TH ST	CUL DE SAC SOUTH	350	40	14,000	R - Residential/Local	A - AC	84	30.22
RIPARCT	010	SW RIPARIAN CT	HOMESTEAD RD	DEAD END WEST	320	34	10,880	R - Residential/Local	A - AC	77	26.51
SETTLEM	010	SW SETTLEMENT	HOMESTEAD RD	DOANS AVE	680	34	23,120	R - Residential/Local	A - AC	90	32.20
VIRGINIA	010	SW VIRGINIA ST	DEAD END W. OF JULIA ST	DOANS AVE	2,350	34	79,900	R - Residential/Local	A - AC	93	33.28
TAUMAR	010	TAUMARSON RD	HWY 125	BLISS LN	740	41	30,340	MiA - Minor Arterial (4)	A - AC	69	14.37
TAUMAR	020	TAUMARSON RD	BLISS LN	FREEDOM PL	1,890	35	66,150	MiA - Minor Arterial (4)	A - AC	87	22.59
TAUMAR	030	TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	650	35	22,750	MiA - Minor Arterial (4)	A - AC	87	22.59
TAUMAR	040	TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	820	35	28,700	MiA - Minor Arterial (4)	A - AC	74	18.18
WHITMAN	010	W WHITMAN DR	CITY LIMITS @ MARTIN FIELD LN	DOANS AVE	1,175	29	34,075	MaC - Major Collector (5)	A - AC	64	9.46
WHITMAN	020	W WHITMAN DR	DOANS AVE	ACADEMY WAY	1,471	29	42,659	MaC - Major Collector (5)	A - AC	64	9.89
WHITMAN	030	W WHITMAN DR	ACADEMY WAY	DAVIS AVE	1,286	36	46,296	MaC - Major Collector (5)	A - AC	79	15.43
WHITMAN	040	W WHITMAN DR	DAVIS AVE	W ADAMS AVE	1,020	37	37,740	MaC - Major Collector (5)	A - AC	79	15.43
WHITMAN	050	W WHITMAN DR	W ADAMS AVE	COLLEGE AVE	300	40	12,000	MaC - Major Collector (5)	A - AC	80	15.60
WALLULA	010	WALLULA AVE	ROSE ST	CITY LIMITS	110	38	4,180	MiA - Minor Arterial (4)	A - AC	47	6.43
WHISPCR	010	WHISPERING CREEK	DEAD END S.	8TH ST	450	35	15,750	R - Residential/Local	A - AC	93	33.28

Total Section Length:	204,135
Total Section Area:	7,139,829

Appendix F

Scenario - Planned CIP Projects

Scenarios - Sections Selected for Treatment

Scenario 1 - Unconstrained Needs

Scenario 2 - Current Budget Scenario

Scenario 3 - Maintain Current PCI

Scenario 4 - Increase PCI 5 points

*Each Scenario includes the Planned CIP projects from the current \$25M budget for the next five years these sections are detailed in the Scenario - Planned CIP Projects report and marked with ** in the Sections selected for Treatment reports*

11/18/2022

Street ID	Section ID	Road Name	Begin Location	End Location	Length	Width	FC	Treatment
Year: 2023								
12THST	030	SE 12TH ST	COLLEGE AVE	BROADWAY AVE	341	45	C	MILL AND THICK OVERLAY
12THST	040	SE 12TH ST	BROADWAY AVE	CENTRAL AVE	1010	45	C	MILL AND THICK OVERLAY
12THST	050	SE 12TH ST	CENTRAL AVE	LARCH AVE	1250	45	C	MILL AND THICK OVERLAY
MOJON	010	MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	1370	23	C	RECONSTRUCT STRUCTURE (AC)
MOJON	020	MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	1680	23	C	RECONSTRUCT STRUCTURE (AC)
MOJON	030	MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	320	48	C	RECONSTRUCT STRUCTURE (AC)
Year: 2024								
BIRCHAV	050	SE BIRCH AVE	4TH ST	SE 3RD ST	320	18	R	RECONSTRUCT STRUCTURE (AC)
BIRCHAV	060	SE BIRCH AVE	SE 3RD ST	SE 2ND ST	320	20	R	RECONSTRUCT STRUCTURE (AC)
Year: 2025								
12THST	060	SE 12TH ST	LARCH AVE	GARRISON DR	2230	45	C	RECONSTRUCT STRUCTURE (AC)
12THST	070	SE 12TH ST	GARRISON DR	MYRA RD	1700	45	C	RECONSTRUCT STRUCTURE (AC)
Year: 2026								
CEDARAV	020	NE CEDAR AVE	A ST	C ST	712	39	R	2" OVERLAY
DEWEY	010	SE DEWEY DR	LARCH AVE	12TH ST	760	47	R	RECONSTRUCT STRUCTURE (AC)

Street ID	Section ID	Road Name	Begin Location	End Location	Length	Width	FC	Treatment
Year: 2027								
SKYAVE	010	SE SKY AVE	SCENIC VIEW DR	12TH ST	607	38	R	RECONSTRUCT STRUCTURE (AC)
WHITMAN	010	W WHITMAN DR	CITY LIMITS @ MARTIN FIELD LN	DOANS AVE	1175	29	C	RECONSTRUCT STRUCTURE (AC)
WHITMAN	020	W WHITMAN DR	DOANS AVE	ACADEMY WAY	1471	29	C	RECONSTRUCT STRUCTURE (AC)

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$5,080,082	0%	2025	\$1,181,698	0%	2027	\$440,978	0%
2024	\$1,666,055	0%	2026	\$2,434,388	0%			

Year: 2023

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
SW 10TH ST	DEAD END W. OF BADE AVE	BADE AVE	10THST	010	420	23	9,660	R	AC		86	87	93	\$3,757	15,096	CRACK SEAL AND CHIP SEAL
SW 10TH ST	BADE AVE	COLLEGE AVE	10THST	020	670	26	17,420	R	AC		81	82	89	\$6,774	20,953	CRACK SEAL AND CHIP SEAL
SW 12TH ST	CITY LIMITS WEST / HOUSE #602	BADE AVE	12THST	010	1,380	24	33,120	MiC	AC		67	67	77	\$12,880	26,547	CRACK SEAL AND CHIP SEAL
SW 12TH ST	BADE AVE	COLLEGE AVE	12THST	020	670	36	24,120	MaC	AC		67	67	77	\$9,380	26,547	CRACK SEAL AND CHIP SEAL
SE 3RD ST	ELM AVE	LARCH AVE	3RDST	050	845	35	29,575	R	AC		79	80	87	\$11,501	23,403	CRACK SEAL AND CHIP SEAL
SW 4TH ST	DEAD END W. OF GREELEY ST	SW HOMESTEAD AVE	4THST	010	360	41	14,760	MiC	AC		87	87	93	\$5,740	24,903	CRACK SEAL AND CHIP SEAL
SW 4TH ST	DAVIS AVE	BADE AVE	4THST	040	700	37	25,900	MaC	AC		83	83	90	\$10,072	25,760	CRACK SEAL AND CHIP SEAL
SE 4TH ST	COLLEGE AVE	DATE AVE	4THST	060	1,290	37	47,730	MaC	AC		82	82	90	\$18,562	27,455	CRACK SEAL AND CHIP SEAL
SE 4TH ST	DATE AVE	LARCH AVE	4THST	070	1,322	37	48,914	MaC	AC		83	83	90	\$19,022	25,760	CRACK SEAL AND CHIP SEAL
SE 6TH ST	LARCH AVE	HIGHLAND PARK DR	6THST	080	210	35	7,350	R	AC		77	78	86	\$2,858	23,885	CRACK SEAL AND CHIP SEAL
SE 8TH ST	BADE AVE	BIRCH AVE	8THST	020	1,300	35	45,500	MiC	AC		84	84	91	\$17,694	26,447	CRACK SEAL AND CHIP SEAL
SE 8TH ST	BIRCH AVE	ELM AVE	8THST	030	980	35	34,300	MiC	AC		83	83	90	\$13,339	25,763	CRACK SEAL AND CHIP SEAL
SE 8TH ST	ELM AVE	315 FT. WEST OF LARCH AVE	8THST	040	675	27	18,225	MiC	AC		80	80	88	\$7,088	28,014	CRACK SEAL AND CHIP SEAL
SE 8TH ST	LARCH AVE	CUL DE SAC E.	8THST	060	620	34	21,080	R	AC		84	85	91	\$8,198	17,867	CRACK SEAL AND CHIP SEAL
SE 9TH ST	BIRCH AVE	CEDAR AVE	9THST	030	410	35	14,350	R	AC		84	84	91	\$5,581	24,297	CRACK SEAL AND CHIP SEAL
SE ADMIRAL PL	SENTRY DR	CUL DE SAC	ADMIRAL	010	140	35	4,900	R	AC		81	82	89	\$1,906	20,954	CRACK SEAL AND CHIP SEAL
NE A ST	BIRCH AVE	IVY LN	AST	030	579	38	22,002	R	AC		79	80	87	\$8,556	23,402	CRACK SEAL AND CHIP SEAL
SE BELMONT PL	STANFORD PL	CUL DE SAC SOUTH	BELMONT	010	210	40	8,400	R	AC		78	79	86	\$3,267	24,365	CRACK SEAL AND CHIP SEAL
SE BLISS LN	TAUMARSON RD	CUL DE SAC EAST	BLISSLN	010	630	36	22,680	R	AC		89	89	95	\$8,820	10,136	CRACK SEAL AND CHIP SEAL
SE BRIGADE PL	SENTRY DR	CUL DE SAC	BRIGADE	010	140	35	4,900	R	AC		82	83	90	\$1,906	20,026	CRACK SEAL AND CHIP SEAL

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
NE CARGILL AVE	DAMSON AVE	120 FT EAST OF DAMSON AVE	CARGILL	010	120	36	4,320	R	AC		77	78	86	\$1,680	23,316	CRACK SEAL AND CHIP SEAL
NE CARGILL AVE	CUL DE SAC SOUTH	NE SPITZENBURG ST	CARGILL	020	450	36	16,200	R	AC		75	76	84	\$6,300	25,234	CRACK SEAL AND CHIP SEAL
SW CARVER ST	HOMESTEAD RD	DOANS AVE	CARVER	010	690	34	23,460	R	AC		76	77	85	\$9,123	26,766	CRACK SEAL AND CHIP SEAL
SE CEDAR AVE	9TH ST	8TH ST	CEDARAV	010	320	35	11,200	R	AC		84	84	91	\$4,356	24,297	CRACK SEAL AND CHIP SEAL
SE CEDAR BEND DR	COLLEGE AVE	DEAD END E. OF RED OAK AVE	CEDARB	010	710	26	18,460	R	AC		75	76	84	\$7,179	25,234	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	68	78	\$2,800	43,212	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	LAMPERTI ST	12TH ST	COLLEGE	050	1,301	48	62,448	OPA	AC		79	79	87	\$24,285	36,027	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	81	89	\$11,947	37,607	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	80	88	\$19,359	36,840	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	6TH ST	WHITMAN DR	COLLEGE	080	2,000	34	68,000	OPA	AC		80	80	88	\$26,444	36,840	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	84	91	\$24,735	39,172	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	75	84	\$4,791	32,804	CRACK SEAL AND CHIP SEAL
SE COMMERCIAL DR	HWY 125	SCENIC VIEW DR	COMMERC	010	330	43	14,190	MaC	AC		79	79	87	\$5,518	30,618	CRACK SEAL AND CHIP SEAL
SE COMMERCIAL DR	SCENIC VIEW DR	MYRA RD	COMMERC	020	2,346	27	63,342	R	AC		80	81	88	\$24,633	25,221	CRACK SEAL AND CHIP SEAL
SE COMMODORE PL	SENTRY DR	CUL DE SAC	COMMODO	010	190	35	6,650	R	AC		80	81	88	\$2,586	21,688	CRACK SEAL AND CHIP SEAL
NE DAMSON AVE	CUL DE SAC S.	C ST	DAMSON	010	230	37	8,510	R	AC		74	75	83	\$3,309	24,731	CRACK SEAL AND CHIP SEAL
NE DANNER	C ST	DEAD END N.	DANNER	010	192	27	5,184	R	AC		82	83	90	\$2,016	20,029	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	DAVISAV	030	988	43	42,484	MaC	AC/AC		82	83	90	\$16,522	34,832	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	85	91	\$3,982	36,213	CRACK SEAL AND CHIP SEAL
NE DECCIO RD	WHITMAN DR	C ST	DECCIO	010	810	34	27,540	R	AC		79	80	87	\$10,710	22,363	CRACK SEAL AND CHIP SEAL
NW EARL LN	EVANS AVE	WHITMAN DR	EARLLN	010	1,029	36	37,044	R	AC		82	83	90	\$14,406	20,025	CRACK SEAL AND CHIP SEAL
NE ELDER PL	C ST	CUL DE SAC	ELDERPL	010	220	40	8,800	R	AC		73	74	82	\$3,422	25,148	CRACK SEAL AND CHIP SEAL
SE ELM AVE	5TH ST	150 FT S. OF 3RD ST	ELMAV	030	485	32	15,520	R	AC		74	75	83	\$6,036	24,731	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE ENSIGN PL	SENTRY DR	CUL DE SAC	ENSIGN	010	230	35	8,050	R	AC		83	84	91	\$3,131	19,019	CRACK SEAL AND CHIP SEAL
NE FERNWOOD PL	C ST	CUL DE SAC	FERNWPL	010	450	36	16,200	R	AC		78	78	86	\$6,300	34,671	CRACK SEAL AND CHIP SEAL
SE GARRISON DR	12TH ST	SENTRY DR	GARRISON	010	300	35	10,500	R	AC		81	82	89	\$4,083	20,954	CRACK SEAL AND CHIP SEAL
SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	GARRVILL	010	640	19	12,160	R	AC		74	74	82	\$4,729	32,725	CRACK SEAL AND CHIP SEAL
SE GARRISON VILLAGE WAY	ROUNDABOUT	MYRA RD	GARRVILL	020	400	30	12,000	R	AC		80	81	88	\$4,667	21,685	CRACK SEAL AND CHIP SEAL
SW GREELEY ST	4TH ST	90 FT W OF SW HOMESTEAD RD	GREELEY	010	810	34	27,540	R	AC		88	88	94	\$10,710	11,854	CRACK SEAL AND CHIP SEAL
SW GREELEY ST	90 FT W OF SW HOMESTEAD RD	SW DOANS AVE	GREELEY	020	870	34	29,580	R	AC		74	75	83	\$11,503	24,728	CRACK SEAL AND CHIP SEAL
NE HADLEY WAY	WHITMAN DR	WHITMAN DR	HADLEY	010	790	35	27,650	R	AC		76	77	85	\$10,753	24,591	CRACK SEAL AND CHIP SEAL
SE HICKORY CT	CEDAR BEND DR	CUL DE SAC S-E	HICKOR	010	430	26	11,180	R	AC		77	78	86	\$4,348	23,880	CRACK SEAL AND CHIP SEAL
SW HOMESTEAD RD	170 FT S OF SW 4TH ST	130 FT S OF SW CARVER ST	HOMEST	020	490	34	16,660	R	AC		84	84	91	\$6,479	30,499	CRACK SEAL AND CHIP SEAL
NE KINGWOOD PL	C ST	CUL DE SAC	KINGWPL	010	450	36	16,200	R	AC		79	80	87	\$6,300	22,363	CRACK SEAL AND CHIP SEAL
SE LANDEN DR	MOCKINGBIRD DR	LARCH AVE	LANDEN	010	580	35	20,300	R	AC		78	79	86	\$7,894	24,362	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	DEAD END S.	LAMPERTI ST	LARCHAV	020	490	47	23,030	R	AC		77	78	86	\$8,956	23,880	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	85	91	\$23,213	56,318	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	12TH ST	8TH ST	LARCHAV	040	1,320	47	62,040	MiA	AC/AC		88	88	94	\$24,127	59,735	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	8TH ST	4TH ST	LARCHAV	050	1,320	47	62,040	MiA	AC/AC		87	87	93	\$24,127	58,588	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	70	79	\$2,224	24,789	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	N. OF HOUSE # 101	WHITMAN DR	MAPLEAV	020	500	26	13,000	R	AC		82	82	89	\$5,056	31,700	CRACK SEAL AND CHIP SEAL
NW MARIA ST	CUL DE SAC W. OF VERA PL	BLALOCK DR	MARIA	010	1,160	34	39,440	R	AC		83	83	90	\$15,338	31,175	CRACK SEAL AND CHIP SEAL
SE MARINE DR	12TH ST	MARINE DR (MAIN PORTION)	MARINE	010	140	35	4,900	R	AC		83	84	91	\$1,906	19,019	CRACK SEAL AND CHIP SEAL
SE MARINE DR	SENTRY DR	SENTRY DR	MARINE	020	830	36	29,880	R	AC		79	80	87	\$11,620	22,360	CRACK SEAL AND CHIP SEAL
SE MOCKINGBIRD DR	CUL DE SAC W. OF LANDEN DR	LARCH AVE	MOCKING	010	820	35	28,700	R	AC		77	78	86	\$11,161	23,880	CRACK SEAL AND CHIP SEAL
NE MULBERRY CT	WHITMAN DR	CUL DE SAC N.	MULBERRY	010	390	34	13,260	R	AC		74	75	83	\$5,157	24,728	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	77	85	\$23,940	44,358	CRACK SEAL AND CHIP SEAL
SE NEWGATE DR	SCENIC VIEW DR	12TH ST	NEWGAT	020	1,046	36	37,656	R	AC		77	77	85	\$14,644	33,235	CRACK SEAL AND CHIP SEAL
SE PEPPERIDGE PL	RED OAK AVE	CUL DE SAC WEST	PEPPER	010	480	26	12,480	R	AC		75	76	84	\$4,853	25,234	CRACK SEAL AND CHIP SEAL
NW PONTI MORO CT	SPAGNUOLO LP	CUL DE SAC	PONTI	010	150	36	5,400	R	AC		83	84	91	\$2,100	19,020	CRACK SEAL AND CHIP SEAL
SE RED OAK AVE	CEDAR BEND DR	LAMPERTI ST	REDOAK	010	394	26	10,244	R	AC		76	77	85	\$3,984	24,589	CRACK SEAL AND CHIP SEAL
NE REDWOOD PL	C ST	CUL DE SAC	REDWPL	010	300	36	10,800	R	AC		84	85	91	\$4,200	17,878	CRACK SEAL AND CHIP SEAL
SW RIPARIAN CT	HOMESTEAD RD	DEAD END WEST	RIPARCT	010	320	34	10,880	R	AC		77	78	86	\$4,231	27,298	CRACK SEAL AND CHIP SEAL
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	75	84	\$17,453	32,804	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	LARCH AVE	HOUSE #1051	SCENICV	030	1,170	40	46,800	MaC	AC		83	83	90	\$18,200	25,760	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	SCENICV	050	423	27	11,421	MaC	AC		81	81	89	\$4,442	32,442	CRACK SEAL AND CHIP SEAL
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	80	87	\$1,983	23,400	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	LARCH AVE	MARINE DR (WEST INT)	SENTRYDR	010	140	35	4,900	R	AC		81	82	89	\$1,906	20,954	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	MARINE DR (WEST INT)	BRIGADE PL	SENTRYDR	020	1,291	36	46,476	R	AC		81	82	89	\$18,074	20,954	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	BRIGADE PL	GARRISON DR	SENTRYDR	030	928	36	33,408	R	AC		83	84	91	\$12,992	19,019	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	GARRISON DR	CUL DE SAC E.	SENTRYDR	040	550	36	19,800	R	AC		80	81	88	\$7,700	21,688	CRACK SEAL AND CHIP SEAL
NW SPAGNUOLO LOOP	B ST	B ST	SPAGNU	010	890	36	32,040	R	AC		81	82	89	\$12,460	20,957	CRACK SEAL AND CHIP SEAL
NE SPRUCEWOOD PL	C ST	CUL DE SAC	SPRUCEPL	010	360	36	12,960	R	AC		80	81	88	\$5,040	21,692	CRACK SEAL AND CHIP SEAL
SE TAMARACK ST	LARCH AVE	MAPLE AVE	TAMARACK	010	380	35	13,300	R	AC		75	76	84	\$5,172	25,234	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	69	79	\$11,799	37,140	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	BLISS LN	FREEDOM PL	TAUMAR	020	1,890	35	66,150	MiA	AC		87	87	93	\$25,725	22,588	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	TAUMAR	030	650	35	22,750	MiA	AC		87	87	93	\$8,847	22,588	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	74	83	\$11,161	44,009	CRACK SEAL AND CHIP SEAL
NW VERA PL	MARIA ST	BLALOCK DR	VERAPL	010	298	34	10,132	R	AC		83	83	90	\$3,940	31,175	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
W WHITMAN DR	ACADEMY WAY	DAVIS AVE	WHITMAN	030	1,286	36	46,296	MaC	AC		79	79	87	\$18,004	28,956	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	DAVIS AVE	W ADAMS AVE	WHITMAN	040	1,020	37	37,740	MaC	AC		79	79	87	\$14,677	28,956	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	W ADAMS AVE	COLLEGE AVE	WHITMAN	050	300	40	12,000	MaC	AC		80	80	88	\$4,667	28,007	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	81	88	\$5,172	41,170	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	81	88	\$4,935	41,170	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	85	91	\$8,346	37,565	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	78	86	\$15,900	52,802	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	75	83	\$18,356	48,827	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$941,722		
SE SCENIC VIEW DR	HOUSE #1051	125 FT E. OF FALBO DR	SCENICV	040	680	26	17,680	MaC	AC		69	69	100	\$54,022	12,123	2" OVERLAY
E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	WHITMAN	080	440	37	16,280	MiA	AC		63	63	100	\$49,744	16,575	2" OVERLAY
											Treatment Total			\$103,767		
WALLULA AVE	ROSE ST	CITY LIMITS	WALLULA	010	110	38	4,180	MiA	AC		47	47	100	\$16,256	15,960	2.5" OVERLAY W/DIGOUTS
											Treatment Total			\$16,256		
SW 5TH ST	BADE AVE	DEAD END EAST 5THST		010	460	28	12,880	R	AC		40	40	100	\$35,778	13,722	1.75" OVERLAY W/DIGOUTS
SE 5TH ST	HILLCREST DR	LARCH AVE	5THST	040	310	34	10,540	R	AC		41	41	100	\$29,278	13,662	1.75" OVERLAY W/DIGOUTS
SE 6TH ST	COLLEGE AVE	DATE AVE	6THST	050	1,290	33	42,570	R	AC		42	42	100	\$118,250	13,592	1.75" OVERLAY W/DIGOUTS
SE 6TH ST	DATE AVE	ELM AVE	6THST	060	320	33	10,560	R	AC		48	48	100	\$29,333	13,088	1.75" OVERLAY W/DIGOUTS
SE 6TH ST	ELM AVE	LARCH AVE	6THST	070	980	33	32,340	R	AC		45	45	100	\$89,833	13,365	1.75" OVERLAY W/DIGOUTS
NE ALDEN ST	DEAD END W. OF NE VILLA AVE	95 FT W. OF TROUTDALE AVE	ALDEN	010	450	35	15,750	R	AC		49	49	100	\$43,750	12,978	1.75" OVERLAY W/DIGOUTS
SE BRENTWOOD PL	LARCH AVE	CUL DE SAC WEST	BRENTPL	010	435	35	15,225	R	AC		47	47	100	\$42,292	13,189	1.75" OVERLAY W/DIGOUTS
NE CRISCOLA AVE	DAWSON ST	EMPIRE ST	CRISCOLA	030	225	35	7,875	R	AC		41	41	100	\$21,875	13,663	1.75" OVERLAY W/DIGOUTS
NE DAMSON AVE	CARGILL AVE	ROSE ST	DAMSON	030	521	32	16,672	R	AC		42	42	100	\$46,311	13,592	1.75" OVERLAY W/DIGOUTS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE DAWSON ST	CITY LIMITS W. OF VILLA AVE	FLEETWOOD AVE	DAWSON	010	325	35	11,375	R	AC		47	47	100	\$31,597	13,189	1.75" OVERLAY W/DIGOUTS
SE HIGHLAND PARK DR 4TH ST		170 FT N. OF DAVIN DR (N INT)	HIGHLAND	020	1,630	42	68,460	R	AC		48	48	100	\$190,167	13,088	1.75" OVERLAY W/DIGOUTS
SE HILLCREST DR	DEAD END S. OF 5TH ST	SE 4TH ST	HILLCR	010	440	33	14,520	R	AC		43	43	100	\$40,333	13,523	1.75" OVERLAY W/DIGOUTS
SE RAVEN LN	SE MOCKINGBIRD DR	CUL DE SAC	RAVEN	010	148	28	4,144	R	AC		40	40	100	\$11,511	13,724	1.75" OVERLAY W/DIGOUTS
SE VISTA PL	12TH ST	CUL DE SAC EAST	VISTAPL	010	390	27	10,530	R	AC		41	41	100	\$29,250	13,662	1.75" OVERLAY W/DIGOUTS
Treatment Total														\$759,558		
SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	CENTRAL	020	580	42	24,360	R	AC		68	69	78	\$13,533	17,492	CRACK SEAL, PATCH, AND CHIP SEAL
Treatment Total														\$13,533		
SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	11THST	010	327	40	13,080	R	AC		85	86	87	\$28	648,060	SEAL CRACKS
SW 13TH ST	BADE AVE	COLLEGE AVE	13THST	010	670	32	21,440	R	AC		86	87	88	\$42	671,725	SEAL CRACKS
SW 1ST ST	ACADEMY WAY	DAVIS AVE	1STST	010	1,270	26	33,020	R	AC		80	81	82	\$101	671,505	SEAL CRACKS
SW 2ND ST	ACADEMY WAY	DAVIS AVE	2NDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	88	89	\$51	515,918	SEAL CRACKS
SW 3RD ST	ACADEMY WAY	DAVIS AVE	3RDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 3RD ST	COLLEGE AVE	ASH AVE	3RDST	020	350	39	13,650	R	AC		83	84	85	\$34	660,450	SEAL CRACKS
SE 3RD ST	ASH AVE	DATE AVE	3RDST	030	903	39	35,217	R	AC		83	84	85	\$88	660,450	SEAL CRACKS
SE 3RD ST	DATE AVE	ELM AVE	3RDST	040	480	39	18,720	R	AC		84	85	86	\$43	687,020	SEAL CRACKS
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	88	89	\$78	724,835	SEAL CRACKS
SE 5TH ST	DATE AVE	ELM AVE	5THST	020	485	36	17,460	R	AC		86	87	88	\$34	671,725	SEAL CRACKS
SE 5TH ST	ELM AVE	DEAD END EAST	5THST	030	351	36	12,636	R	AC		85	86	87	\$27	648,060	SEAL CRACKS
SW 6TH ST	GRANDVIEW AVE	EVANS AVE	6THST	010	986	21	20,706	R	AC		86	87	88	\$40	671,725	SEAL CRACKS
SW 7TH ST	EVANS AVE	DEAD END EAST	7THST	010	273	28	7,644	R	AC		83	84	85	\$19	660,450	SEAL CRACKS
SW 9TH ST	BADE AVE	COLLEGE AVE	9THST	010	670	35	23,450	R	AC		83	84	85	\$58	660,450	SEAL CRACKS
SW ACADEMY WAY	4TH ST	WHITMAN DR	ACADEMY	010	1,324	35	46,340	MaC	AC		87	87	88	\$84	700,793	SEAL CRACKS
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	87	88	\$100	763,272	SEAL CRACKS
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	88	89	\$42	787,820	SEAL CRACKS
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	87	88	\$52	763,272	SEAL CRACKS
NE A ST	COLLEGE AVE	ASH AVE	AST	010	330	38	12,540	R	AC		82	83	84	\$34	685,331	SEAL CRACKS
NE A ST	ASH AVE	BIRCH AVE	AST	020	320	38	12,160	R	AC		83	84	85	\$30	660,298	SEAL CRACKS
NE A ST	IVY LN	TREMONT DR	AST	040	390	38	14,820	R	AC		81	82	83	\$42	703,799	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	89	89	\$19	633,051	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW BADE AVE	12TH ST	10TH ST	BADEAV	020	645	40	25,800	R	AC		84	85	86	\$59	687,020	SEAL CRACKS
SW BADE AVE	10TH ST	6TH ST	BADEAV	030	1,300	34	44,200	R	AC		84	85	86	\$102	687,020	SEAL CRACKS
SW BADE AVE	6TH ST	4TH ST	BADEAV	040	671	38	25,498	R	AC		85	86	87	\$54	648,060	SEAL CRACKS
SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	BIRCHAV	020	800	35	28,000	R	AC		79	80	81	\$91	654,697	SEAL CRACKS
SE BIRCH AVE	8TH ST	6TH ST	BIRCHAV	030	660	35	23,100	R	AC		83	84	85	\$58	660,298	SEAL CRACKS
SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	BIRCHAV	070	240	35	8,400	R	AC		83	84	85	\$21	660,298	SEAL CRACKS
NE BIRCH AVE	WHITMAN DR	A ST	BIRCHAV	080	590	35	20,650	R	AC		81	82	83	\$59	703,799	SEAL CRACKS
NE BIRCH AVE	A ST	C ST	BIRCHAV	090	710	39	27,690	R	AC		84	85	86	\$64	686,868	SEAL CRACKS
BLALOCK DR	VERA PL	COLLEGE AVE	BLALOCK	010	1,136	29	32,944	R	AC		81	82	83	\$94	703,799	SEAL CRACKS
SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	BROADW	030	300	28	8,400	R	AC		82	83	84	\$22	685,331	SEAL CRACKS
SE BROADWAY AVE	12TH ST	DEAD END NORTH	BROADW	040	575	33	18,975	R	AC		84	85	86	\$44	686,868	SEAL CRACKS
NW B ST	EVANS AVE	RUBY LN	BST	010	343	35	12,005	R	AC		85	86	87	\$26	647,863	SEAL CRACKS
NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	BST	020	300	32	9,600	R	AC		84	85	86	\$22	686,868	SEAL CRACKS
NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	BST	030	350	29	10,150	R	AC		86	87	88	\$20	671,526	SEAL CRACKS
NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	BST	040	670	36	24,120	R	AC		80	81	82	\$74	671,505	SEAL CRACKS
SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	CENTRAL	010	612	38	23,256	R	AC		82	83	84	\$62	685,331	SEAL CRACKS
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	89	89	\$73	1,192,110	SEAL CRACKS
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	88	89	\$5	9,757,811	SEAL CRACKS
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	84	85	\$7	660,147	SEAL CRACKS
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	86	88	\$91	865,051	SEAL CRACKS
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	86	88	\$90	865,051	SEAL CRACKS
SE DATE AVE	3RD ST	2ND ST	DATEAV	030	420	34	14,280	R	AC		84	85	86	\$33	687,020	SEAL CRACKS
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	81	82	\$11	671,405	SEAL CRACKS
SE EDMONT PL	12TH ST	STANFORD PL	EDGEMO	010	254	40	10,160	R	AC		84	85	86	\$23	687,020	SEAL CRACKS
SE ELM AVE	8TH ST	6TH ST	ELMAV	010	650	35	22,750	R	AC		81	82	83	\$65	703,900	SEAL CRACKS
SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	EVANSAV	010	598	35	20,930	R	AC		86	87	88	\$41	671,725	SEAL CRACKS
SW EVANS AVE	1ST ST	WHITMAN DR	EVANSAV	020	315	36	11,340	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
NE IVY LN	WHITMAN DR	A ST	IVYLN	010	650	40	26,000	R	AC		86	87	88	\$51	671,725	SEAL CRACKS
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	79	81	\$35	760,137	SEAL CRACKS
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	75	78	\$40	679,175	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	83	85	\$36	957,376	SEAL CRACKS
SE LINDA DR	VALLEY DR	SUNNY DR	LINDADR	010	270	38	10,260	R	AC		84	85	86	\$24	686,868	SEAL CRACKS
SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	MOUNTVI	010	1,009	40	40,360	R	AC		81	82	83	\$116	703,799	SEAL CRACKS
OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	OWENS	010	920	22	20,240	R	AC		86	87	88	\$39	671,327	SEAL CRACKS
SW PUFF LN	10TH ST	CUL DE SAC SOUTH	PUFFLN	010	350	40	14,000	R	AC		84	85	86	\$32	687,020	SEAL CRACKS
SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	SCENICV	010	1,010	40	40,400	R	AC		82	83	84	\$108	685,331	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	83	84	\$136	652,865	SEAL CRACKS
SE STANFORD PL	DATE AVE	CUL DE SAC EAST	STANFORD	010	600	40	24,000	R	AC		80	81	82	\$73	671,606	SEAL CRACKS
SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	SUNCRE	010	570	20	11,400	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	SUNNYDR	010	1,350	39	52,650	R	AC		84	85	86	\$121	686,868	SEAL CRACKS
NE TREMONT DR	WHITMAN DR	A ST	TREMONT	010	762	38	28,956	R	AC		81	82	83	\$83	703,799	SEAL CRACKS
SE VALLEY DR	LINDA DR	CENTRAL AVE	VALLEY	010	590	28	16,520	R	AC		81	82	83	\$47	703,799	SEAL CRACKS
SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	VALLEY	020	650	24	15,600	R	AC		80	81	82	\$48	671,505	SEAL CRACKS
SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	VALLVI	010	590	15	8,850	R	AC		86	87	88	\$17	671,526	SEAL CRACKS
											Treatment Total			\$3,595		
**SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	61	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
											Treatment Total			\$0		
SE 10TH ST	BIRCH AVE	DATE AVE	10THST	040	650	32	20,800	R	AC		12	12	100	\$254,222	3,091	RECONSTRUCT STRUCTURE (AC)
SE 11TH ST	BIRCH AVE	DATE AVE	11THST	020	680	36	24,480	R	AC		16	16	100	\$299,200	3,091	RECONSTRUCT STRUCTURE (AC)
SW 8TH ST	DEAD END W. OF DAVIS AVE	DAVIS AVE	8THST	010	245	18	4,410	R	AC		18	18	100	\$53,900	3,091	RECONSTRUCT STRUCTURE (AC)
NE BELROY ST	WESTFAIR AVE	CRISCOLA AVE	BELROY	010	560	35	19,600	R	AC		23	23	100	\$239,556	3,091	RECONSTRUCT STRUCTURE (AC)
SE BIRCH AVE	12TH ST	150 FT S. OF 10TH ST / #1010	BIRCHAV	010	510	26	13,260	R	AC		15	15	100	\$162,067	3,091	RECONSTRUCT STRUCTURE (AC)
SE BIRCH AVE	6TH ST	4TH ST	BIRCHAV	040	670	35	23,450	R	AC		11	11	100	\$286,611	3,091	RECONSTRUCT STRUCTURE (AC)

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2023

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
SE BROADWAY AVE	SE SCENIC VIEW DR	SE MOUNTAIN VIEW DR	BROADW	020	290	24	6,960	R	AC		18	18	100	\$85,067	3,091	RECONSTRUCT STRUCTURE (AC)
NE CHELAN ST	WESTFAIR AVE	CRISCOLA AVE	CHELAN	010	580	35	20,300	R	AC		23	23	100	\$248,111	3,091	RECONSTRUCT STRUCTURE (AC)
SE COTTER PL	12TH ST	CUL DE SAC	COTTER	010	210	36	7,560	R	AC		11	11	100	\$92,400	3,091	RECONSTRUCT STRUCTURE (AC)
NE DAWSON ST	FLEETWOOD AVE	CRISCOLA AVE	DAWSON	020	950	35	33,250	R	AC		10	10	100	\$406,389	3,091	RECONSTRUCT STRUCTURE (AC)
NE EMPIRE ST	WESTFAIR AVE	DEAD END E. OF CRISCOLA AVE	EMPIRE	010	660	35	23,100	R	AC		18	18	100	\$282,333	3,091	RECONSTRUCT STRUCTURE (AC)
SE FALBO DR	NEWGATE DR	SCENIC VIEW DR	FALBO	010	925	23	21,275	R	AC		22	22	100	\$260,028	3,091	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	77	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
SE MOORBROOK CT	NEWGATE DR	CUL DE SAC EAST	MOORBR	010	161	23	3,703	R	AC		22	22	100	\$45,259	3,091	RECONSTRUCT STRUCTURE (AC)
SE NEWGATE DR	CUL DE SAC SOUTH	SCENIC VIEW DR	NEWGAT	010	186	23	4,278	R	AC		15	15	100	\$52,287	3,091	RECONSTRUCT STRUCTURE (AC)
SW OAKWOOD PL	6TH ST	CUL DE SAC SOUTH	OAKWPL	010	220	16	3,520	R	AC		15	15	100	\$43,022	3,091	RECONSTRUCT STRUCTURE (AC)
NE PINEWOOD LN	A ST	DEAD END NORTH	PINEWOOD	010	200	17	3,400	R	AC		13	13	100	\$41,556	3,091	RECONSTRUCT STRUCTURE (AC)
SE ROBIN DR	SCENIC VIEW DR	MOCKINGBIRD DR	ROBINDR	010	730	28	20,440	R	AC		15	15	100	\$249,822	3,091	RECONSTRUCT STRUCTURE (AC)
SE ROSEVILLE LN	BIRCH AVE	PARKING LOT EAST	ROSEVI	010	380	18	6,840	R	AC		23	23	100	\$83,600	3,091	RECONSTRUCT STRUCTURE (AC)
SE TRENTWOOD DR	FALBO DR	DEAD END EAST	TRENTW	010	200	23	4,600	R	AC		18	18	100	\$56,222	3,091	RECONSTRUCT STRUCTURE (AC)
											Treatment Total		\$3,241,651			
Year 2023 Area Total								4,796,423		Year 2023 Total		\$5,080,082				

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 1ST ST	ACADEMY WAY	DAVIS AVE	1STST	010	1,270	26	33,020	R	AC		80	81	88	\$13,226	21,520	CRACK SEAL AND CHIP SEAL
SW 2ND ST	ACADEMY WAY	DAVIS AVE	2NDST	010	1,270	24	30,480	R	AC		81	82	89	\$12,209	21,846	CRACK SEAL AND CHIP SEAL
SW 3RD ST	ACADEMY WAY	DAVIS AVE	3RDST	010	1,270	24	30,480	R	AC		81	82	89	\$12,209	21,846	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (1) Unconstrained Needs

Year: 2024

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
NE A ST	IVY LN	TREMONT DR	AST	040	390	38	14,820	R	AC		81	82	89	\$5,936	21,846	CRACK SEAL AND CHIP SEAL
NE BIRCH AVE	WHITMAN DR	A ST	BIRCHAV	080	590	35	20,650	R	AC		81	82	89	\$8,271	21,846	CRACK SEAL AND CHIP SEAL
BLALOCK DR	VERA PL	COLLEGE AVE	BLALOCK	010	1,136	29	32,944	R	AC		81	82	89	\$13,196	21,846	CRACK SEAL AND CHIP SEAL
NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	BST	040	670	36	24,120	R	AC		80	81	88	\$9,661	21,520	CRACK SEAL AND CHIP SEAL
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	70	79	\$13,266	41,864	CRACK SEAL AND CHIP SEAL
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC		71	70	79	\$11,248	41,864	CRACK SEAL AND CHIP SEAL
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	81	88	\$1,402	21,518	CRACK SEAL AND CHIP SEAL
SE ELM AVE	8TH ST	6TH ST	ELMAV	010	650	35	22,750	R	AC		81	82	89	\$9,113	21,848	CRACK SEAL AND CHIP SEAL
SW HOMESTEAD RD	130 FT S OF SW CARVER ST	W WHITMAN DR	HOMEST	030	1,100	34	37,400	R	AC		70	69	78	\$14,981	24,453	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC		71	70	79	\$22,063	41,864	CRACK SEAL AND CHIP SEAL
SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	MOUNTVI	010	1,009	40	40,360	R	AC		81	82	89	\$16,166	21,846	CRACK SEAL AND CHIP SEAL
SE MOUNTAIN VIEW DR	CENTRAL AVE	SKY AVE	MOUNTVI	020	953	40	38,120	R	AC		70	69	78	\$15,269	24,453	CRACK SEAL AND CHIP SEAL
SW SETTLEMENT	HOMESTEAD RD	DOANS AVE	SETTLEM	010	680	34	23,120	R	AC		90	88	94	\$9,261	11,569	CRACK SEAL AND CHIP SEAL
SE STANFORD PL	DATE AVE	CUL DE SAC EAST	STANFORD	010	600	40	24,000	R	AC		80	81	88	\$9,613	21,522	CRACK SEAL AND CHIP SEAL
NE TREMONT DR	WHITMAN DR	A ST	TREMONT	010	762	38	28,956	R	AC		81	82	89	\$11,598	21,846	CRACK SEAL AND CHIP SEAL
SE VALLEY DR	LINDA DR	CENTRAL AVE	VALLEY	010	590	28	16,520	R	AC		81	82	89	\$6,617	21,846	CRACK SEAL AND CHIP SEAL
SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	VALLEY	020	650	24	15,600	R	AC		80	81	88	\$6,249	21,520	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	70	79	\$13,783	41,875	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$235,338		
SE HIGHLAND PARK DR	6TH ST	4TH ST	HIGHLAND	010	640	42	26,880	R	AC		51	49	100	\$76,907	12,617	1.75" OVERLAY W/DIGOUTS
SE SURITA CT	FALBO DR	CUL DE SAC	SURITA	010	180	23	4,140	R	AC		50	48	100	\$11,845	12,788	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$88,752		
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	88	89	\$85	716,904	SEAL CRACKS
SW DAVIS AVE	8TH ST	6TH ST	DAVISAV	010	620	36	22,320	MaC	AC		90	88	89	\$38	766,033	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2024

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
NE DELLA AVE	C ST	SPITZENBURG ST	DELLAAV	010	570	18	10,260	R	AC		79	78	80	\$37	630,538	SEAL CRACKS
NE SPITZENBURG ST	DAMSON AVE	220 FT W. OF TULIP LN	SPITZEN	010	990	26	25,740	R	AC		88	87	88	\$51	562,730	SEAL CRACKS
NE SPITZENBURG ST	220 FT W. OF TULIP LN	TULIP LN	SPITZEN	020	220	26	5,720	R	AC		86	85	86	\$13	605,053	SEAL CRACKS
NE SPITZENBURG ST	TULIP LN	LAMBERT AVE	SPITZEN	030	240	28	6,720	R	AC		86	85	86	\$16	605,053	SEAL CRACKS
NE SPITZENBURG ST	LAMBERT AVE	DELLA AVE	SPITZEN	040	400	19	7,600	R	AC		85	84	85	\$19	621,689	SEAL CRACKS
NE SPITZENBURG ST	DELLA AVE	MYRA RD	SPITZEN	050	770	31	23,870	R	AC		89	88	89	\$44	540,258	SEAL CRACKS
											Treatment Total			\$303		
SE 8TH ST	315 FT. WEST OF LARCH AVE	LARCH AVE	8THST	050	315	22	6,930	MiC	AC		26	21	100	\$115,000	2,874	RECONSTRUCT STRUCTURE (AC)
**SE BIRCH AVE	4TH ST	SE 3RD ST	BIRCHAV	050	320	18	5,760	R	AC		24	21	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**SE BIRCH AVE	SE 3RD ST	SE 2ND ST	BIRCHAV	060	320	20	6,400	R	AC		86	85	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
SE CHICKADEE LN	SCENIC VIEW DR	CUL DE SAC S.	CHICKAD	010	300	29	8,700	R	AC		26	23	100	\$109,523	3,001	RECONSTRUCT STRUCTURE (AC)
NE CRISCOLA AVE	BELROY ST	DAWSON ST	CRISCOLA	020	470	35	16,450	R	AC		25	22	100	\$207,087	3,001	RECONSTRUCT STRUCTURE (AC)
SE DOVE LN	SCENIC VIEW DR	CUL DE SAC EAST	DOVELN	010	200	23	4,600	R	AC		25	22	100	\$57,909	3,001	RECONSTRUCT STRUCTURE (AC)
SE MOCKINGBIRD DR	LARCH AVE	SCENIC VIEW DR	MOCKING	020	1,260	34	42,840	R	AC		25	22	100	\$539,308	3,001	RECONSTRUCT STRUCTURE (AC)
NE WESTFAIR AVE	BELROY ST	EMPIRE ST	WESTFAIR	010	710	35	24,850	R	AC		26	23	100	\$312,834	3,001	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$1,341,661		
Year 2024 Area Total									886,100		Year 2024 Total			\$1,666,054		

Year: 2025

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	85	91	\$19,539	23,113	CRACK SEAL AND CHIP SEAL
SW ACADEMY WAY	4TH ST	WHITMAN DR	ACADEMY	010	1,324	35	46,340	MaC	AC		87	83	90	\$19,119	22,344	CRACK SEAL AND CHIP SEAL
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	84	91	\$22,873	23,550	CRACK SEAL AND CHIP SEAL
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	85	92	\$10,691	24,353	CRACK SEAL AND CHIP SEAL
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	84	91	\$11,956	23,550	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (1) Unconstrained Needs

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE A ST	COLLEGE AVE	ASH AVE	AST	010	330	38	12,540	R	AC		82	81	89	\$5,174	21,176	CRACK SEAL AND CHIP SEAL
SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	BROADW	030	300	28	8,400	R	AC		82	81	89	\$3,466	21,176	CRACK SEAL AND CHIP SEAL
SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	CENTRAL	010	612	38	23,256	R	AC		82	81	89	\$9,595	21,176	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	86	93	\$18,541	34,333	CRACK SEAL AND CHIP SEAL
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	84	91	\$19,119	26,317	CRACK SEAL AND CHIP SEAL
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	84	91	\$18,916	26,317	CRACK SEAL AND CHIP SEAL
SW DOANS AVE	CARVER ST	WHITMAN DR	DOANS	020	995	25	24,875	MiC	AC		74	70	79	\$10,263	25,943	CRACK SEAL AND CHIP SEAL
NE LARCH AVE	WHITMAN DR	C ST	LARCHAV	070	1,090	36	39,240	MiA	AC		72	69	78	\$16,189	39,685	CRACK SEAL AND CHIP SEAL
NE ROSE ST	DAMSON AVE	WALLULA AVE	ROSEST	020	1,560	34	53,040	OPA	AC		75	70	79	\$21,883	29,313	CRACK SEAL AND CHIP SEAL
NE ROSE ST	WALLULA AVE	CITY LIMITS @ CAREY CT	ROSEST	030	810	48	38,880	OPA	AC		74	69	78	\$16,041	30,897	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	SCENICV	010	1,010	40	40,400	R	AC		82	81	89	\$16,668	21,176	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$240,032		
SW 4TH ST	BADE AVE	COLLEGE AVE	4THST	050	690	37	25,530	MaC	AC		54	47	100	\$105,330	10,957	2.5" OVERLAY W/DIGOUTS
											Treatment Total			\$105,330		
SW 6TH ST	BADE AVE	COLLEGE AVE	6THST	040	690	33	22,770	R	AC		52	48	100	\$67,102	12,371	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$67,102		
SE 10TH ST	COLLEGE AVE	BIRCH AVE	10THST	030	610	15	9,150	R	AC		94	89	90	\$14	448,065	SEAL CRACKS
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	88	89	\$67	751,543	SEAL CRACKS
SW ALICIA LOOP	VIRGINIA ST	VIRGINIA ST	ALICIA	010	610	34	20,740	R	AC		94	89	90	\$33	444,232	SEAL CRACKS
SW ANGELINA LOOP	VIRGINIA ST	VIRGINIA ST	ANGELI	010	670	34	22,780	R	AC		94	89	90	\$36	448,978	SEAL CRACKS
S COLLEGE AVE	50 FT S. OF CEDAR BEND DR	150 FT S. OF LAMPERTI ST	COLLEGE	030	330	42	13,860	OPA	AC		94	88	89	\$24	808,940	SEAL CRACKS
NE DAMSON AVE	C ST	CARGILL AVE	DAMSON	020	220	35	7,700	R	AC		94	89	90	\$12	448,065	SEAL CRACKS
SW HOMESTEAD AVE	DEAD END S. OF SW JULIA ST	170 FT S OF SW 4TH ST	HOMEST	010	1,000	34	34,000	R	AC		93	89	89	\$58	480,576	SEAL CRACKS
SW JULIA ST	VIRGINIA ST	HOMESTEAD AVE	JULIA	010	660	34	22,440	R	AC		94	89	90	\$35	444,232	SEAL CRACKS
SW JULIA ST	HOMESTEAD AVE	DOANS AVE	JULIA	020	680	34	23,120	R	AC		94	89	90	\$36	444,232	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	89	\$14	6,497,698	SEAL CRACKS
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	89	\$13	6,497,698	SEAL CRACKS
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	88	89	\$28	4,399,483	SEAL CRACKS
SW VIRGINIA ST	DEAD END W. OF JULIA ST	DOANS AVE	VIRGINIA	010	2,350	34	79,900	R	AC		93	89	89	\$137	480,576	SEAL CRACKS
WHISPERING CREEK	DEAD END S.	8TH ST	WHISPCR	010	450	35	15,750	R	AC		93	89	89	\$27	480,274	SEAL CRACKS
Treatment Total														\$535		
**SE 12TH ST	LARCH AVE	GARRISON DR	12THST	060	2,230	45	100,350	MiA	AC		57	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**SE 12TH ST	GARRISON DR	MYRA RD	12THST	070	1,700	45	76,500	MiA	AC		66	62	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
SE 4TH ST	LARCH AVE	HIGHLAND PARK DR	4THST	080	193	37	7,141	MaC	AC		30	20	100	\$122,056	2,791	RECONSTRUCT STRUCTURE (AC)
SE DAVIN DR	HIGHLAND PARK DR	HIGHLAND PARK DR	DAVINDR	010	950	39	37,050	R	AC		30	24	100	\$480,411	2,914	RECONSTRUCT STRUCTURE (AC)
SE DAVIN DR (SPUR)	SE DAVIN DR / HOUSE #338	DEAD END (SE) HOUSE #341	DAVINDR	020	120	50	6,000	R	AC		29	23	100	\$77,799	2,914	RECONSTRUCT STRUCTURE (AC)
NW EVANS AVE	105 FT S. OF EARL LN	B ST	EVANSAV	040	310	22	6,820	R	AC		30	24	100	\$88,432	2,914	RECONSTRUCT STRUCTURE (AC)
Treatment Total														\$768,698		

Year 2025 Area Total

1,293,868

Year 2025 Total

\$1,181,698

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE 3RD ST	COLLEGE AVE	ASH AVE	3RDST	020	350	39	13,650	R	AC		83	80	88	\$5,801	20,478	CRACK SEAL AND CHIP SEAL
SE 3RD ST	ASH AVE	DATE AVE	3RDST	030	903	39	35,217	R	AC		83	80	88	\$14,965	20,478	CRACK SEAL AND CHIP SEAL
SE 3RD ST	DATE AVE	ELM AVE	3RDST	040	480	39	18,720	R	AC		84	82	89	\$7,955	20,894	CRACK SEAL AND CHIP SEAL
SW 7TH ST	EVANS AVE	DEAD END EAST	7THST	010	273	28	7,644	R	AC		83	80	88	\$3,248	20,478	CRACK SEAL AND CHIP SEAL
SW 9TH ST	BADE AVE	COLLEGE AVE	9THST	010	670	35	23,450	R	AC		83	80	88	\$9,965	20,478	CRACK SEAL AND CHIP SEAL
NE A ST	ASH AVE	BIRCH AVE	AST	020	320	38	12,160	R	AC		83	80	88	\$5,167	20,476	CRACK SEAL AND CHIP SEAL
SW BADE AVE	12TH ST	10TH ST	BADEAV	020	645	40	25,800	R	AC		84	82	89	\$10,964	20,894	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW BADE AVE	10TH ST	6TH ST	BADEAV	030	1,300	34	44,200	R	AC		84	82	89	\$18,783	20,894	CRACK SEAL AND CHIP SEAL
SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	BIRCHAV	020	800	35	28,000	R	AC		79	77	85	\$11,899	21,641	CRACK SEAL AND CHIP SEAL
SE BIRCH AVE	8TH ST	6TH ST	BIRCHAV	030	660	35	23,100	R	AC		83	80	88	\$9,816	20,476	CRACK SEAL AND CHIP SEAL
SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	BIRCHAV	070	240	35	8,400	R	AC		83	80	88	\$3,570	20,476	CRACK SEAL AND CHIP SEAL
NE BIRCH AVE	A ST	C ST	BIRCHAV	090	710	39	27,690	R	AC		84	82	89	\$11,767	20,892	CRACK SEAL AND CHIP SEAL
SE BROADWAY AVE	12TH ST	DEAD END NORTH	BROADW	040	575	33	18,975	R	AC		84	82	89	\$8,063	20,892	CRACK SEAL AND CHIP SEAL
NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	BST	020	300	32	9,600	R	AC		84	82	89	\$4,080	20,892	CRACK SEAL AND CHIP SEAL
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	84	91	\$18,638	23,358	CRACK SEAL AND CHIP SEAL
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	84	91	\$20,733	22,196	CRACK SEAL AND CHIP SEAL
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	80	88	\$1,232	20,474	CRACK SEAL AND CHIP SEAL
SE DATE AVE	3RD ST	2ND ST	DATEAV	030	420	34	14,280	R	AC		84	82	89	\$6,068	20,894	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	8TH ST	6TH ST	DAVISAV	010	620	36	22,320	MaC	AC		90	85	92	\$9,485	23,609	CRACK SEAL AND CHIP SEAL
SW DOANS AVE	DEAD END S. OF JULIA ST	CARVER ST	DOANS	010	1,640	34	55,760	MiC	AC		95	89	95	\$23,695	20,291	CRACK SEAL AND CHIP SEAL
SE EDMONT PL	12TH ST	STANFORD PL	EDGEMO	010	254	40	10,160	R	AC		84	82	89	\$4,317	20,894	CRACK SEAL AND CHIP SEAL
SW EVANS AVE	1ST ST	WHITMAN DR	EVANSV	020	315	36	11,340	R	AC		83	80	88	\$4,819	20,478	CRACK SEAL AND CHIP SEAL
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	74	83	\$4,513	25,110	CRACK SEAL AND CHIP SEAL
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	70	79	\$4,207	23,768	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	78	86	\$6,969	29,518	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	94	\$15,706	33,563	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	94	\$14,275	33,563	CRACK SEAL AND CHIP SEAL
SE LINDA DR	VALLEY DR	SUNNY DR	LINDADR	010	270	38	10,260	R	AC		84	82	89	\$4,360	20,892	CRACK SEAL AND CHIP SEAL
SW PUFF LN	10TH ST	CUL DE SAC SOUTH	PUFFLN	010	350	40	14,000	R	AC		84	82	89	\$5,949	20,894	CRACK SEAL AND CHIP SEAL
SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	SUNCRE	010	570	20	11,400	R	AC		83	80	88	\$4,844	20,478	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	SUNNYDR	010	1,350	39	52,650	R	AC		84	82	89	\$22,374	20,892	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$298,229		
**NE CEDAR AVE	A ST	C ST	CEDARAV	020	712	39	27,768	R	AC		20	10	100	\$0	0	2" OVERLAY
											Treatment Total			\$0		
NW EVANS AVE	B ST	CITY LIMITS NORTH (#336)	EVANSV	050	760	19	14,440	R	AC		55	49	100	\$43,830	11,909	1.75" OVERLAY W/DIGOUTS
NE MAPLE AVE	DEAD END S. OF MAKIAH CT	C ST	MAPLEAV	030	640	39	24,960	R	AC		54	48	100	\$75,762	11,921	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$119,593		
SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	87	88	\$16	2,039,045	SEAL CRACKS
SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	87	88	\$46	2,039,045	SEAL CRACKS
SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	87	88	\$57	2,039,045	SEAL CRACKS
SW 4TH ST	DEAD END W. OF GREELEY ST	SW HOMESTEAD AVE	4THST	010	360	41	14,760	MiC	AC		87	88	89	\$28	759,472	SEAL CRACKS
SW 4TH ST	DAVIS AVE	BADE AVE	4THST	040	700	37	25,900	MaC	AC		83	84	85	\$69	719,487	SEAL CRACKS
SE 4TH ST	COLLEGE AVE	DATE AVE	4THST	060	1,290	37	47,730	MaC	AC		82	84	85	\$130	745,690	SEAL CRACKS
SE 4TH ST	DATE AVE	LARCH AVE	4THST	070	1,322	37	48,914	MaC	AC		83	84	85	\$130	719,487	SEAL CRACKS
SE 8TH ST	BADE AVE	BIRCH AVE	8THST	020	1,300	35	45,500	MiC	AC		84	85	86	\$110	758,701	SEAL CRACKS
SE 8TH ST	BIRCH AVE	ELM AVE	8THST	030	980	35	34,300	MiC	AC		83	84	85	\$91	719,974	SEAL CRACKS
SE 8TH ST	ELM AVE	315 FT. WEST OF LARCH AVE	8THST	040	675	27	18,225	MiC	AC		80	82	83	\$56	716,645	SEAL CRACKS
SE BROADWAY AVE	SUNNY DR	SE SCENIC VIEW DR	BROADW	010	290	24	6,960	R	AC/AC		94	88	89	\$3	2,272,211	SEAL CRACKS
SE CLOVER CT	HARVEST DR	CUL DE SAC	CLOVER	010	150	36	5,400	R	AC		84	80	82	\$19	602,905	SEAL CRACKS
S COLLEGE AVE	SCHOOL BUS YARD ENTRANCE	50 FT S. OF CEDAR BEND DR	COLLEGE	020	1,220	42	51,240	OPA	AC		94	89	90	\$84	1,098,786	SEAL CRACKS
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	72	75	\$35	971,828	SEAL CRACKS
S COLLEGE AVE	LAMPERTI ST	12TH ST	COLLEGE	050	1,301	48	62,448	OPA	AC		79	81	82	\$206	956,547	SEAL CRACKS
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	83	85	\$87	1,050,123	SEAL CRACKS
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	82	83	\$152	1,002,061	SEAL CRACKS
S COLLEGE AVE	6TH ST	WHITMAN DR	COLLEGE	080	2,000	34	68,000	OPA	AC		80	82	83	\$208	1,002,061	SEAL CRACKS
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	85	87	\$151	1,125,027	SEAL CRACKS
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	76	78	\$52	787,143	SEAL CRACKS
SE COLONIAL DR	TAUMARSON RD	CONSTITUTION DR	COLONIA	010	1,090	40	43,600	R	AC		89	84	86	\$113	583,437	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE COMMERCIAL DR	HWY 125	SCENIC VIEW DR	COMMERC	010	330	43	14,190	MaC	AC		79	82	83	\$44	784,868	SEAL CRACKS
SE CONSTITUTION DR	INDEPENDENCE DR	JUSTICE AVE	CONSTIT	010	820	40	32,800	R	AC		89	84	86	\$85	583,437	SEAL CRACKS
SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	DAVISAV	030	988	43	42,484	MaC	AC/AC		82	86	87	\$58	1,634,094	SEAL CRACKS
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	88	89	\$4	4,535,308	SEAL CRACKS
NW EVANS AVE	WHITMAN DR	105 FT S. OF EARL LN	EVANSAV	030	555	28	15,540	R	AC		94	88	89	\$30	509,471	SEAL CRACKS
SE FREEDOM PL	TAUMARSON RD	CUL DE SAC	FREEDO	010	490	40	19,600	R	AC		89	84	86	\$51	583,437	SEAL CRACKS
SE GRASSLAND CT	LARCH AVE	CUL DE SAC	GRASSL	010	190	36	6,840	R	AC		80	76	78	\$29	578,701	SEAL CRACKS
SE HARVEST DR	CUL DE SAC S.	LARCH AVE (WEST INT)	HARVEST	010	160	36	5,760	R	AC		84	80	82	\$20	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (WEST INT)	LARCH AVE (EAST INT)	HARVEST	020	1,290	36	46,440	R	AC		84	80	82	\$162	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (EAST INT)	SUNFLOWER CT	HARVEST	030	230	36	8,280	R	AC		84	80	82	\$29	602,905	SEAL CRACKS
SE INDEPENDENCE DR	COLONIAL DR	CUL DE SAC N. OF LIBERTY WAY	INDEPEN	010	1,170	35	40,950	R	AC		89	84	86	\$106	583,437	SEAL CRACKS
SE JUSTICE AVE	TAUMARSON RD	LIBERTY WAY	JUSTICE	010	630	34	21,420	R	AC		89	84	86	\$55	583,437	SEAL CRACKS
SE LARCH AVE	TAUMARSON RD	HARVEST DR INT EAST	LARCHAV	010	950	35	33,250	R	AC		84	80	82	\$116	602,905	SEAL CRACKS
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	88	89	\$15	11,708,874	SEAL CRACKS
SE LIBERTY WAY	INDEPENDENCE DR	JUSTICE AVE	LIBERTY	010	370	35	12,950	R	AC		89	84	86	\$33	583,437	SEAL CRACKS
SE MARKET ST	TAUMARSON RD	HARVEST DR	MARKET	010	210	36	7,560	R	AC		83	79	81	\$28	598,398	SEAL CRACKS
MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	87	88	\$67	842,617	SEAL CRACKS
MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	87	88	\$82	842,617	SEAL CRACKS
MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	87	88	\$33	842,617	SEAL CRACKS
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	80	82	\$216	1,122,650	SEAL CRACKS
OWENS RD	600 FT N. OF MOJONNIER RD (CIT	1170 FT N. OF MOJONNIER RD (CI	OWENS	020	570	22	12,540	R	AC		94	88	88	\$24	509,649	SEAL CRACKS
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	76	78	\$191	787,143	SEAL CRACKS
SE SCENIC VIEW DR	LARCH AVE	HOUSE #1051	SCENICV	030	1,170	40	46,800	MaC	AC		83	84	85	\$124	719,487	SEAL CRACKS
SE SCENIC VIEW DR	HOUSE #1051	125 FT E. OF FALBO DR	SCENICV	040	680	26	17,680	MaC	AC		69	87	88	\$18	1,413,217	SEAL CRACKS
SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	SCENICV	050	423	27	11,421	MaC	AC		81	84	85	\$30	878,134	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE SUNFLOWER CT	CUL DE SAC W. OF HARVEST DR	CUL DE SAC E. OF HARVEST DR	SUNFLO	010	260	35	9,100	R	AC		84	80	82	\$32	602,905	SEAL CRACKS
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	72	75	\$152	818,007	SEAL CRACKS
TAUMARSON RD	BLISS LN	FREEDOM PL	TAUMAR	020	1,890	35	66,150	MiA	AC		87	85	87	\$156	894,781	SEAL CRACKS
TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	TAUMAR	030	650	35	22,750	MiA	AC		87	85	87	\$54	894,781	SEAL CRACKS
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	78	80	\$112	1,082,154	SEAL CRACKS
WALLULA AVE	ROSE ST	CITY LIMITS	WALLULA	010	110	38	4,180	MiA	AC		47	87	88	\$4	2,039,045	SEAL CRACKS
W WHITMAN DR	ACADEMY WAY	DAVIS AVE	WHITMAN	030	1,286	36	46,296	MaC	AC		79	81	83	\$149	732,682	SEAL CRACKS
W WHITMAN DR	DAVIS AVE	W ADAMS AVE	WHITMAN	040	1,020	37	37,740	MaC	AC		79	81	83	\$121	732,682	SEAL CRACKS
W WHITMAN DR	W ADAMS AVE	COLLEGE AVE	WHITMAN	050	300	40	12,000	MaC	AC		80	82	83	\$37	716,283	SEAL CRACKS
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	83	84	\$38	1,113,199	SEAL CRACKS
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	83	84	\$36	1,113,199	SEAL CRACKS
E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	WHITMAN	080	440	37	16,280	MiA	AC		63	87	88	\$16	2,039,045	SEAL CRACKS
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	86	87	\$48	1,129,646	SEAL CRACKS
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	82	83	\$126	1,392,955	SEAL CRACKS
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	79	81	\$176	1,220,681	SEAL CRACKS
											Treatment Total			\$4,751		
SW 6TH ST	EVANS AVE	SW DAVIS AVE (WEST INT)	6THST	020	390	45	17,550	R	AC		32	23	100	\$234,390	2,829	RECONSTRUCT STRUCTURE (AC)
NE ALDEN ST	95 FT W. OF TROUTDALE AVE	OMAK AVE	ALDEN	020	415	35	14,525	R	AC		32	23	100	\$193,989	2,829	RECONSTRUCT STRUCTURE (AC)
SE BOBOLINK LN	CUL DE SAC S.	MOCKINGBIRD DR	BOBOLINK	010	310	29	8,990	R	AC		32	23	100	\$120,066	2,829	RECONSTRUCT STRUCTURE (AC)
SW DAVIS AVE	6TH ST	4TH ST	DAVISAV	020	660	67	44,220	MaC	AC		35	20	100	\$778,495	2,709	RECONSTRUCT STRUCTURE (AC)
**SE DEWEY DR	LARCH AVE	12TH ST	DEWEY	010	760	47	35,720	R	AC		34	26	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
SE MALLARD LN	DEAD END S.	MOCKINGBIRD DR	MALLARD	010	151	10	1,510	R	AC		31	22	100	\$20,167	2,829	RECONSTRUCT STRUCTURE (AC)
SE MOCKINGBIRD DR	SCENIC VIEW DR	DEAD END N. OF RAVEN LN	MOCKING	030	630	29	18,270	R	AC		32	23	100	\$244,006	2,829	RECONSTRUCT STRUCTURE (AC)
NE OMAK AVE	ALDEN ST	BELROY ST	OMAKAV	010	220	35	7,700	R	AC		33	24	100	\$102,838	2,829	RECONSTRUCT STRUCTURE (AC)
SE OSPREY LN	MOCKINGBIRD DR	CUL DE SAC NORTH	OSPREY	010	520	31	16,120	R	AC		33	24	100	\$215,292	2,829	RECONSTRUCT STRUCTURE (AC)
SE SANDPIPER LN	DEAD END S.	MOCKINGBIRD DR	SANDPI	010	240	32	7,680	R	AC		32	23	100	\$102,571	2,829	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$2,011,814		

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year 2026 Area Total				2,762,353	Year 2026 Total				\$2,434,386
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Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	11THST	010	327	40	13,080	R	AC		85	81	88	\$5,725	20,195	CRACK SEAL AND CHIP SEAL
SW 13TH ST	BADE AVE	COLLEGE AVE	13THST	010	670	32	21,440	R	AC		86	82	89	\$9,384	20,661	CRACK SEAL AND CHIP SEAL
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	85	92	\$16,545	22,798	CRACK SEAL AND CHIP SEAL
SE 5TH ST	DATE AVE	ELM AVE	5THST	020	485	36	17,460	R	AC		86	82	89	\$7,642	20,661	CRACK SEAL AND CHIP SEAL
SE 5TH ST	ELM AVE	DEAD END EAST	5THST	030	351	36	12,636	R	AC		85	81	88	\$5,531	20,195	CRACK SEAL AND CHIP SEAL
SW 6TH ST	GRANDVIEW AVE	EVANS AVE	6THST	010	986	21	20,706	R	AC		86	82	89	\$9,063	20,661	CRACK SEAL AND CHIP SEAL
SW BADE AVE	6TH ST	4TH ST	BADEAV	040	671	38	25,498	R	AC		85	81	88	\$11,160	20,195	CRACK SEAL AND CHIP SEAL
SE BROADWAY AVE	SUNNY DR	SE SCENIC VIEW DR	BROADW	010	290	24	6,960	R	AC/AC		94	87	93	\$3,046	13,178	CRACK SEAL AND CHIP SEAL
NW B ST	EVANS AVE	RUBY LN	BST	010	343	35	12,005	R	AC		85	81	88	\$5,255	20,193	CRACK SEAL AND CHIP SEAL
NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	BST	030	350	29	10,150	R	AC		86	82	89	\$4,443	20,660	CRACK SEAL AND CHIP SEAL
SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	EVANSV	010	598	35	20,930	R	AC		86	82	89	\$9,161	20,661	CRACK SEAL AND CHIP SEAL
NE IVY LN	WHITMAN DR	A ST	IVYLN	010	650	40	26,000	R	AC		86	82	89	\$11,380	20,661	CRACK SEAL AND CHIP SEAL
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	85	92	\$31,567	27,055	CRACK SEAL AND CHIP SEAL
OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	OWENS	010	920	22	20,240	R	AC		86	82	89	\$8,859	20,658	CRACK SEAL AND CHIP SEAL
SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	VALLVI	010	590	15	8,850	R	AC		86	82	89	\$3,874	20,660	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$142,635		
SW 6TH ST	SW DAVIS AVE (WEST INT)	BADE AVE	6THST	030	703	33	23,199	R	AC		56	48	100	\$72,530	11,673	1.75" OVERLAY W/DIGOUTS
NE ALDEN ST	OMAK AVE	CRISCOLA AVE	ALDEN	030	380	35	13,300	R	AC		57	49	100	\$41,581	11,562	1.75" OVERLAY W/DIGOUTS
NE CRISCOLA AVE	ALDEN ST	BELROY ST	CRISCOLA	010	220	35	7,700	R	AC		57	49	100	\$24,073	11,562	1.75" OVERLAY W/DIGOUTS
SE ELM AVE	150 FT S. OF 3RD ST	3RD ST	ELMAV	040	150	35	5,250	R	AC		57	49	100	\$16,414	11,560	1.75" OVERLAY W/DIGOUTS
SE HIGHLAND PARK DR	SE DAVIN DR (SOUTH INT)	SE HIGHLAND PARK DR	HIGHLAND	040	320	42	13,440	R	AC		56	48	100	\$42,019	11,673	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$196,617		

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 10TH ST	DEAD END W. OF BADE AVE	BADE AVE	10THST	010	420	23	9,660	R	AC		86	85	86	\$24	550,612	SEAL CRACKS
SW 10TH ST	BADE AVE	COLLEGE AVE	10THST	020	670	26	17,420	R	AC		81	82	84	\$54	581,093	SEAL CRACKS
SE 10TH ST	BIRCH AVE	DATE AVE	10THST	040	650	32	20,800	R	AC		12	86	87	\$46	527,659	SEAL CRACKS
SE 11TH ST	BIRCH AVE	DATE AVE	11THST	020	680	36	24,480	R	AC		16	86	87	\$55	527,659	SEAL CRACKS
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	83	84	\$94	580,039	SEAL CRACKS
SE 3RD ST	ELM AVE	LARCH AVE	3RDST	050	845	35	29,575	R	AC		79	81	83	\$97	610,215	SEAL CRACKS
SW 5TH ST	BADE AVE	DEAD END EAST	5THST	010	460	28	12,880	R	AC		40	87	88	\$10	1,399,157	SEAL CRACKS
SE 5TH ST	HILLCREST DR	LARCH AVE	5THST	040	310	34	10,540	R	AC		41	87	88	\$8	1,399,157	SEAL CRACKS
SE 6TH ST	COLLEGE AVE	DATE AVE	6THST	050	1,290	33	42,570	R	AC		42	87	88	\$33	1,399,157	SEAL CRACKS
SE 6TH ST	DATE AVE	ELM AVE	6THST	060	320	33	10,560	R	AC		48	87	88	\$8	1,399,157	SEAL CRACKS
SE 6TH ST	ELM AVE	LARCH AVE	6THST	070	980	33	32,340	R	AC		45	87	88	\$25	1,399,157	SEAL CRACKS
SE 6TH ST	LARCH AVE	HIGHLAND PARK DR	6THST	080	210	35	7,350	R	AC		77	79	81	\$27	598,113	SEAL CRACKS
SW 8TH ST	DEAD END W. OF DAVIS AVE	DAVIS AVE	8THST	010	245	18	4,410	R	AC		18	86	87	\$10	527,659	SEAL CRACKS
SE 8TH ST	LARCH AVE	CUL DE SAC E.	8THST	060	620	34	21,080	R	AC		84	84	85	\$57	567,708	SEAL CRACKS
SE 9TH ST	BIRCH AVE	CEDAR AVE	9THST	030	410	35	14,350	R	AC		84	85	87	\$35	694,999	SEAL CRACKS
SE ADMIRAL PL	SENTRY DR	CUL DE SAC	ADMIRAL	010	140	35	4,900	R	AC		81	82	84	\$15	581,094	SEAL CRACKS
NE ALDEN ST	DEAD END W. OF NE VILLA AVE	95 FT W. OF TROUTDALE AVE	ALDEN	010	450	35	15,750	R	AC		49	87	88	\$12	1,399,157	SEAL CRACKS
NE A ST	BIRCH AVE	IVY LN	AST	030	579	38	22,002	R	AC		79	81	83	\$73	610,135	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	84	85	\$32	666,541	SEAL CRACKS
SE BELMONT PL	STANFORD PL	CUL DE SAC SOUTH	BELMONT	010	210	40	8,400	R	AC		78	81	82	\$29	620,936	SEAL CRACKS
NE BELROY ST	WESTFAIR AVE	CRISCOLA AVE	BELROY	010	560	35	19,600	R	AC		23	86	87	\$44	527,659	SEAL CRACKS
SE BIRCH AVE	12TH ST	150 FT S. OF 10TH ST / #1010	BIRCHAV	010	510	26	13,260	R	AC		15	86	87	\$30	527,659	SEAL CRACKS
SE BIRCH AVE	6TH ST	4TH ST	BIRCHAV	040	670	35	23,450	R	AC		11	86	87	\$52	527,659	SEAL CRACKS
SE BLISS LN	TAUMARSON RD	CUL DE SAC EAST	BLISSLN	010	630	36	22,680	R	AC		89	86	87	\$53	539,764	SEAL CRACKS
SE BRENTWOOD PL	LARCH AVE	CUL DE SAC WEST	BRENTPL	010	435	35	15,225	R	AC		47	87	88	\$12	1,399,157	SEAL CRACKS
SE BRIGADE PL	SENTRY DR	CUL DE SAC	BRIGADE	010	140	35	4,900	R	AC		82	83	84	\$14	578,637	SEAL CRACKS
SE BROADWAY AVE	SE SCENIC VIEW DR	SE MOUNTAIN VIEW DR	BROADW	020	290	24	6,960	R	AC		18	86	87	\$16	527,659	SEAL CRACKS
NE CARGILL AVE	DAMSON AVE	120 FT EAST OF DAMSON AVE	CARGILL	010	120	36	4,320	R	AC		77	79	81	\$16	581,101	SEAL CRACKS
NE CARGILL AVE	CUL DE SAC SOUTH	NE SPITZENBURG ST	CARGILL	020	450	36	16,200	R	AC		75	78	80	\$64	605,807	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW CARVER ST	HOMESTEAD RD	DOANS AVE	CARVER	010	690	34	23,460	R	AC		76	80	81	\$86	659,527	SEAL CRACKS
SE CEDAR AVE	9TH ST	8TH ST	CEDARAV	010	320	35	11,200	R	AC		84	85	87	\$27	694,999	SEAL CRACKS
SE CEDAR BEND DR	COLLEGE AVE	DEAD END E. OF RED OAK AVE	CEDARB	010	710	26	18,460	R	AC		75	78	80	\$73	605,807	SEAL CRACKS
SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	CENTRAL	020	580	42	24,360	R	AC		68	72	74	\$127	538,568	SEAL CRACKS
NE CHELAN ST	WESTFAIR AVE	CRISCOLA AVE	CHELAN	010	580	35	20,300	R	AC		23	86	87	\$45	527,659	SEAL CRACKS
SE COMMERCIAL DR	SCENIC VIEW DR	MYRA RD	COMMERC	020	2,346	27	63,342	R	AC		80	83	84	\$187	671,863	SEAL CRACKS
SE COMMODORE PL	SENTRY DR	CUL DE SAC	COMMODO	010	190	35	6,650	R	AC		80	82	83	\$21	583,546	SEAL CRACKS
SE COTTER PL	12TH ST	CUL DE SAC	COTTER	010	210	36	7,560	R	AC		11	86	87	\$17	527,659	SEAL CRACKS
NE CRISCOLA AVE	DAWSON ST	EMPIRE ST	CRISCOLA	030	225	35	7,875	R	AC		41	87	88	\$6	1,399,157	SEAL CRACKS
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	73	76	\$163	956,614	SEAL CRACKS
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC		71	73	76	\$138	956,614	SEAL CRACKS
NE DAMSON AVE	CUL DE SAC S.	C ST	DAMSON	010	230	37	8,510	R	AC		74	77	79	\$36	582,896	SEAL CRACKS
NE DAMSON AVE	CARGILL AVE	ROSE ST	DAMSON	030	521	32	16,672	R	AC		42	87	88	\$13	1,399,157	SEAL CRACKS
NE DANNER	C ST	DEAD END N.	DANNER	010	192	27	5,184	R	AC		82	83	84	\$15	578,687	SEAL CRACKS
NE DAWSON ST	CITY LIMITS W. OF VILLA AVE	FLEETWOOD AVE	DAWSON	010	325	35	11,375	R	AC		47	87	88	\$9	1,399,157	SEAL CRACKS
NE DAWSON ST	FLEETWOOD AVE	CRISCOLA AVE	DAWSON	020	950	35	33,250	R	AC		10	86	87	\$74	527,659	SEAL CRACKS
NE DECCIO RD	WHITMAN DR	C ST	DECCIO	010	810	34	27,540	R	AC		79	81	83	\$93	584,035	SEAL CRACKS
NW EARL LN	EVANS AVE	WHITMAN DR	EARLLN	010	1,029	36	37,044	R	AC		82	83	84	\$109	578,612	SEAL CRACKS
NE ELDER PL	C ST	CUL DE SAC	ELDERPL	010	220	40	8,800	R	AC		73	76	78	\$38	587,594	SEAL CRACKS
SE ELM AVE	5TH ST	150 FT S. OF 3RD ST	ELMAV	030	485	32	15,520	R	AC		74	77	79	\$65	582,896	SEAL CRACKS
NE EMPIRE ST	WESTFAIR AVE	DEAD END E. OF CRISCOLA AVE	EMPIRE	010	660	35	23,100	R	AC		18	86	87	\$51	527,659	SEAL CRACKS
SE ENSIGN PL	SENTRY DR	CUL DE SAC	ENSIGN	010	230	35	8,050	R	AC		83	84	85	\$23	571,553	SEAL CRACKS
SE FALBO DR	NEWGATE DR	SCENIC VIEW DR	FALBO	010	925	23	21,275	R	AC		22	86	87	\$47	527,659	SEAL CRACKS
NE FERNWOOD PL	C ST	CUL DE SAC	FERNWPL	010	450	36	16,200	R	AC		78	82	84	\$50	910,036	SEAL CRACKS
SE GARRISON DR	12TH ST	SENTRY DR	GARRISON	010	300	35	10,500	R	AC		81	82	84	\$32	581,094	SEAL CRACKS
SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	GARRVILL	010	640	19	12,160	R	AC		74	78	80	\$48	806,416	SEAL CRACKS
SE GARRISON VILLAGE WAY	ROUNDABOUT	MYRA RD	GARRVILL	020	400	30	12,000	R	AC		80	82	83	\$39	583,535	SEAL CRACKS
SW GREELEY ST	4TH ST	90 FT W OF SW HOMESTEAD RD	GREELEY	010	810	34	27,540	R	AC		88	86	87	\$65	542,687	SEAL CRACKS
SW GREELEY ST	90 FT W OF SW HOMESTEAD RD	SW DOANS AVE	GREELEY	020	870	34	29,580	R	AC		74	77	79	\$124	582,838	SEAL CRACKS
NE HADLEY WAY	WHITMAN DR	WHITMAN DR	HADLEY	010	790	35	27,650	R	AC		76	79	81	\$105	605,540	SEAL CRACKS
SE HICKORY CT	CEDAR BEND DR	CUL DE SAC S-E	HICKOR	010	430	26	11,180	R	AC		77	79	81	\$41	597,973	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE HIGHLAND PARK DR	4TH ST	170 FT N. OF DAVIN DR (N INT)	HIGHLAND	020	1,630	42	68,460	R	AC		48	87	88	\$52	1,399,157	SEAL CRACKS
SE HILLCREST DR	DEAD END S. OF 5TH ST	SE 4TH ST	HILLCR	010	440	33	14,520	R	AC		43	87	88	\$11	1,399,157	SEAL CRACKS
SW HOMESTEAD RD	170 FT S OF SW 4TH ST	130 FT S OF SW CARVER ST	HOMEST	020	490	34	16,660	R	AC		84	87	88	\$35	850,013	SEAL CRACKS
NE KINGWOOD PL	C ST	CUL DE SAC	KINGWPL	010	450	36	16,200	R	AC		79	81	83	\$55	584,036	SEAL CRACKS
SE LANDEN DR	MOCKINGBIRD DR	LARCH AVE	LANDEN	010	580	35	20,300	R	AC		78	81	82	\$70	620,789	SEAL CRACKS
SE LARCH AVE	DEAD END S.	LAMPERTI ST	LARCHAV	020	490	47	23,030	R	AC		77	79	81	\$85	597,973	SEAL CRACKS
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC		71	73	76	\$270	956,614	SEAL CRACKS
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	72	75	\$29	540,452	SEAL CRACKS
SE MAPLE AVE	N. OF HOUSE # 101	WHITMAN DR	MAPLEAV	020	500	26	13,000	R	AC		82	85	87	\$32	863,298	SEAL CRACKS
NW MARIA ST	CUL DE SAC W. OF VERA PL	BLALOCK DR	MARIA	010	1,160	34	39,440	R	AC		83	86	87	\$89	859,791	SEAL CRACKS
SE MARINE DR	12TH ST	MARINE DR (MAIN PORTION)	MARINE	010	140	35	4,900	R	AC		83	84	85	\$14	571,553	SEAL CRACKS
SE MARINE DR	SENTRY DR	SENTRY DR	MARINE	020	830	36	29,880	R	AC		79	81	83	\$101	584,029	SEAL CRACKS
SE MOCKINGBIRD DR	CUL DE SAC W. OF LANDEN DR	LARCH AVE	MOCKING	010	820	35	28,700	R	AC		77	79	81	\$105	597,973	SEAL CRACKS
SE MOORBROOK CT	NEWGATE DR	CUL DE SAC EAST	MOORBR	010	161	23	3,703	R	AC		22	86	87	\$8	527,659	SEAL CRACKS
NE MULBERRY CT	WHITMAN DR	CUL DE SAC N.	MULBERRY	010	390	34	13,260	R	AC		74	77	79	\$56	582,838	SEAL CRACKS
SE NEWGATE DR	CUL DE SAC SOUTH	SCENIC VIEW DR	NEWGAT	010	186	23	4,278	R	AC		15	86	87	\$10	527,659	SEAL CRACKS
SE NEWGATE DR	SCENIC VIEW DR	12TH ST	NEWGAT	020	1,046	36	37,656	R	AC		77	81	83	\$125	854,148	SEAL CRACKS
SW OAKWOOD PL	6TH ST	CUL DE SAC SOUTH	OAKWPL	010	220	16	3,520	R	AC		15	86	87	\$8	527,659	SEAL CRACKS
SE PEPPERIDGE PL	RED OAK AVE	CUL DE SAC WEST	PEPPER	010	480	26	12,480	R	AC		75	78	80	\$50	605,807	SEAL CRACKS
NE PINEWOOD LN	A ST	DEAD END NORTH	PINEWOOD	010	200	17	3,400	R	AC		13	86	87	\$8	527,659	SEAL CRACKS
NW PONTI MORO CT	SPAGNUOLO LP	CUL DE SAC	PONTI	010	150	36	5,400	R	AC		83	84	85	\$15	571,560	SEAL CRACKS
SE RAVEN LN	SE MOCKINGBIRD DR	CUL DE SAC	RAVEN	010	148	28	4,144	R	AC		40	87	88	\$3	1,399,157	SEAL CRACKS
SE RED OAK AVE	CEDAR BEND DR	LAMPERTI ST	REDOAK	010	394	26	10,244	R	AC		76	79	81	\$39	605,346	SEAL CRACKS
NE REDWOOD PL	C ST	CUL DE SAC	REDWPL	010	300	36	10,800	R	AC		84	84	85	\$29	567,739	SEAL CRACKS
SW RIPARIAN CT	HOMESTEAD RD	DEAD END WEST	RIPARCT	010	320	34	10,880	R	AC		77	81	82	\$37	690,430	SEAL CRACKS
SE ROBIN DR	SCENIC VIEW DR	MOCKINGBIRD DR	ROBINDR	010	730	28	20,440	R	AC		15	86	87	\$46	527,659	SEAL CRACKS
SE ROSEVILLE LN	BIRCH AVE	PARKING LOT EAST	ROSEVI	010	380	18	6,840	R	AC		23	86	87	\$15	527,659	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (1) Unconstrained Needs

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	78	80	\$205	573,604	SEAL CRACKS
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	81	83	\$17	610,052	SEAL CRACKS
SE SENTRY DR	LARCH AVE	MARINE DR (WEST INT)	SENTRYDR	010	140	35	4,900	R	AC		81	82	84	\$15	581,094	SEAL CRACKS
SE SENTRY DR	MARINE DR (WEST INT)	BRIGADE PL	SENTRYDR	020	1,291	36	46,476	R	AC		81	82	84	\$143	581,094	SEAL CRACKS
SE SENTRY DR	BRIGADE PL	GARRISON DR	SENTRYDR	030	928	36	33,408	R	AC		83	84	85	\$94	571,553	SEAL CRACKS
SE SENTRY DR	GARRISON DR	CUL DE SAC E.	SENTRYDR	040	550	36	19,800	R	AC		80	82	83	\$64	583,546	SEAL CRACKS
NW SPAGNUOLO LOOP B ST	B ST		SPAGNU	010	890	36	32,040	R	AC		81	82	84	\$99	581,101	SEAL CRACKS
NE SPRUCEWOOD PL	C ST	CUL DE SAC	SPRUCEPL	010	360	36	12,960	R	AC		80	82	83	\$42	583,559	SEAL CRACKS
SE TAMARACK ST	LARCH AVE	MAPLE AVE	TAMARACK	010	380	35	13,300	R	AC		75	78	80	\$53	605,807	SEAL CRACKS
SE TRENTWOOD DR	FALBO DR	DEAD END EAST	TRENTW	010	200	23	4,600	R	AC		18	86	87	\$10	527,659	SEAL CRACKS
NW VERA PL	MARIA ST	BLALOCK DR	VERAPL	010	298	34	10,132	R	AC		83	86	87	\$23	859,791	SEAL CRACKS
SE VISTA PL	12TH ST	CUL DE SAC EAST	VISTAPL	010	390	27	10,530	R	AC		41	87	88	\$8	1,399,157	SEAL CRACKS
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	73	76	\$169	957,372	SEAL CRACKS
											Treatment Total			\$5,349		
SE EAGLE LN	DEAD END W. / HOUSE #944	SE MOCKINGBIRD DR	EAGLE	010	113	62	7,006	R	AC		35	24	100	\$96,376	2,747	RECONSTRUCT STRUCTURE (AC)
**SE SKY AVE	SCENIC VIEW DR	12TH ST	SKYAVE	010	607	38	23,066	R	AC/AC		95	87	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	CITY LIMITS @ MARTIN FIELD LN	DOANS AVE	WHITMAN	010	1,175	29	34,075	MaC	AC		64	51	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	DOANS AVE	ACADEMY WAY	WHITMAN	020	1,471	29	42,659	MaC	AC		64	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$96,376		
Year 2027 Area Total								2,343,160		Year 2027 Total			\$440,977			
Grand Total Section Area:								12,081,904		Grand Total			\$10,803,196			

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (2) Current Funding (\$100k per year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$95,000	63%	2025	\$95,000	63%	2027	\$95,000	63%
2024	\$95,000	63%	2026	\$95,000	63%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 12TH ST	CITY LIMITS WEST / HOUSE #602	BADE AVE	12THST	010	1,380	24	33,120	MiC	AC		67	67	77	\$12,880	26,547	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	68	78	\$2,800	43,212	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	12TH ST	8TH ST	LARCHAV	040	1,320	47	62,040	MiA	AC/AC		88	88	94	\$24,127	59,735	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	8TH ST	4TH ST	LARCHAV	050	1,320	47	62,040	MiA	AC/AC		87	87	93	\$24,127	58,588	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	70	79	\$2,224	24,789	CRACK SEAL AND CHIP SEAL
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	80	87	\$1,983	23,400	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	69	79	\$11,799	37,140	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	74	83	\$11,161	44,009	CRACK SEAL AND CHIP SEAL
Treatment Total														\$91,101		
SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	11THST	010	327	40	13,080	R	AC		85	86	87	\$28	648,060	SEAL CRACKS
SW 13TH ST	BADE AVE	COLLEGE AVE	13THST	010	670	32	21,440	R	AC		86	87	88	\$42	671,725	SEAL CRACKS
SW 1ST ST	ACADEMY WAY	DAVIS AVE	1STST	010	1,270	26	33,020	R	AC		80	81	82	\$101	671,505	SEAL CRACKS
SW 2ND ST	ACADEMY WAY	DAVIS AVE	2NDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	88	89	\$51	515,918	SEAL CRACKS
SW 3RD ST	ACADEMY WAY	DAVIS AVE	3RDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 3RD ST	COLLEGE AVE	ASH AVE	3RDST	020	350	39	13,650	R	AC		83	84	85	\$34	660,450	SEAL CRACKS
SE 3RD ST	ASH AVE	DATE AVE	3RDST	030	903	39	35,217	R	AC		83	84	85	\$88	660,450	SEAL CRACKS
SE 3RD ST	DATE AVE	ELM AVE	3RDST	040	480	39	18,720	R	AC		84	85	86	\$43	687,020	SEAL CRACKS
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	88	89	\$78	724,835	SEAL CRACKS
SE 5TH ST	DATE AVE	ELM AVE	5THST	020	485	36	17,460	R	AC		86	87	88	\$34	671,725	SEAL CRACKS
SE 5TH ST	ELM AVE	DEAD END EAST	5THST	030	351	36	12,636	R	AC		85	86	87	\$27	648,060	SEAL CRACKS
SW 6TH ST	GRANDVIEW AVE	EVANS AVE	6THST	010	986	21	20,706	R	AC		86	87	88	\$40	671,725	SEAL CRACKS
SW 7TH ST	EVANS AVE	DEAD END EAST	7THST	010	273	28	7,644	R	AC		83	84	85	\$19	660,450	SEAL CRACKS
SW 9TH ST	BADE AVE	COLLEGE AVE	9THST	010	670	35	23,450	R	AC		83	84	85	\$58	660,450	SEAL CRACKS
SW ACADEMY WAY	4TH ST	WHITMAN DR	ACADEMY	010	1,324	35	46,340	MaC	AC		87	87	88	\$84	700,793	SEAL CRACKS
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	87	88	\$100	763,272	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	88	89	\$42	787,820	SEAL CRACKS
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	87	88	\$52	763,272	SEAL CRACKS
NE A ST	COLLEGE AVE	ASH AVE	AST	010	330	38	12,540	R	AC		82	83	84	\$34	685,331	SEAL CRACKS
NE A ST	ASH AVE	BIRCH AVE	AST	020	320	38	12,160	R	AC		83	84	85	\$30	660,298	SEAL CRACKS
NE A ST	IVY LN	TREMONT DR	AST	040	390	38	14,820	R	AC		81	82	83	\$42	703,799	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	89	89	\$19	633,051	SEAL CRACKS
SW BADE AVE	12TH ST	10TH ST	BADEAV	020	645	40	25,800	R	AC		84	85	86	\$59	687,020	SEAL CRACKS
SW BADE AVE	10TH ST	6TH ST	BADEAV	030	1,300	34	44,200	R	AC		84	85	86	\$102	687,020	SEAL CRACKS
SW BADE AVE	6TH ST	4TH ST	BADEAV	040	671	38	25,498	R	AC		85	86	87	\$54	648,060	SEAL CRACKS
SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	BIRCHAV	020	800	35	28,000	R	AC		79	80	81	\$91	654,697	SEAL CRACKS
SE BIRCH AVE	8TH ST	6TH ST	BIRCHAV	030	660	35	23,100	R	AC		83	84	85	\$58	660,298	SEAL CRACKS
SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	BIRCHAV	070	240	35	8,400	R	AC		83	84	85	\$21	660,298	SEAL CRACKS
NE BIRCH AVE	WHITMAN DR	A ST	BIRCHAV	080	590	35	20,650	R	AC		81	82	83	\$59	703,799	SEAL CRACKS
NE BIRCH AVE	A ST	C ST	BIRCHAV	090	710	39	27,690	R	AC		84	85	86	\$64	686,868	SEAL CRACKS
BLALOCK DR	VERA PL	COLLEGE AVE	BLALOCK	010	1,136	29	32,944	R	AC		81	82	83	\$94	703,799	SEAL CRACKS
SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	BROADW	030	300	28	8,400	R	AC		82	83	84	\$22	685,331	SEAL CRACKS
SE BROADWAY AVE	12TH ST	DEAD END NORTH	BROADW	040	575	33	18,975	R	AC		84	85	86	\$44	686,868	SEAL CRACKS
NW B ST	EVANS AVE	RUBY LN	BST	010	343	35	12,005	R	AC		85	86	87	\$26	647,863	SEAL CRACKS
NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	BST	020	300	32	9,600	R	AC		84	85	86	\$22	686,868	SEAL CRACKS
NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	BST	030	350	29	10,150	R	AC		86	87	88	\$20	671,526	SEAL CRACKS
NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	BST	040	670	36	24,120	R	AC		80	81	82	\$74	671,505	SEAL CRACKS
SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	CENTRAL	010	612	38	23,256	R	AC		82	83	84	\$62	685,331	SEAL CRACKS
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	89	89	\$73	1,192,110	SEAL CRACKS
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	88	89	\$5	9,757,811	SEAL CRACKS
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	84	85	\$7	660,147	SEAL CRACKS
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	86	88	\$91	865,051	SEAL CRACKS
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	86	88	\$90	865,051	SEAL CRACKS
SE DATE AVE	3RD ST	2ND ST	DATEAV	030	420	34	14,280	R	AC		84	85	86	\$33	687,020	SEAL CRACKS
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	81	82	\$11	671,405	SEAL CRACKS
SE EDMONT PL	12TH ST	STANFORD PL	EDGEMO	010	254	40	10,160	R	AC		84	85	86	\$23	687,020	SEAL CRACKS
SE ELM AVE	8TH ST	6TH ST	ELMAV	010	650	35	22,750	R	AC		81	82	83	\$65	703,900	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year: 2023

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	EVANSAV	010	598	35	20,930	R	AC		86	87	88	\$41	671,725	SEAL CRACKS
SW EVANS AVE	1ST ST	WHITMAN DR	EVANSAV	020	315	36	11,340	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
NE IVY LN	WHITMAN DR	A ST	IVYLN	010	650	40	26,000	R	AC		86	87	88	\$51	671,725	SEAL CRACKS
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	79	81	\$35	760,137	SEAL CRACKS
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	75	78	\$40	679,175	SEAL CRACKS
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	83	85	\$36	957,376	SEAL CRACKS
SE LINDA DR	VALLEY DR	SUNNY DR	LINDADR	010	270	38	10,260	R	AC		84	85	86	\$24	686,868	SEAL CRACKS
SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	MOUNTVI	010	1,009	40	40,360	R	AC		81	82	83	\$116	703,799	SEAL CRACKS
OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	OWENS	010	920	22	20,240	R	AC		86	87	88	\$39	671,327	SEAL CRACKS
SW PUFF LN	10TH ST	CUL DE SAC SOUTH	PUFFLN	010	350	40	14,000	R	AC		84	85	86	\$32	687,020	SEAL CRACKS
SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	SCENICV	010	1,010	40	40,400	R	AC		82	83	84	\$108	685,331	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	83	84	\$136	652,865	SEAL CRACKS
SE STANFORD PL	DATE AVE	CUL DE SAC EAST	STANFORD	010	600	40	24,000	R	AC		80	81	82	\$73	671,606	SEAL CRACKS
SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	SUNCRE	010	570	20	11,400	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	SUNNYDR	010	1,350	39	52,650	R	AC		84	85	86	\$121	686,868	SEAL CRACKS
NE TREMONT DR	WHITMAN DR	A ST	TREMONT	010	762	38	28,956	R	AC		81	82	83	\$83	703,799	SEAL CRACKS
SE VALLEY DR	LINDA DR	CENTRAL AVE	VALLEY	010	590	28	16,520	R	AC		81	82	83	\$47	703,799	SEAL CRACKS
SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	VALLEY	020	650	24	15,600	R	AC		80	81	82	\$48	671,505	SEAL CRACKS
SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	VALLVI	010	590	15	8,850	R	AC		86	87	88	\$17	671,526	SEAL CRACKS
											Treatment Total			\$3,595		
**SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	61	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
											Treatment Total			\$0		
**MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year: 2023

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
**MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	77	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2024 Area Total								2,007,946		Year 2024 Total			\$94,696			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE 6TH ST	LARCH AVE	HIGHLAND PARK DR	6THST	080	210	35	7,350	R	AC		77	76	84	\$2,944	23,657	CRACK SEAL AND CHIP SEAL
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	70	79	\$13,266	41,864	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	84	91	\$23,909	56,732	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	79	87	\$5,327	40,929	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	70	79	\$13,783	41,875	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	76	84	\$16,377	50,749	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	73	82	\$18,906	46,692	CRACK SEAL AND CHIP SEAL
Treatment Total														\$94,513		
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	88	89	\$85	716,904	SEAL CRACKS
SW DAVIS AVE	8TH ST	6TH ST	DAVISAV	010	620	36	22,320	MaC	AC		90	88	89	\$38	766,033	SEAL CRACKS
NE DELLA AVE	C ST	SPITZENBURG ST	DELLAAV	010	570	18	10,260	R	AC		79	78	80	\$37	630,538	SEAL CRACKS
NE SPITZENBURG ST	DAMSON AVE	220 FT W. OF TULIP LN	SPITZEN	010	990	26	25,740	R	AC		88	87	88	\$51	562,730	SEAL CRACKS
NE SPITZENBURG ST	220 FT W. OF TULIP LN	TULIP LN	SPITZEN	020	220	26	5,720	R	AC		86	85	86	\$13	605,053	SEAL CRACKS
NE SPITZENBURG ST	TULIP LN	LAMBERT AVE	SPITZEN	030	240	28	6,720	R	AC		86	85	86	\$16	605,053	SEAL CRACKS
NE SPITZENBURG ST	LAMBERT AVE	DELLA AVE	SPITZEN	040	400	19	7,600	R	AC		85	84	85	\$19	621,689	SEAL CRACKS
NE SPITZENBURG ST	DELLA AVE	MYRA RD	SPITZEN	050	770	31	23,870	R	AC		89	88	89	\$44	540,258	SEAL CRACKS
Treatment Total														\$303		
**SE BIRCH AVE	4TH ST	SE 3RD ST	BIRCHAV	050	320	18	5,760	R	AC		24	21	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**SE BIRCH AVE	SE 3RD ST	SE 2ND ST	BIRCHAV	060	320	20	6,400	R	AC		86	85	100	\$0	0	RECONSTRUCT STRUCTURE (AC)

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

			Treatment Total	\$0
Year 2024 Area Total	399,135		Year 2024 Total	\$94,816

Year: 2025

										Treatment			Cost	Rating	Treatment		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before				PCI After	
NE CARGILL AVE	DAMSON AVE	120 FT EAST OF DAMSON AVE	CARGILL	010	120	36	4,320	R	AC		77	74	83	\$1,782	22,749	CRACK SEAL AND CHIP SEAL	
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	80	88	\$26,241	40,184	CRACK SEAL AND CHIP SEAL	
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC		71	67	77	\$11,585	39,852	CRACK SEAL AND CHIP SEAL	
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	79	87	\$1,444	21,761	CRACK SEAL AND CHIP SEAL	
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC		71	67	77	\$22,724	39,852	CRACK SEAL AND CHIP SEAL	
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	73	82	\$25,398	41,373	CRACK SEAL AND CHIP SEAL	
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	77	85	\$5,236	40,201	CRACK SEAL AND CHIP SEAL	
										Treatment Total			\$94,411				
SE 10TH ST	COLLEGE AVE	BIRCH AVE	10THST	030	610	15	9,150	R	AC		94	89	90	\$14	448,065	SEAL CRACKS	
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	88	89	\$67	751,543	SEAL CRACKS	
SW ALICIA LOOP	VIRGINIA ST	VIRGINIA ST	ALICIA	010	610	34	20,740	R	AC		94	89	90	\$33	444,232	SEAL CRACKS	
SW ANGELINA LOOP	VIRGINIA ST	VIRGINIA ST	ANGELI	010	670	34	22,780	R	AC		94	89	90	\$36	448,978	SEAL CRACKS	
S COLLEGE AVE	50 FT S. OF CEDAR BEND DR	150 FT S. OF LAMPERTI ST	COLLEGE	030	330	42	13,860	OPA	AC		94	88	89	\$24	808,940	SEAL CRACKS	
NE DAMSON AVE	C ST	CARGILL AVE	DAMSON	020	220	35	7,700	R	AC		94	89	90	\$12	448,065	SEAL CRACKS	
SW HOMESTEAD AVE	DEAD END S. OF SW JULIA ST	170 FT S OF SW 4TH ST	HOMEST	010	1,000	34	34,000	R	AC		93	89	89	\$58	480,576	SEAL CRACKS	
SW JULIA ST	VIRGINIA ST	HOMESTEAD AVE	JULIA	010	660	34	22,440	R	AC		94	89	90	\$35	444,232	SEAL CRACKS	
SW JULIA ST	HOMESTEAD AVE	DOANS AVE	JULIA	020	680	34	23,120	R	AC		94	89	90	\$36	444,232	SEAL CRACKS	
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	89	\$14	6,497,698	SEAL CRACKS	
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	89	\$13	6,497,698	SEAL CRACKS	
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	88	89	\$28	4,399,483	SEAL CRACKS	
SW VIRGINIA ST	DEAD END W. OF JULIA ST	DOANS AVE	VIRGINIA	010	2,350	34	79,900	R	AC		93	89	89	\$137	480,576	SEAL CRACKS	
WHISPERING CREEK	DEAD END S.	8TH ST	WHISPCR	010	450	35	15,750	R	AC		93	89	89	\$27	480,274	SEAL CRACKS	
										Treatment Total			\$535				

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
**SE 12TH ST	LARCH AVE	GARRISON DR	12THST	060	2,230	45	100,350	MiA	AC		57	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**SE 12TH ST	GARRISON DR	MYRA RD	12THST	070	1,700	45	76,500	MiA	AC		66	62	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
Treatment Total														\$0		
Year 2025 Area Total									835,596		Year 2025 Total			\$94,946		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	76	84	\$13,054	37,359	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	74	83	\$21,154	36,149	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	68	77	\$5,235	30,856	CRACK SEAL AND CHIP SEAL
NE DAMSON AVE	CUL DE SAC S.	C ST	DAMSON	010	230	37	8,510	R	AC		74	70	79	\$3,616	22,784	CRACK SEAL AND CHIP SEAL
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	80	88	\$1,232	20,474	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	81	89	\$4,351	36,921	CRACK SEAL AND CHIP SEAL
NE ELDER PL	C ST	CUL DE SAC	ELDERPL	010	220	40	8,800	R	AC		73	69	78	\$3,740	22,962	CRACK SEAL AND CHIP SEAL
SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	GARRVILL	010	640	19	12,160	R	AC		74	70	79	\$5,167	28,739	CRACK SEAL AND CHIP SEAL
NE LARCH AVE	WHITMAN DR	C ST	LARCHAV	070	1,090	36	39,240	MiA	AC		72	66	76	\$16,675	37,764	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	TAUMAR	030	650	35	22,750	MiA	AC		87	81	88	\$9,668	31,041	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	80	87	\$9,119	39,360	CRACK SEAL AND CHIP SEAL
Treatment Total														\$93,013		
**NE CEDAR AVE	A ST	C ST	CEDARAV	020	712	39	27,768	R	AC		20	10	100	\$0	0	2" OVERLAY
Treatment Total														\$0		
SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	87	88	\$16	2,039,045	SEAL CRACKS
SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	87	88	\$46	2,039,045	SEAL CRACKS
SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	87	88	\$57	2,039,045	SEAL CRACKS
SE BROADWAY AVE	SUNNY DR	SE SCENIC VIEW DR	BROADW	010	290	24	6,960	R	AC/AC		94	88	89	\$3	2,272,211	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE CLOVER CT	HARVEST DR	CUL DE SAC	CLOVER	010	150	36	5,400	R	AC		84	80	82	\$19	602,905	SEAL CRACKS
S COLLEGE AVE	SCHOOL BUS YARD ENTRANCE	50 FT S. OF CEDAR BEND DR	COLLEGE	020	1,220	42	51,240	OPA	AC		94	89	90	\$84	1,098,786	SEAL CRACKS
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	72	75	\$35	971,828	SEAL CRACKS
SE COLONIAL DR	TAUMARSON RD	CONSTITUTION DR	COLONIA	010	1,090	40	43,600	R	AC		89	84	86	\$113	583,437	SEAL CRACKS
SE CONSTITUTION DR	INDEPENDENCE DR	JUSTICE AVE	CONSTIT	010	820	40	32,800	R	AC		89	84	86	\$85	583,437	SEAL CRACKS
NW EVANS AVE	WHITMAN DR	105 FT S. OF EARL LN	EVANSAV	030	555	28	15,540	R	AC		94	88	89	\$30	509,471	SEAL CRACKS
SE FREEDOM PL	TAUMARSON RD	CUL DE SAC	FREEDO	010	490	40	19,600	R	AC		89	84	86	\$51	583,437	SEAL CRACKS
SE GRASSLAND CT	LARCH AVE	CUL DE SAC	GRASSL	010	190	36	6,840	R	AC		80	76	78	\$29	578,701	SEAL CRACKS
SE HARVEST DR	CUL DE SAC S.	LARCH AVE (WEST INT)	HARVEST	010	160	36	5,760	R	AC		84	80	82	\$20	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (WEST INT)	LARCH AVE (EAST INT)	HARVEST	020	1,290	36	46,440	R	AC		84	80	82	\$162	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (EAST INT)	SUNFLOWER CT	HARVEST	030	230	36	8,280	R	AC		84	80	82	\$29	602,905	SEAL CRACKS
SE INDEPENDENCE DR	COLONIAL DR	CUL DE SAC N. OF LIBERTY WAY	INDEPEN	010	1,170	35	40,950	R	AC		89	84	86	\$106	583,437	SEAL CRACKS
SE JUSTICE AVE	TAUMARSON RD	LIBERTY WAY	JUSTICE	010	630	34	21,420	R	AC		89	84	86	\$55	583,437	SEAL CRACKS
SE LARCH AVE	TAUMARSON RD	HARVEST DR INT EAST	LARCHAV	010	950	35	33,250	R	AC		84	80	82	\$116	602,905	SEAL CRACKS
SE LIBERTY WAY	INDEPENDENCE DR	JUSTICE AVE	LIBERTY	010	370	35	12,950	R	AC		89	84	86	\$33	583,437	SEAL CRACKS
SE MARKET ST	TAUMARSON RD	HARVEST DR	MARKET	010	210	36	7,560	R	AC		83	79	81	\$28	598,398	SEAL CRACKS
MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	87	88	\$67	842,617	SEAL CRACKS
MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	87	88	\$82	842,617	SEAL CRACKS
MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	87	88	\$33	842,617	SEAL CRACKS
OWENS RD	600 FT N. OF MOJONNIER RD (CIT	1170 FT N. OF MOJONNIER RD (CI	OWENS	020	570	22	12,540	R	AC		94	88	88	\$24	509,649	SEAL CRACKS
SE SUNFLOWER CT	CUL DE SAC W. OF HARVEST DR	CUL DE SAC E. OF HARVEST DR	SUNFLO	010	260	35	9,100	R	AC		84	80	82	\$32	602,905	SEAL CRACKS
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	72	75	\$152	818,007	SEAL CRACKS
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	78	80	\$112	1,082,154	SEAL CRACKS
Treatment Total														\$1,618		

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (2) Current Funding (\$100k per year)

Year: 2026

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
**SE DEWEY DR	LARCH AVE	12TH ST	DEWEY	010	760	47	35,720	R	AC		34	26	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2027 Area Total									931,393		Year 2027 Total			\$94,631		

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE CARGILL AVE	CUL DE SAC SOUTH	NE SPITZENBURG ST	CARGILL	020	450	36	16,200	R	AC		75	69	78	\$7,091	22,558	CRACK SEAL AND CHIP SEAL
SE CEDAR BEND DR	COLLEGE AVE	DEAD END E. OF RED OAK AVE	CEDARB	010	710	26	18,460	R	AC		75	69	78	\$8,080	22,558	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	83	90	\$19,670	37,153	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	75	84	\$7,178	30,762	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	86	93	\$16,177	36,933	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	86	93	\$14,703	36,933	CRACK SEAL AND CHIP SEAL
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	65	75	\$19,644	29,737	CRACK SEAL AND CHIP SEAL
Treatment Total														\$92,543		
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	83	84	\$94	580,039	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	84	85	\$32	666,541	SEAL CRACKS
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	73	76	\$163	956,614	SEAL CRACKS
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	87	88	\$38	5,066,609	SEAL CRACKS
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	72	75	\$29	540,452	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	78	80	\$205	573,604	SEAL CRACKS
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	81	83	\$17	610,052	SEAL CRACKS
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	81	83	\$43	1,071,790	SEAL CRACKS
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	73	76	\$169	957,372	SEAL CRACKS
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	80	82	\$141	1,311,107	SEAL CRACKS
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	77	79	\$197	1,139,900	SEAL CRACKS
Treatment Total														\$1,129		

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (2) Current Funding (\$100k per year)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
**SE SKY AVE	SCENIC VIEW DR	12TH ST	SKYAVE	010	607	38	23,066	R	AC/AC		95	87	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	CITY LIMITS @ MARTIN FIELD LN	DOANS AVE	WHITMAN	010	1,175	29	34,075	MaC	AC		64	51	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	DOANS AVE	ACADEMY WAY	WHITMAN	020	1,471	29	42,659	MaC	AC		64	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
Treatment Total														\$0		
Year 2027 Area Total									644,457		Year 2027 Total			\$93,672		
Grand Total Section Area:									4,818,527		Grand Total			\$472,761		

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (3) Maintain Current PCI (74)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$300,000	60%	2025	\$300,000	60%	2027	\$300,000	60%
2024	\$300,000	60%	2026	\$300,000	60%			

Year: 2023

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
SW 12TH ST	CITY LIMITS WEST / HOUSE #602	BADE AVE	12THST	010	1,380	24	33,120	MiC	AC		67	67	77	\$12,880	26,547	CRACK SEAL AND CHIP SEAL
SW 12TH ST	BADE AVE	COLLEGE AVE	12THST	020	670	36	24,120	MaC	AC		67	67	77	\$9,380	26,547	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	68	78	\$2,800	43,212	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	84	91	\$24,735	39,172	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	85	91	\$23,213	56,318	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	12TH ST	8TH ST	LARCHAV	040	1,320	47	62,040	MiA	AC/AC		88	88	94	\$24,127	59,735	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	8TH ST	4TH ST	LARCHAV	050	1,320	47	62,040	MiA	AC/AC		87	87	93	\$24,127	58,588	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	70	79	\$2,224	24,789	CRACK SEAL AND CHIP SEAL
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	77	85	\$23,940	44,358	CRACK SEAL AND CHIP SEAL
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	80	87	\$1,983	23,400	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	69	79	\$11,799	37,140	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	74	83	\$11,161	44,009	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	81	88	\$5,172	41,170	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	81	88	\$4,935	41,170	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	78	86	\$15,900	52,802	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	75	83	\$18,356	48,827	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$216,731		
E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	WHITMAN	080	440	37	16,280	MiA	AC		63	63	100	\$49,744	16,575	2" OVERLAY
											Treatment Total			\$49,744		

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
WALLULA AVE	ROSE ST	CITY LIMITS	WALLULA	010	110	38	4,180	MiA	AC		47	47	100	\$16,256	15,960	2.5" OVERLAY W/DIGOUTS
											Treatment Total			\$16,256		
SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	CENTRAL	020	580	42	24,360	R	AC		68	69	78	\$13,533	17,492	CRACK SEAL, PATCH, AND CHIP SEAL
											Treatment Total			\$13,533		
SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	11THST	010	327	40	13,080	R	AC		85	86	87	\$28	648,060	SEAL CRACKS
SW 13TH ST	BADE AVE	COLLEGE AVE	13THST	010	670	32	21,440	R	AC		86	87	88	\$42	671,725	SEAL CRACKS
SW 1ST ST	ACADEMY WAY	DAVIS AVE	1STST	010	1,270	26	33,020	R	AC		80	81	82	\$101	671,505	SEAL CRACKS
SW 2ND ST	ACADEMY WAY	DAVIS AVE	2NDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	88	89	\$51	515,918	SEAL CRACKS
SW 3RD ST	ACADEMY WAY	DAVIS AVE	3RDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 3RD ST	COLLEGE AVE	ASH AVE	3RDST	020	350	39	13,650	R	AC		83	84	85	\$34	660,450	SEAL CRACKS
SE 3RD ST	ASH AVE	DATE AVE	3RDST	030	903	39	35,217	R	AC		83	84	85	\$88	660,450	SEAL CRACKS
SE 3RD ST	DATE AVE	ELM AVE	3RDST	040	480	39	18,720	R	AC		84	85	86	\$43	687,020	SEAL CRACKS
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	88	89	\$78	724,835	SEAL CRACKS
SE 5TH ST	DATE AVE	ELM AVE	5THST	020	485	36	17,460	R	AC		86	87	88	\$34	671,725	SEAL CRACKS
SE 5TH ST	ELM AVE	DEAD END EAST	5THST	030	351	36	12,636	R	AC		85	86	87	\$27	648,060	SEAL CRACKS
SW 6TH ST	GRANDVIEW AVE	EVANS AVE	6THST	010	986	21	20,706	R	AC		86	87	88	\$40	671,725	SEAL CRACKS
SW 7TH ST	EVANS AVE	DEAD END EAST	7THST	010	273	28	7,644	R	AC		83	84	85	\$19	660,450	SEAL CRACKS
SW 9TH ST	BADE AVE	COLLEGE AVE	9THST	010	670	35	23,450	R	AC		83	84	85	\$58	660,450	SEAL CRACKS
SW ACADEMY WAY	4TH ST	WHITMAN DR	ACADEMY	010	1,324	35	46,340	MaC	AC		87	87	88	\$84	700,793	SEAL CRACKS
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	87	88	\$100	763,272	SEAL CRACKS
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	88	89	\$42	787,820	SEAL CRACKS
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	87	88	\$52	763,272	SEAL CRACKS
NE A ST	COLLEGE AVE	ASH AVE	AST	010	330	38	12,540	R	AC		82	83	84	\$34	685,331	SEAL CRACKS
NE A ST	ASH AVE	BIRCH AVE	AST	020	320	38	12,160	R	AC		83	84	85	\$30	660,298	SEAL CRACKS
NE A ST	IVY LN	TREMONT DR	AST	040	390	38	14,820	R	AC		81	82	83	\$42	703,799	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	89	89	\$19	633,051	SEAL CRACKS
SW BADE AVE	12TH ST	10TH ST	BADEAV	020	645	40	25,800	R	AC		84	85	86	\$59	687,020	SEAL CRACKS
SW BADE AVE	10TH ST	6TH ST	BADEAV	030	1,300	34	44,200	R	AC		84	85	86	\$102	687,020	SEAL CRACKS
SW BADE AVE	6TH ST	4TH ST	BADEAV	040	671	38	25,498	R	AC		85	86	87	\$54	648,060	SEAL CRACKS
SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	BIRCHAV	020	800	35	28,000	R	AC		79	80	81	\$91	654,697	SEAL CRACKS
SE BIRCH AVE	8TH ST	6TH ST	BIRCHAV	030	660	35	23,100	R	AC		83	84	85	\$58	660,298	SEAL CRACKS
SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	BIRCHAV	070	240	35	8,400	R	AC		83	84	85	\$21	660,298	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE BIRCH AVE	WHITMAN DR	A ST	BIRCHAV	080	590	35	20,650	R	AC		81	82	83	\$59	703,799	SEAL CRACKS
NE BIRCH AVE	A ST	C ST	BIRCHAV	090	710	39	27,690	R	AC		84	85	86	\$64	686,868	SEAL CRACKS
BLALOCK DR	VERA PL	COLLEGE AVE	BLALOCK	010	1,136	29	32,944	R	AC		81	82	83	\$94	703,799	SEAL CRACKS
SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	BROADW	030	300	28	8,400	R	AC		82	83	84	\$22	685,331	SEAL CRACKS
SE BROADWAY AVE	12TH ST	DEAD END NORTH	BROADW	040	575	33	18,975	R	AC		84	85	86	\$44	686,868	SEAL CRACKS
NW B ST	EVANS AVE	RUBY LN	BST	010	343	35	12,005	R	AC		85	86	87	\$26	647,863	SEAL CRACKS
NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	BST	020	300	32	9,600	R	AC		84	85	86	\$22	686,868	SEAL CRACKS
NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	BST	030	350	29	10,150	R	AC		86	87	88	\$20	671,526	SEAL CRACKS
NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	BST	040	670	36	24,120	R	AC		80	81	82	\$74	671,505	SEAL CRACKS
SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	CENTRAL	010	612	38	23,256	R	AC		82	83	84	\$62	685,331	SEAL CRACKS
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	89	89	\$73	1,192,110	SEAL CRACKS
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	88	89	\$5	9,757,811	SEAL CRACKS
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	84	85	\$7	660,147	SEAL CRACKS
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	86	88	\$91	865,051	SEAL CRACKS
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	86	88	\$90	865,051	SEAL CRACKS
SE DATE AVE	3RD ST	2ND ST	DATEAV	030	420	34	14,280	R	AC		84	85	86	\$33	687,020	SEAL CRACKS
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	81	82	\$11	671,405	SEAL CRACKS
SE EDMONT PL	12TH ST	STANFORD PL	EDGEMO	010	254	40	10,160	R	AC		84	85	86	\$23	687,020	SEAL CRACKS
SE ELM AVE	8TH ST	6TH ST	ELMAV	010	650	35	22,750	R	AC		81	82	83	\$65	703,900	SEAL CRACKS
SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	EVANSAV	010	598	35	20,930	R	AC		86	87	88	\$41	671,725	SEAL CRACKS
SW EVANS AVE	1ST ST	WHITMAN DR	EVANSAV	020	315	36	11,340	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
NE IVY LN	WHITMAN DR	A ST	IVYLN	010	650	40	26,000	R	AC		86	87	88	\$51	671,725	SEAL CRACKS
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	79	81	\$35	760,137	SEAL CRACKS
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	75	78	\$40	679,175	SEAL CRACKS
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	83	85	\$36	957,376	SEAL CRACKS
SE LINDA DR	VALLEY DR	SUNNY DR	LINDADR	010	270	38	10,260	R	AC		84	85	86	\$24	686,868	SEAL CRACKS
SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	MOUNTVI	010	1,009	40	40,360	R	AC		81	82	83	\$116	703,799	SEAL CRACKS
OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	OWENS	010	920	22	20,240	R	AC		86	87	88	\$39	671,327	SEAL CRACKS
SW PUFF LN	10TH ST	CUL DE SAC SOUTH	PUFFLN	010	350	40	14,000	R	AC		84	85	86	\$32	687,020	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2023

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	SCENICV	010	1,010	40	40,400	R	AC		82	83	84	\$108	685,331	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	83	84	\$136	652,865	SEAL CRACKS
SE STANFORD PL	DATE AVE	CUL DE SAC EAST	STANFORD	010	600	40	24,000	R	AC		80	81	82	\$73	671,606	SEAL CRACKS
SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	SUNCRE	010	570	20	11,400	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	SUNNYDR	010	1,350	39	52,650	R	AC		84	85	86	\$121	686,868	SEAL CRACKS
NE TREMONT DR	WHITMAN DR	A ST	TREMONT	010	762	38	28,956	R	AC		81	82	83	\$83	703,799	SEAL CRACKS
SE VALLEY DR	LINDA DR	CENTRAL AVE	VALLEY	010	590	28	16,520	R	AC		81	82	83	\$47	703,799	SEAL CRACKS
SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	VALLEY	020	650	24	15,600	R	AC		80	81	82	\$48	671,505	SEAL CRACKS
SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	VALLVI	010	590	15	8,850	R	AC		86	87	88	\$17	671,526	SEAL CRACKS
											Treatment Total			\$3,595		
**SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	61	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
											Treatment Total			\$0		
**MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	77	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2023 Area Total								2,375,815		Year 2023 Total			\$299,860			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
S COLLEGE AVE	LAMPERTI ST	12TH ST	COLLEGE	050	1,301	48	62,448	OPA	AC		79	77	85	\$25,014	36,168	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	80	87	\$12,305	38,158	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	78	86	\$19,940	37,163	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
S COLLEGE AVE	6TH ST	WHITMAN DR	COLLEGE	080	2,000	34	68,000	OPA	AC		80	78	86	\$27,238	37,163	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	73	81	\$4,935	32,543	CRACK SEAL AND CHIP SEAL
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	70	79	\$13,266	41,864	CRACK SEAL AND CHIP SEAL
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC		71	70	79	\$11,248	41,864	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	DAVISAV	030	988	43	42,484	MaC	AC/AC		82	81	89	\$17,017	35,238	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	84	91	\$4,102	36,838	CRACK SEAL AND CHIP SEAL
NE ELDER PL	C ST	CUL DE SAC	ELDERPL	010	220	40	8,800	R	AC		73	72	81	\$3,525	24,484	CRACK SEAL AND CHIP SEAL
NE FERNWOOD PL	C ST	CUL DE SAC	FERNWPL	010	450	36	16,200	R	AC		78	77	85	\$6,489	33,464	CRACK SEAL AND CHIP SEAL
SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	GARRVILL	010	640	19	12,160	R	AC		74	72	81	\$4,871	31,388	CRACK SEAL AND CHIP SEAL
SW HOMESTEAD RD	130 FT S OF SW CARVER ST	W WHITMAN DR	HOMEST	030	1,100	34	37,400	R	AC		70	69	78	\$14,981	24,453	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC		71	70	79	\$22,063	41,864	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	N. OF HOUSE # 101	WHITMAN DR	MAPLEAV	020	500	26	13,000	R	AC		82	81	88	\$5,207	31,147	CRACK SEAL AND CHIP SEAL
NW MARIA ST	CUL DE SAC W. OF VERA PL	BLALOCK DR	MARIA	010	1,160	34	39,440	R	AC		83	82	89	\$15,798	30,786	CRACK SEAL AND CHIP SEAL
SE MOUNTAIN VIEW DR	CENTRAL AVE	SKY AVE	MOUNTVI	020	953	40	38,120	R	AC		70	69	78	\$15,269	24,453	CRACK SEAL AND CHIP SEAL
SE NEWGATE DR	SCENIC VIEW DR	12TH ST	NEWGAT	020	1,046	36	37,656	R	AC		77	76	84	\$15,083	32,062	CRACK SEAL AND CHIP SEAL
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	73	81	\$17,977	32,543	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	SCENICV	050	423	27	11,421	MaC	AC		81	80	87	\$4,575	31,219	CRACK SEAL AND CHIP SEAL
NW VERA PL	MARIA ST	BLALOCK DR	VERAPL	010	298	34	10,132	R	AC		83	82	89	\$4,058	30,786	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	83	90	\$8,596	38,934	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	70	79	\$13,783	41,875	CRACK SEAL AND CHIP SEAL
											Treatment Total		\$287,339			
SE SURITA CT	FALBO DR	CUL DE SAC	SURITA	010	180	23	4,140	R	AC		50	48	100	\$11,845	12,788	1.75" OVERLAY W/DIGOUTS
											Treatment Total		\$11,845			
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	88	89	\$85	716,904	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW DAVIS AVE	8TH ST	6TH ST	DAVISA	010	620	36	22,320	MaC	AC		90	88	89	\$38	766,033	SEAL CRACKS
NE DELLA AVE	C ST	SPITZENBURG ST	DELLAAV	010	570	18	10,260	R	AC		79	78	80	\$37	630,538	SEAL CRACKS
NE SPITZENBURG ST	DAMSON AVE	220 FT W. OF TULIP LN	SPITZEN	010	990	26	25,740	R	AC		88	87	88	\$51	562,730	SEAL CRACKS
NE SPITZENBURG ST	220 FT W. OF TULIP LN	TULIP LN	SPITZEN	020	220	26	5,720	R	AC		86	85	86	\$13	605,053	SEAL CRACKS
NE SPITZENBURG ST	TULIP LN	LAMBERT AVE	SPITZEN	030	240	28	6,720	R	AC		86	85	86	\$16	605,053	SEAL CRACKS
NE SPITZENBURG ST	LAMBERT AVE	DELLA AVE	SPITZEN	040	400	19	7,600	R	AC		85	84	85	\$19	621,689	SEAL CRACKS
NE SPITZENBURG ST	DELLA AVE	MYRA RD	SPITZEN	050	770	31	23,870	R	AC		89	88	89	\$44	540,258	SEAL CRACKS
											Treatment Total			\$303		
**SE BIRCH AVE	4TH ST	SE 3RD ST	BIRCHAV	050	320	18	5,760	R	AC		24	21	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**SE BIRCH AVE	SE 3RD ST	SE 2ND ST	BIRCHAV	060	320	20	6,400	R	AC		86	85	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2024 Area Total									884,671		Year 2024 Total			\$299,487		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 4TH ST	DEAD END W. OF GREELEY ST	SW HOMESTEAD AVE	4THST	010	360	41	14,760	MiC	AC		87	84	90	\$6,090	26,341	CRACK SEAL AND CHIP SEAL
SE 4TH ST	COLLEGE AVE	DATE AVE	4THST	060	1,290	37	47,730	MaC	AC		82	78	86	\$19,692	26,106	CRACK SEAL AND CHIP SEAL
SE 8TH ST	BADE AVE	BIRCH AVE	8THST	020	1,300	35	45,500	MiC	AC		84	80	88	\$18,772	26,098	CRACK SEAL AND CHIP SEAL
SE 8TH ST	ELM AVE	315 FT. WEST OF LARCH AVE	8THST	040	675	27	18,225	MiC	AC		80	76	84	\$7,519	25,850	CRACK SEAL AND CHIP SEAL
SE BELMONT PL	STANFORD PL	CUL DE SAC SOUTH	BELMONT	010	210	40	8,400	R	AC		78	76	84	\$3,466	23,807	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	86	93	\$18,541	34,333	CRACK SEAL AND CHIP SEAL
SE COMMERCIAL DR	HWY 125	SCENIC VIEW DR	COMMERC	010	330	43	14,190	MaC	AC		79	75	83	\$5,854	27,639	CRACK SEAL AND CHIP SEAL
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	84	91	\$19,119	26,317	CRACK SEAL AND CHIP SEAL
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	84	91	\$18,916	26,317	CRACK SEAL AND CHIP SEAL
SW DOANS AVE	CARVER ST	WHITMAN DR	DOANS	020	995	25	24,875	MiC	AC		74	70	79	\$10,263	25,943	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2025

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
SW HOMESTEAD RD	170 FT S OF SW 4TH ST	130 FT S OF SW CARVER ST	HOMEST	020	490	34	16,660	R	AC		84	82	89	\$6,873	29,913	CRACK SEAL AND CHIP SEAL
NE LARCH AVE	WHITMAN DR	C ST	LARCHAV	070	1,090	36	39,240	MiA	AC		72	69	78	\$16,189	39,685	CRACK SEAL AND CHIP SEAL
SW RIPARIAN CT	HOMESTEAD RD	DEAD END WEST	RIPARCT	010	320	34	10,880	R	AC		77	75	83	\$4,489	26,065	CRACK SEAL AND CHIP SEAL
NE ROSE ST	DAMSON AVE	WALLULA AVE	ROSEST	020	1,560	34	53,040	OPA	AC		75	70	79	\$21,883	29,313	CRACK SEAL AND CHIP SEAL
NE ROSE ST	WALLULA AVE	CITY LIMITS @ CAREY CT	ROSEST	030	810	48	38,880	OPA	AC		74	69	78	\$16,041	30,897	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	BLISS LN	FREEDOM PL	TAUMAR	020	1,890	35	66,150	MiA	AC		87	83	90	\$27,292	29,516	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	TAUMAR	030	650	35	22,750	MiA	AC		87	83	90	\$9,386	29,516	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	ACADEMY WAY	DAVIS AVE	WHITMAN	030	1,286	36	46,296	MaC	AC		79	75	83	\$19,100	26,308	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	DAVIS AVE	W ADAMS AVE	WHITMAN	040	1,020	37	37,740	MaC	AC		79	75	83	\$15,570	26,308	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$265,055		
NE DAWSON ST	CITY LIMITS W. OF VILLA AVE	FLEETWOOD AVE	DAWSON	010	325	35	11,375	R	AC		47	43	100	\$33,521	12,797	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$33,521		
SE 10TH ST	COLLEGE AVE	BIRCH AVE	10THST	030	610	15	9,150	R	AC		94	89	90	\$14	448,065	SEAL CRACKS
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	88	89	\$67	751,543	SEAL CRACKS
SW ALICIA LOOP	VIRGINIA ST	VIRGINIA ST	ALICIA	010	610	34	20,740	R	AC		94	89	90	\$33	444,232	SEAL CRACKS
SW ANGELINA LOOP	VIRGINIA ST	VIRGINIA ST	ANGELI	010	670	34	22,780	R	AC		94	89	90	\$36	448,978	SEAL CRACKS
S COLLEGE AVE	50 FT S. OF CEDAR BEND DR	150 FT S. OF LAMPERTI ST	COLLEGE	030	330	42	13,860	OPA	AC		94	88	89	\$24	808,940	SEAL CRACKS
NE DAMSON AVE	C ST	CARGILL AVE	DAMSON	020	220	35	7,700	R	AC		94	89	90	\$12	448,065	SEAL CRACKS
SW HOMESTEAD AVE	DEAD END S. OF SW JULIA ST	170 FT S OF SW 4TH ST	HOMEST	010	1,000	34	34,000	R	AC		93	89	89	\$58	480,576	SEAL CRACKS
SW JULIA ST	VIRGINIA ST	HOMESTEAD AVE	JULIA	010	660	34	22,440	R	AC		94	89	90	\$35	444,232	SEAL CRACKS
SW JULIA ST	HOMESTEAD AVE	DOANS AVE	JULIA	020	680	34	23,120	R	AC		94	89	90	\$36	444,232	SEAL CRACKS
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	89	\$14	6,497,698	SEAL CRACKS
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	89	\$13	6,497,698	SEAL CRACKS
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	88	89	\$28	4,399,483	SEAL CRACKS
SW VIRGINIA ST	DEAD END W. OF JULIA ST	DOANS AVE	VIRGINIA	010	2,350	34	79,900	R	AC		93	89	89	\$137	480,576	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
WHISPERING CREEK	DEAD END S.	8TH ST	WHISPCR	010	450	35	15,750	R	AC		93	89	89	\$27	480,274	SEAL CRACKS	
											Treatment Total			\$535			
**SE 12TH ST	LARCH AVE	GARRISON DR	12THST	060	2,230	45	100,350	MiA	AC		57	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)	
**SE 12TH ST	GARRISON DR	MYRA RD	12THST	070	1,700	45	76,500	MiA	AC		66	62	100	\$0	0	RECONSTRUCT STRUCTURE (AC)	
											Treatment Total			\$0			
Year 2025 Area Total								1,260,583		Year 2025 Total			\$299,112				

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 4TH ST	DAVIS AVE	BADE AVE	4THST	040	700	37	25,900	MaC	AC		83	76	84	\$11,006	24,118	CRACK SEAL AND CHIP SEAL
SE 4TH ST	DATE AVE	LARCH AVE	4THST	070	1,322	37	48,914	MaC	AC		83	76	84	\$20,786	24,118	CRACK SEAL AND CHIP SEAL
SE 8TH ST	BIRCH AVE	ELM AVE	8THST	030	980	35	34,300	MiC	AC		83	76	84	\$14,576	24,126	CRACK SEAL AND CHIP SEAL
SE 9TH ST	BIRCH AVE	CEDAR AVE	9THST	030	410	35	14,350	R	AC		84	80	88	\$6,098	24,774	CRACK SEAL AND CHIP SEAL
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	83	90	\$11,012	24,774	CRACK SEAL AND CHIP SEAL
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	82	89	\$12,315	23,679	CRACK SEAL AND CHIP SEAL
NE CARGILL AVE	DAMSON AVE	120 FT EAST OF DAMSON AVE	CARGILL	010	120	36	4,320	R	AC		77	73	81	\$1,836	22,260	CRACK SEAL AND CHIP SEAL
SW CARVER ST	HOMESTEAD RD	DOANS AVE	CARVER	010	690	34	23,460	R	AC		76	72	81	\$9,969	24,682	CRACK SEAL AND CHIP SEAL
SE CEDAR AVE	9TH ST	8TH ST	CEDARAV	010	320	35	11,200	R	AC		84	80	88	\$4,759	24,774	CRACK SEAL AND CHIP SEAL
SE COMMERCIAL DR	SCENIC VIEW DR	MYRA RD	COMMERC	020	2,346	27	63,342	R	AC		80	77	85	\$26,917	24,477	CRACK SEAL AND CHIP SEAL
NE DAMSON AVE	CUL DE SAC S.	C ST	DAMSON	010	230	37	8,510	R	AC		74	70	79	\$3,616	22,784	CRACK SEAL AND CHIP SEAL
SE ELM AVE	5TH ST	150 FT S. OF 3RD ST	ELMAV	030	485	32	15,520	R	AC		74	70	79	\$6,595	22,784	CRACK SEAL AND CHIP SEAL
SW GREELEY ST	90 FT W OF SW HOMESTEAD RD	SW DOANS AVE	GREELEY	020	870	34	29,580	R	AC		74	70	79	\$12,570	22,782	CRACK SEAL AND CHIP SEAL
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	74	83	\$4,513	25,110	CRACK SEAL AND CHIP SEAL
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	70	79	\$4,207	23,768	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	78	86	\$6,969	29,518	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	94	\$15,706	33,563	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	94	\$14,275	33,563	CRACK SEAL AND CHIP SEAL
NE MULBERRY CT	WHITMAN DR	CUL DE SAC N.	MULBERRY	010	390	34	13,260	R	AC		74	70	79	\$5,635	22,782	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	LARCH AVE	HOUSE #1051	SCENICV	030	1,170	40	46,800	MaC	AC		83	76	84	\$19,888	24,118	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	W ADAMS AVE	COLLEGE AVE	WHITMAN	050	300	40	12,000	MaC	AC		80	73	82	\$5,099	24,405	CRACK SEAL AND CHIP SEAL
											Treatment Total		\$218,348			
**NE CEDAR AVE	A ST	C ST	CEDARAV	020	712	39	27,768	R	AC		20	10	100	\$0	0	2" OVERLAY
											Treatment Total		\$0			
SE 6TH ST	DATE AVE	ELM AVE	6THST	060	320	33	10,560	R	AC		48	41	100	\$32,053	12,505	1.75" OVERLAY W/DIGOUTS
SE BRENTWOOD PL	LARCH AVE	CUL DE SAC WEST	BRENTPL	010	435	35	15,225	R	AC		47	40	100	\$46,213	12,569	1.75" OVERLAY W/DIGOUTS
											Treatment Total		\$78,267			
SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	87	88	\$16	2,039,045	SEAL CRACKS
SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	87	88	\$46	2,039,045	SEAL CRACKS
SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	87	88	\$57	2,039,045	SEAL CRACKS
SE BROADWAY AVE	SUNNY DR	SE SCENIC VIEW DR	BROADW	010	290	24	6,960	R	AC/AC		94	88	89	\$3	2,272,211	SEAL CRACKS
SE CLOVER CT	HARVEST DR	CUL DE SAC	CLOVER	010	150	36	5,400	R	AC		84	80	82	\$19	602,905	SEAL CRACKS
S COLLEGE AVE	SCHOOL BUS YARD ENTRANCE	50 FT S. OF CEDAR BEND DR	COLLEGE	020	1,220	42	51,240	OPA	AC		94	89	90	\$84	1,098,786	SEAL CRACKS
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	72	75	\$35	971,828	SEAL CRACKS
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	85	87	\$151	1,125,027	SEAL CRACKS
SE COLONIAL DR	TAUMARSON RD	CONSTITUTION DR	COLONIA	010	1,090	40	43,600	R	AC		89	84	86	\$113	583,437	SEAL CRACKS
SE CONSTITUTION DR	INDEPENDENCE DR	JUSTICE AVE	CONSTIT	010	820	40	32,800	R	AC		89	84	86	\$85	583,437	SEAL CRACKS
NW EVANS AVE	WHITMAN DR	105 FT S. OF EARL LN	EVANSV	030	555	28	15,540	R	AC		94	88	89	\$30	509,471	SEAL CRACKS
SE FREEDOM PL	TAUMARSON RD	CUL DE SAC	FREEDO	010	490	40	19,600	R	AC		89	84	86	\$51	583,437	SEAL CRACKS
SE GRASSLAND CT	LARCH AVE	CUL DE SAC	GRASSL	010	190	36	6,840	R	AC		80	76	78	\$29	578,701	SEAL CRACKS
SE HARVEST DR	CUL DE SAC S.	LARCH AVE (WEST INT)	HARVEST	010	160	36	5,760	R	AC		84	80	82	\$20	602,905	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2026

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
SE HARVEST DR	LARCH AVE (WEST INT)	LARCH AVE (EAST INT)	HARVEST	020	1,290	36	46,440	R	AC		84	80	82	\$162	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (EAST INT)	SUNFLOWER CT	HARVEST	030	230	36	8,280	R	AC		84	80	82	\$29	602,905	SEAL CRACKS
SE INDEPENDENCE DR	COLONIAL DR	CUL DE SAC N. OF LIBERTY WAY	INDEPEN	010	1,170	35	40,950	R	AC		89	84	86	\$106	583,437	SEAL CRACKS
SE JUSTICE AVE	TAUMARSON RD	LIBERTY WAY	JUSTICE	010	630	34	21,420	R	AC		89	84	86	\$55	583,437	SEAL CRACKS
SE LARCH AVE	TAUMARSON RD	HARVEST DR INT EAST	LARCHAV	010	950	35	33,250	R	AC		84	80	82	\$116	602,905	SEAL CRACKS
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	88	89	\$15	11,708,874	SEAL CRACKS
SE LIBERTY WAY	INDEPENDENCE DR	JUSTICE AVE	LIBERTY	010	370	35	12,950	R	AC		89	84	86	\$33	583,437	SEAL CRACKS
SE MARKET ST	TAUMARSON RD	HARVEST DR	MARKET	010	210	36	7,560	R	AC		83	79	81	\$28	598,398	SEAL CRACKS
MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	87	88	\$67	842,617	SEAL CRACKS
MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	87	88	\$82	842,617	SEAL CRACKS
MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	87	88	\$33	842,617	SEAL CRACKS
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	80	82	\$216	1,122,650	SEAL CRACKS
OWENS RD	600 FT N. OF MOJONNIER RD (CIT	1170 FT N. OF MOJONNIER RD (CI	OWENS	020	570	22	12,540	R	AC		94	88	88	\$24	509,649	SEAL CRACKS
SE SUNFLOWER CT	CUL DE SAC W. OF HARVEST DR	CUL DE SAC E. OF HARVEST DR	SUNFLO	010	260	35	9,100	R	AC		84	80	82	\$32	602,905	SEAL CRACKS
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	72	75	\$152	818,007	SEAL CRACKS
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	78	80	\$112	1,082,154	SEAL CRACKS
WALLULA AVE	ROSE ST	CITY LIMITS	WALLULA	010	110	38	4,180	MiA	AC		47	87	88	\$4	2,039,045	SEAL CRACKS
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	83	84	\$38	1,113,199	SEAL CRACKS
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	83	84	\$36	1,113,199	SEAL CRACKS
E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	WHITMAN	080	440	37	16,280	MiA	AC		63	87	88	\$16	2,039,045	SEAL CRACKS
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	82	83	\$126	1,392,955	SEAL CRACKS
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	79	81	\$176	1,220,681	SEAL CRACKS
											Treatment Total			\$2,397		
**SE DEWEY DR	LARCH AVE	12TH ST	DEWEY	010	760	47	35,720	R	AC		34	26	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year 2026 Area Total				1,571,509	Year 2026 Total				\$299,012
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Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE 3RD ST	ELM AVE	LARCH AVE	3RDST	050	845	35	29,575	R	AC		79	74	82	\$12,945	22,321	CRACK SEAL AND CHIP SEAL
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	85	92	\$16,545	22,798	CRACK SEAL AND CHIP SEAL
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	80	88	\$20,729	23,455	CRACK SEAL AND CHIP SEAL
SE 6TH ST	LARCH AVE	HIGHLAND PARK DR	6THST	080	210	35	7,350	R	AC		77	71	80	\$3,217	22,105	CRACK SEAL AND CHIP SEAL
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	79	87	\$24,266	23,264	CRACK SEAL AND CHIP SEAL
NE CARGILL AVE	CUL DE SAC SOUTH	NE SPITZENBURG ST	CARGILL	020	450	36	16,200	R	AC		75	69	78	\$7,091	22,558	CRACK SEAL AND CHIP SEAL
SE CEDAR BEND DR	COLLEGE AVE	DEAD END E. OF RED OAK AVE	CEDARB	010	710	26	18,460	R	AC		75	69	78	\$8,080	22,558	CRACK SEAL AND CHIP SEAL
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	83	90	\$19,197	25,042	CRACK SEAL AND CHIP SEAL
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	82	89	\$21,355	22,562	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	8TH ST	6TH ST	DAVISAV	010	620	36	22,320	MaC	AC		90	83	90	\$9,769	24,017	CRACK SEAL AND CHIP SEAL
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	76	84	\$1,532	21,591	CRACK SEAL AND CHIP SEAL
NE HADLEY WAY	WHITMAN DR	WHITMAN DR	HADLEY	010	790	35	27,650	R	AC		76	70	79	\$12,102	22,351	CRACK SEAL AND CHIP SEAL
SE LANDEN DR	MOCKINGBIRD DR	LARCH AVE	LANDEN	010	580	35	20,300	R	AC		78	73	81	\$8,885	22,686	CRACK SEAL AND CHIP SEAL
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	85	92	\$31,567	27,055	CRACK SEAL AND CHIP SEAL
SE PEPPERIDGE PL	RED OAK AVE	CUL DE SAC WEST	PEPPER	010	480	26	12,480	R	AC		75	69	78	\$5,462	22,558	CRACK SEAL AND CHIP SEAL
SE RED OAK AVE	CEDAR BEND DR	LAMPERTI ST	REDOAK	010	394	26	10,244	R	AC		76	70	79	\$4,484	22,349	CRACK SEAL AND CHIP SEAL
SE TAMARACK ST	LARCH AVE	MAPLE AVE	TAMARACK	010	380	35	13,300	R	AC		75	69	78	\$5,821	22,558	CRACK SEAL AND CHIP SEAL
											Treatment Total		\$213,049			
SE HIGHLAND PARK DR 6TH ST		4TH ST	HIGHLAND	010	640	42	26,880	R	AC		51	42	100	\$84,038	12,082	1.75" OVERLAY W/DIGOUTS
											Treatment Total		\$84,038			
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	83	84	\$94	580,039	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	84	85	\$32	666,541	SEAL CRACKS
SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	CENTRAL	020	580	42	24,360	R	AC		68	72	74	\$127	538,568	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (3) Maintain Current PCI (74)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
S COLLEGE AVE	LAMPERTI ST	12TH ST	COLLEGE	050	1,301	48	62,448	OPA	AC		79	79	81	\$235	914,956	SEAL CRACKS
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	82	83	\$99	1,005,188	SEAL CRACKS
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	80	82	\$174	958,611	SEAL CRACKS
S COLLEGE AVE	6TH ST	WHITMAN DR	COLLEGE	080	2,000	34	68,000	OPA	AC		80	80	82	\$237	958,611	SEAL CRACKS
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	74	76	\$59	746,167	SEAL CRACKS
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	73	76	\$163	956,614	SEAL CRACKS
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC		71	73	76	\$138	956,614	SEAL CRACKS
SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	DAVISAV	030	988	43	42,484	MaC	AC/AC		82	85	86	\$76	1,361,401	SEAL CRACKS
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	87	88	\$8	2,644,175	SEAL CRACKS
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC		71	73	76	\$270	956,614	SEAL CRACKS
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	72	75	\$29	540,452	SEAL CRACKS
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	74	76	\$216	746,167	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	78	80	\$205	573,604	SEAL CRACKS
SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	SCENICV	050	423	27	11,421	MaC	AC		81	82	84	\$35	815,968	SEAL CRACKS
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	81	83	\$17	610,052	SEAL CRACKS
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	85	86	\$54	1,094,111	SEAL CRACKS
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	73	76	\$169	957,372	SEAL CRACKS
											Treatment Total			\$2,437		
**SE SKY AVE	SCENIC VIEW DR	12TH ST	SKYAVE	010	607	38	23,066	R	AC/AC		95	87	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	CITY LIMITS @ MARTIN FIELD LN	DOANS AVE	WHITMAN	010	1,175	29	34,075	MaC	AC		64	51	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	DOANS AVE	ACADEMY WAY	WHITMAN	020	1,471	29	42,659	MaC	AC		64	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2027 Area Total								1,246,852		Year 2027 Total			\$299,524			
Grand Total Section Area:								7,339,430		Grand Total			\$1,496,995			

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$800,000	40%	2025	\$800,000	40%	2027	\$800,000	40%
2024	\$800,000	40%	2026	\$800,000	40%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 12TH ST	CITY LIMITS WEST / HOUSE #602	BADE AVE	12THST	010	1,380	24	33,120	MiC	AC		67	67	77	\$12,880	26,547	CRACK SEAL AND CHIP SEAL
SW 12TH ST	BADE AVE	COLLEGE AVE	12THST	020	670	36	24,120	MaC	AC		67	67	77	\$9,380	26,547	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	68	78	\$2,800	43,212	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	LAMPERTI ST	12TH ST	COLLEGE	050	1,301	48	62,448	OPA	AC		79	79	87	\$24,285	36,027	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	81	89	\$11,947	37,607	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	80	88	\$19,359	36,840	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	6TH ST	WHITMAN DR	COLLEGE	080	2,000	34	68,000	OPA	AC		80	80	88	\$26,444	36,840	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	84	91	\$24,735	39,172	CRACK SEAL AND CHIP SEAL
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	75	84	\$4,791	32,804	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	DAVISAV	030	988	43	42,484	MaC	AC/AC		82	83	90	\$16,522	34,832	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	85	91	\$3,982	36,213	CRACK SEAL AND CHIP SEAL
NE FERNWOOD PL	C ST	CUL DE SAC	FERNWPL	010	450	36	16,200	R	AC		78	78	86	\$6,300	34,671	CRACK SEAL AND CHIP SEAL
SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	GARRVILL	010	640	19	12,160	R	AC		74	74	82	\$4,729	32,725	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	85	91	\$23,213	56,318	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	12TH ST	8TH ST	LARCHAV	040	1,320	47	62,040	MiA	AC/AC		88	88	94	\$24,127	59,735	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	8TH ST	4TH ST	LARCHAV	050	1,320	47	62,040	MiA	AC/AC		87	87	93	\$24,127	58,588	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC		69	70	79	\$2,224	24,789	CRACK SEAL AND CHIP SEAL
SE MAPLE AVE	N. OF HOUSE # 101	WHITMAN DR	MAPLEAV	020	500	26	13,000	R	AC		82	82	89	\$5,056	31,700	CRACK SEAL AND CHIP SEAL
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	77	85	\$23,940	44,358	CRACK SEAL AND CHIP SEAL
SE NEWGATE DR	SCENIC VIEW DR	12TH ST	NEWGAT	020	1,046	36	37,656	R	AC		77	77	85	\$14,644	33,235	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2023

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	75	84	\$17,453	32,804	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	SCENICV	050	423	27	11,421	MaC	AC		81	81	89	\$4,442	32,442	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	69	79	\$11,799	37,140	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	74	83	\$11,161	44,009	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	81	88	\$5,172	41,170	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	81	88	\$4,935	41,170	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	85	91	\$8,346	37,565	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	78	86	\$15,900	52,802	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	75	83	\$18,356	48,827	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$383,047		
E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	WHITMAN	080	440	37	16,280	MiA	AC		63	63	100	\$49,744	16,575	2" OVERLAY
											Treatment Total			\$49,744		
WALLULA AVE	ROSE ST	CITY LIMITS	WALLULA	010	110	38	4,180	MiA	AC		47	47	100	\$16,256	15,960	2.5" OVERLAY W/DIGOUTS
											Treatment Total			\$16,256		
SW 5TH ST	BADE AVE	DEAD END EAST 5THST		010	460	28	12,880	R	AC		40	40	100	\$35,778	13,722	1.75" OVERLAY W/DIGOUTS
SE 5TH ST	HILLCREST DR	LARCH AVE	5THST	040	310	34	10,540	R	AC		41	41	100	\$29,278	13,662	1.75" OVERLAY W/DIGOUTS
SE 6TH ST	COLLEGE AVE	DATE AVE	6THST	050	1,290	33	42,570	R	AC		42	42	100	\$118,250	13,592	1.75" OVERLAY W/DIGOUTS
NE CRISCOLA AVE	DAWSON ST	EMPIRE ST	CRISCOLA	030	225	35	7,875	R	AC		41	41	100	\$21,875	13,663	1.75" OVERLAY W/DIGOUTS
NE DAMSON AVE	CARGILL AVE	ROSE ST	DAMSON	030	521	32	16,672	R	AC		42	42	100	\$46,311	13,592	1.75" OVERLAY W/DIGOUTS
SE HILLCREST DR	DEAD END S. OF 5TH ST	SE 4TH ST	HILLCR	010	440	33	14,520	R	AC		43	43	100	\$40,333	13,523	1.75" OVERLAY W/DIGOUTS
SE RAVEN LN	SE MOCKINGBIRD DR	CUL DE SAC	RAVEN	010	148	28	4,144	R	AC		40	40	100	\$11,511	13,724	1.75" OVERLAY W/DIGOUTS
SE VISTA PL	12TH ST	CUL DE SAC EAST	VISTAPL	010	390	27	10,530	R	AC		41	41	100	\$29,250	13,662	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$332,586		

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	CENTRAL	020	580	42	24,360	R	AC		68	69	78	\$13,533	17,492	CRACK SEAL, PATCH, AND CHIP SEAL
											Treatment Total			\$13,533		
SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	11THST	010	327	40	13,080	R	AC		85	86	87	\$28	648,060	SEAL CRACKS
SW 13TH ST	BADE AVE	COLLEGE AVE	13THST	010	670	32	21,440	R	AC		86	87	88	\$42	671,725	SEAL CRACKS
SW 1ST ST	ACADEMY WAY	DAVIS AVE	1STST	010	1,270	26	33,020	R	AC		80	81	82	\$101	671,505	SEAL CRACKS
SW 2ND ST	ACADEMY WAY	DAVIS AVE	2NDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC		88	88	89	\$51	515,918	SEAL CRACKS
SW 3RD ST	ACADEMY WAY	DAVIS AVE	3RDST	010	1,270	24	30,480	R	AC		81	82	83	\$87	703,799	SEAL CRACKS
SE 3RD ST	COLLEGE AVE	ASH AVE	3RDST	020	350	39	13,650	R	AC		83	84	85	\$34	660,450	SEAL CRACKS
SE 3RD ST	ASH AVE	DATE AVE	3RDST	030	903	39	35,217	R	AC		83	84	85	\$88	660,450	SEAL CRACKS
SE 3RD ST	DATE AVE	ELM AVE	3RDST	040	480	39	18,720	R	AC		84	85	86	\$43	687,020	SEAL CRACKS
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	88	89	\$78	724,835	SEAL CRACKS
SE 5TH ST	DATE AVE	ELM AVE	5THST	020	485	36	17,460	R	AC		86	87	88	\$34	671,725	SEAL CRACKS
SE 5TH ST	ELM AVE	DEAD END EAST	5THST	030	351	36	12,636	R	AC		85	86	87	\$27	648,060	SEAL CRACKS
SW 6TH ST	GRANDVIEW AVE	EVANS AVE	6THST	010	986	21	20,706	R	AC		86	87	88	\$40	671,725	SEAL CRACKS
SW 7TH ST	EVANS AVE	DEAD END EAST	7THST	010	273	28	7,644	R	AC		83	84	85	\$19	660,450	SEAL CRACKS
SW 9TH ST	BADE AVE	COLLEGE AVE	9THST	010	670	35	23,450	R	AC		83	84	85	\$58	660,450	SEAL CRACKS
SW ACADEMY WAY	4TH ST	WHITMAN DR	ACADEMY	010	1,324	35	46,340	MaC	AC		87	87	88	\$84	700,793	SEAL CRACKS
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	87	88	\$100	763,272	SEAL CRACKS
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	88	89	\$42	787,820	SEAL CRACKS
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	87	88	\$52	763,272	SEAL CRACKS
NE A ST	COLLEGE AVE	ASH AVE	AST	010	330	38	12,540	R	AC		82	83	84	\$34	685,331	SEAL CRACKS
NE A ST	ASH AVE	BIRCH AVE	AST	020	320	38	12,160	R	AC		83	84	85	\$30	660,298	SEAL CRACKS
NE A ST	IVY LN	TREMONT DR	AST	040	390	38	14,820	R	AC		81	82	83	\$42	703,799	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC		88	89	89	\$19	633,051	SEAL CRACKS
SW BADE AVE	12TH ST	10TH ST	BADEAV	020	645	40	25,800	R	AC		84	85	86	\$59	687,020	SEAL CRACKS
SW BADE AVE	10TH ST	6TH ST	BADEAV	030	1,300	34	44,200	R	AC		84	85	86	\$102	687,020	SEAL CRACKS
SW BADE AVE	6TH ST	4TH ST	BADEAV	040	671	38	25,498	R	AC		85	86	87	\$54	648,060	SEAL CRACKS
SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	BIRCHAV	020	800	35	28,000	R	AC		79	80	81	\$91	654,697	SEAL CRACKS
SE BIRCH AVE	8TH ST	6TH ST	BIRCHAV	030	660	35	23,100	R	AC		83	84	85	\$58	660,298	SEAL CRACKS
SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	BIRCHAV	070	240	35	8,400	R	AC		83	84	85	\$21	660,298	SEAL CRACKS
NE BIRCH AVE	WHITMAN DR	A ST	BIRCHAV	080	590	35	20,650	R	AC		81	82	83	\$59	703,799	SEAL CRACKS
NE BIRCH AVE	A ST	C ST	BIRCHAV	090	710	39	27,690	R	AC		84	85	86	\$64	686,868	SEAL CRACKS
BLALOCK DR	VERA PL	COLLEGE AVE	BLALOCK	010	1,136	29	32,944	R	AC		81	82	83	\$94	703,799	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	BROADW	030	300	28	8,400	R	AC		82	83	84	\$22	685,331	SEAL CRACKS
SE BROADWAY AVE	12TH ST	DEAD END NORTH	BROADW	040	575	33	18,975	R	AC		84	85	86	\$44	686,868	SEAL CRACKS
NW B ST	EVANS AVE	RUBY LN	BST	010	343	35	12,005	R	AC		85	86	87	\$26	647,863	SEAL CRACKS
NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	BST	020	300	32	9,600	R	AC		84	85	86	\$22	686,868	SEAL CRACKS
NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	BST	030	350	29	10,150	R	AC		86	87	88	\$20	671,526	SEAL CRACKS
NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	BST	040	670	36	24,120	R	AC		80	81	82	\$74	671,505	SEAL CRACKS
SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	CENTRAL	010	612	38	23,256	R	AC		82	83	84	\$62	685,331	SEAL CRACKS
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	89	89	\$73	1,192,110	SEAL CRACKS
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	88	89	\$5	9,757,811	SEAL CRACKS
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	84	85	\$7	660,147	SEAL CRACKS
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	86	88	\$91	865,051	SEAL CRACKS
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	86	88	\$90	865,051	SEAL CRACKS
SE DATE AVE	3RD ST	2ND ST	DATEAV	030	420	34	14,280	R	AC		84	85	86	\$33	687,020	SEAL CRACKS
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	81	82	\$11	671,405	SEAL CRACKS
SE EDMONT PL	12TH ST	STANFORD PL	EDGEMO	010	254	40	10,160	R	AC		84	85	86	\$23	687,020	SEAL CRACKS
SE ELM AVE	8TH ST	6TH ST	ELMAV	010	650	35	22,750	R	AC		81	82	83	\$65	703,900	SEAL CRACKS
SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	EVANSAV	010	598	35	20,930	R	AC		86	87	88	\$41	671,725	SEAL CRACKS
SW EVANS AVE	1ST ST	WHITMAN DR	EVANSAV	020	315	36	11,340	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
NE IVY LN	WHITMAN DR	A ST	IVYLN	010	650	40	26,000	R	AC		86	87	88	\$51	671,725	SEAL CRACKS
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	79	81	\$35	760,137	SEAL CRACKS
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	75	78	\$40	679,175	SEAL CRACKS
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	83	85	\$36	957,376	SEAL CRACKS
SE LINDA DR	VALLEY DR	SUNNY DR	LINDADR	010	270	38	10,260	R	AC		84	85	86	\$24	686,868	SEAL CRACKS
SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	MOUNTVI	010	1,009	40	40,360	R	AC		81	82	83	\$116	703,799	SEAL CRACKS
OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	OWENS	010	920	22	20,240	R	AC		86	87	88	\$39	671,327	SEAL CRACKS
SW PUFF LN	10TH ST	CUL DE SAC SOUTH	PUFFLN	010	350	40	14,000	R	AC		84	85	86	\$32	687,020	SEAL CRACKS
SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	SCENICV	010	1,010	40	40,400	R	AC		82	83	84	\$108	685,331	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC		82	83	84	\$136	652,865	SEAL CRACKS
SE STANFORD PL	DATE AVE	CUL DE SAC EAST	STANFORD	010	600	40	24,000	R	AC		80	81	82	\$73	671,606	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2023

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	SUNCRE	010	570	20	11,400	R	AC		83	84	85	\$28	660,450	SEAL CRACKS
SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	SUNNYDR	010	1,350	39	52,650	R	AC		84	85	86	\$121	686,868	SEAL CRACKS
NE TREMONT DR	WHITMAN DR	A ST	TREMONT	010	762	38	28,956	R	AC		81	82	83	\$83	703,799	SEAL CRACKS
SE VALLEY DR	LINDA DR	CENTRAL AVE	VALLEY	010	590	28	16,520	R	AC		81	82	83	\$47	703,799	SEAL CRACKS
SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	VALLEY	020	650	24	15,600	R	AC		80	81	82	\$48	671,505	SEAL CRACKS
SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	VALLVI	010	590	15	8,850	R	AC		86	87	88	\$17	671,526	SEAL CRACKS
											Treatment Total			\$3,595		
**SE 12TH ST	COLLEGE AVE	BROADWAY AVE	12THST	030	341	45	15,345	MiA	AC		61	61	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
**SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	55	100	\$0	0	MILL AND THICK OVERLAY
											Treatment Total			\$0		
**MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	76	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	77	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2023 Area Total								2,923,215		Year 2023 Total			\$798,762			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 4TH ST	DEAD END W. OF GREELEY ST	SW HOMESTEAD AVE	4THST	010	360	41	14,760	MiC	AC		87	86	92	\$5,912	26,032	CRACK SEAL AND CHIP SEAL
SW 4TH ST	DAVIS AVE	BADE AVE	4THST	040	700	37	25,900	MaC	AC		83	81	89	\$10,374	25,678	CRACK SEAL AND CHIP SEAL
SE 4TH ST	COLLEGE AVE	DATE AVE	4THST	060	1,290	37	47,730	MaC	AC		82	80	88	\$19,119	27,012	CRACK SEAL AND CHIP SEAL
SE 4TH ST	DATE AVE	LARCH AVE	4THST	070	1,322	37	48,914	MaC	AC		83	81	89	\$19,593	25,678	CRACK SEAL AND CHIP SEAL
SE 8TH ST	BADE AVE	BIRCH AVE	8THST	020	1,300	35	45,500	MiC	AC		84	82	90	\$18,225	26,536	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE 8TH ST	BIRCH AVE	ELM AVE	8THST	030	980	35	34,300	MiC	AC		83	81	89	\$13,739	25,685	CRACK SEAL AND CHIP SEAL
SE 8TH ST	ELM AVE	315 FT. WEST OF 8THST LARCH AVE		040	675	27	18,225	MiC	AC		80	78	86	\$7,300	27,092	CRACK SEAL AND CHIP SEAL
SE 9TH ST	BIRCH AVE	CEDAR AVE	9THST	030	410	35	14,350	R	AC		84	82	90	\$5,748	24,727	CRACK SEAL AND CHIP SEAL
SE BELMONT PL	STANFORD PL	CUL DE SAC SOUTH	BELMONT	010	210	40	8,400	R	AC		78	77	85	\$3,365	24,177	CRACK SEAL AND CHIP SEAL
NE CARGILL AVE	CUL DE SAC SOUTH	NE SPITZENBURG ST	CARGILL	020	450	36	16,200	R	AC		75	74	83	\$6,489	24,694	CRACK SEAL AND CHIP SEAL
SW CARVER ST	HOMESTEAD RD	DOANS AVE	CARVER	010	690	34	23,460	R	AC		76	75	84	\$9,397	26,163	CRACK SEAL AND CHIP SEAL
SE CEDAR AVE	9TH ST	8TH ST	CEDARAV	010	320	35	11,200	R	AC		84	82	90	\$4,486	24,727	CRACK SEAL AND CHIP SEAL
SE CEDAR BEND DR	COLLEGE AVE	DEAD END E. OF RED OAK AVE	CEDARB	010	710	26	18,460	R	AC		75	74	83	\$7,394	24,694	CRACK SEAL AND CHIP SEAL
SE COMMERCIAL DR	HWY 125	SCENIC VIEW DR	COMMERC	010	330	43	14,190	MaC	AC		79	77	85	\$5,684	29,235	CRACK SEAL AND CHIP SEAL
SE COMMERCIAL DR	SCENIC VIEW DR	MYRA RD	COMMERC	020	2,346	27	63,342	R	AC		80	79	87	\$25,372	25,166	CRACK SEAL AND CHIP SEAL
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC		71	70	79	\$13,266	41,864	CRACK SEAL AND CHIP SEAL
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC		71	70	79	\$11,248	41,864	CRACK SEAL AND CHIP SEAL
NE DAMSON AVE	CUL DE SAC S.	C ST	DAMSON	010	230	37	8,510	R	AC		74	73	82	\$3,409	24,169	CRACK SEAL AND CHIP SEAL
NE ELDER PL	C ST	CUL DE SAC	ELDERPL	010	220	40	8,800	R	AC		73	72	81	\$3,525	24,484	CRACK SEAL AND CHIP SEAL
NE HADLEY WAY	WHITMAN DR	WHITMAN DR	HADLEY	010	790	35	27,650	R	AC		76	75	83	\$11,075	24,195	CRACK SEAL AND CHIP SEAL
SW HOMESTEAD RD	170 FT S OF SW 4TH ST	130 FT S OF SW CARVER ST	HOMEST	020	490	34	16,660	R	AC		84	83	90	\$6,673	30,290	CRACK SEAL AND CHIP SEAL
SW HOMESTEAD RD	130 FT S OF SW CARVER ST	W WHITMAN DR	HOMEST	030	1,100	34	37,400	R	AC		70	69	78	\$14,981	24,453	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC		71	70	79	\$22,063	41,864	CRACK SEAL AND CHIP SEAL
NW MARIA ST	CUL DE SAC W. OF VERA PL	BLALOCK DR	MARIA	010	1,160	34	39,440	R	AC		83	82	89	\$15,798	30,786	CRACK SEAL AND CHIP SEAL
SE MOUNTAIN VIEW DR	CENTRAL AVE	SKY AVE	MOUNTVI	020	953	40	38,120	R	AC		70	69	78	\$15,269	24,453	CRACK SEAL AND CHIP SEAL
SE PEPPERIDGE PL	RED OAK AVE	CUL DE SAC WEST	PEPPER	010	480	26	12,480	R	AC		75	74	83	\$4,999	24,694	CRACK SEAL AND CHIP SEAL
SE RED OAK AVE	CEDAR BEND DR	LAMPERTI ST	REDOAK	010	394	26	10,244	R	AC		76	75	83	\$4,103	24,192	CRACK SEAL AND CHIP SEAL
SW RIPARIAN CT	HOMESTEAD RD	DEAD END WEST	RIPARCT	010	320	34	10,880	R	AC		77	76	85	\$4,358	26,734	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE SCENIC VIEW DR	LARCH AVE	HOUSE #1051	SCENICV	030	1,170	40	46,800	MaC	AC		83	81	89	\$18,746	25,678	CRACK SEAL AND CHIP SEAL
NE SEDONA LN	LAMBERT AVE	DEAD END WEST / HOUSE #745	SEDONA	010	150	34	5,100	R	AC		79	78	86	\$2,043	23,401	CRACK SEAL AND CHIP SEAL
SE TAMARACK ST	LARCH AVE	MAPLE AVE	TAMARACK	010	380	35	13,300	R	AC		75	74	83	\$5,327	24,694	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	BLISS LN	FREEDOM PL	TAUMAR	020	1,890	35	66,150	MiA	AC		87	85	92	\$26,497	26,840	CRACK SEAL AND CHIP SEAL
TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	TAUMAR	030	650	35	22,750	MiA	AC		87	85	92	\$9,113	26,840	CRACK SEAL AND CHIP SEAL
NW VERA PL	MARIA ST	BLALOCK DR	VERAPL	010	298	34	10,132	R	AC		83	82	89	\$4,058	30,786	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	ACADEMY WAY	DAVIS AVE	WHITMAN	030	1,286	36	46,296	MaC	AC		79	77	85	\$18,544	27,753	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	DAVIS AVE	W ADAMS AVE	WHITMAN	040	1,020	37	37,740	MaC	AC		79	77	85	\$15,117	27,753	CRACK SEAL AND CHIP SEAL
W WHITMAN DR	W ADAMS AVE	COLLEGE AVE	WHITMAN	050	300	40	12,000	MaC	AC		80	78	86	\$4,807	27,086	CRACK SEAL AND CHIP SEAL
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	70	79	\$13,783	41,875	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$410,999		
SE SCENIC VIEW DR	HOUSE #1051	125 FT E. OF FALBO DR	SCENICV	040	680	26	17,680	MaC	AC		69	66	100	\$55,643	12,323	2" OVERLAY
											Treatment Total			\$55,643		
SE 6TH ST	DATE AVE	ELM AVE	6THST	060	320	33	10,560	R	AC		48	46	100	\$30,213	12,915	1.75" OVERLAY W/DIGOUTS
SE 6TH ST	ELM AVE	LARCH AVE	6THST	070	980	33	32,340	R	AC		45	43	100	\$92,528	13,156	1.75" OVERLAY W/DIGOUTS
NE ALDEN ST	DEAD END W. OF NE VILLA AVE	95 FT W. OF TROUTDALE AVE	ALDEN	010	450	35	15,750	R	AC		49	47	100	\$45,063	12,818	1.75" OVERLAY W/DIGOUTS
SE BRENTWOOD PL	LARCH AVE	CUL DE SAC WEST	BRENTPL	010	435	35	15,225	R	AC		47	45	100	\$43,560	13,004	1.75" OVERLAY W/DIGOUTS
NE DAWSON ST	CITY LIMITS W. OF VILLA AVE	FLEETWOOD AVE	DAWSON	010	325	35	11,375	R	AC		47	45	100	\$32,545	13,004	1.75" OVERLAY W/DIGOUTS
SE HIGHLAND PARK DR 6TH ST		4TH ST	HIGHLAND	010	640	42	26,880	R	AC		51	49	100	\$76,907	12,617	1.75" OVERLAY W/DIGOUTS
SE SURITA CT	FALBO DR	CUL DE SAC	SURITA	010	180	23	4,140	R	AC		50	48	100	\$11,845	12,788	1.75" OVERLAY W/DIGOUTS
											Treatment Total			\$332,661		
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	88	89	\$85	716,904	SEAL CRACKS
SW DAVIS AVE	8TH ST	6TH ST	DAVISAV	010	620	36	22,320	MaC	AC		90	88	89	\$38	766,033	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE DELLA AVE	C ST	SPITZENBURG ST	DELLAAV	010	570	18	10,260	R	AC		79	78	80	\$37	630,538	SEAL CRACKS
NE SPITZENBURG ST	DAMSON AVE	220 FT W. OF TULIP LN	SPITZEN	010	990	26	25,740	R	AC		88	87	88	\$51	562,730	SEAL CRACKS
NE SPITZENBURG ST	220 FT W. OF TULIP LN	TULIP LN	SPITZEN	020	220	26	5,720	R	AC		86	85	86	\$13	605,053	SEAL CRACKS
NE SPITZENBURG ST	TULIP LN	LAMBERT AVE	SPITZEN	030	240	28	6,720	R	AC		86	85	86	\$16	605,053	SEAL CRACKS
NE SPITZENBURG ST	LAMBERT AVE	DELLA AVE	SPITZEN	040	400	19	7,600	R	AC		85	84	85	\$19	621,689	SEAL CRACKS
NE SPITZENBURG ST	DELLA AVE	MYRA RD	SPITZEN	050	770	31	23,870	R	AC		89	88	89	\$44	540,258	SEAL CRACKS
											Treatment Total			\$303		
**SE BIRCH AVE	4TH ST	SE 3RD ST	BIRCHAV	050	320	18	5,760	R	AC		24	21	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**SE BIRCH AVE	SE 3RD ST	SE 2ND ST	BIRCHAV	060	320	20	6,400	R	AC		86	85	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2024 Area Total											1,323,203		Year 2024 Total		\$799,607	

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 2ND ST	ACADEMY WAY	DAVIS AVE	2NDST	010	1,270	24	30,480	R	AC		81	80	88	\$12,575	22,194	CRACK SEAL AND CHIP SEAL
SW 3RD ST	ACADEMY WAY	DAVIS AVE	3RDST	010	1,270	24	30,480	R	AC		81	80	88	\$12,575	22,194	CRACK SEAL AND CHIP SEAL
SE 3RD ST	ELM AVE	LARCH AVE	3RDST	050	845	35	29,575	R	AC		79	77	85	\$12,202	23,184	CRACK SEAL AND CHIP SEAL
SW 4TH ST	ACADEMY WAY	DAVIS AVE	4THST	030	1,280	37	47,360	MaC	AC		88	85	91	\$19,539	23,113	CRACK SEAL AND CHIP SEAL
SE 6TH ST	LARCH AVE	HIGHLAND PARK DR	6THST	080	210	35	7,350	R	AC		77	74	83	\$3,032	23,256	CRACK SEAL AND CHIP SEAL
SW ACADEMY WAY	4TH ST	WHITMAN DR	ACADEMY	010	1,324	35	46,340	MaC	AC		87	83	90	\$19,119	22,344	CRACK SEAL AND CHIP SEAL
SE ASH AVE	4TH ST	WHITMAN DR	ASHAVE	010	1,320	42	55,440	MaC	AC		87	84	91	\$22,873	23,550	CRACK SEAL AND CHIP SEAL
NE ASH AVE	WHITMAN DR	A ST	ASHAVE	020	617	42	25,914	MaC	AC		88	85	92	\$10,691	24,353	CRACK SEAL AND CHIP SEAL
NE ASH AVE	A ST	C ST	ASHAVE	030	690	42	28,980	MaC	AC		87	84	91	\$11,956	23,550	CRACK SEAL AND CHIP SEAL
NE A ST	BIRCH AVE	IVY LN	AST	030	579	38	22,002	R	AC		79	77	85	\$9,077	23,182	CRACK SEAL AND CHIP SEAL
NE A ST	IVY LN	TREMONT DR	AST	040	390	38	14,820	R	AC		81	80	88	\$6,114	22,194	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE BIRCH AVE	WHITMAN DR	A ST	BIRCHAV	080	590	35	20,650	R	AC		81	80	88	\$8,520	22,194	CRACK SEAL AND CHIP SEAL
BLALOCK DR	VERA PL	COLLEGE AVE	BLALOCK	010	1,136	29	32,944	R	AC		81	80	88	\$13,592	22,194	CRACK SEAL AND CHIP SEAL
NE CARGILL AVE	DAMSON AVE	120 FT EAST OF DAMSON AVE	CARGILL	010	120	36	4,320	R	AC		77	74	83	\$1,782	22,749	CRACK SEAL AND CHIP SEAL
S COLLEGE AVE	HWY 125	SCHOOL BUS YARD EXIT	COLLEGE	010	1,070	42	44,940	OPA	AC		88	86	93	\$18,541	34,333	CRACK SEAL AND CHIP SEAL
SE DATE AVE	12TH ST	8TH ST	DATEAV	010	1,324	35	46,340	MaC	AC		86	84	91	\$19,119	26,317	CRACK SEAL AND CHIP SEAL
SE DATE AVE	8TH ST	4TH ST	DATEAV	020	1,310	35	45,850	MaC	AC		86	84	91	\$18,916	26,317	CRACK SEAL AND CHIP SEAL
NE DAWSON ST	CRISCOLA AVE	MYRA RD	DAWSON	030	100	35	3,500	R	AC		80	79	87	\$1,444	21,761	CRACK SEAL AND CHIP SEAL
NE DECCIO RD	WHITMAN DR	C ST	DECCIO	010	810	34	27,540	R	AC		79	76	85	\$11,362	22,339	CRACK SEAL AND CHIP SEAL
SW DOANS AVE	CARVER ST	WHITMAN DR	DOANS	020	995	25	24,875	MiC	AC		74	70	79	\$10,263	25,943	CRACK SEAL AND CHIP SEAL
SE ELM AVE	8TH ST	6TH ST	ELMAV	010	650	35	22,750	R	AC		81	80	88	\$9,386	22,196	CRACK SEAL AND CHIP SEAL
SE ELM AVE	5TH ST	150 FT S. OF 3RD ST	ELMAV	030	485	32	15,520	R	AC		74	71	80	\$6,403	23,509	CRACK SEAL AND CHIP SEAL
SW GREELEY ST	90 FT W OF SW HOMESTEAD RD	SW DOANS AVE	GREELEY	020	870	34	29,580	R	AC		74	71	80	\$12,204	23,506	CRACK SEAL AND CHIP SEAL
SE HICKORY CT	CEDAR BEND DR	CUL DE SAC S-E	HICKOR	010	430	26	11,180	R	AC		77	74	83	\$4,613	23,250	CRACK SEAL AND CHIP SEAL
NE KINGWOOD PL	C ST	CUL DE SAC	KINGWPL	010	450	36	16,200	R	AC		79	76	85	\$6,684	22,340	CRACK SEAL AND CHIP SEAL
SE LANDEN DR	MOCKINGBIRD DR	LARCH AVE	LANDEN	010	580	35	20,300	R	AC		78	76	84	\$8,375	23,804	CRACK SEAL AND CHIP SEAL
SE LARCH AVE	DEAD END S.	LAMPERTI ST	LARCHAV	020	490	47	23,030	R	AC		77	74	83	\$9,502	23,250	CRACK SEAL AND CHIP SEAL
NE LARCH AVE	WHITMAN DR	C ST	LARCHAV	070	1,090	36	39,240	MiA	AC		72	69	78	\$16,189	39,685	CRACK SEAL AND CHIP SEAL
SE MARINE DR	SENTRY DR	SENTRY DR	MARINE	020	830	36	29,880	R	AC		79	76	85	\$12,328	22,339	CRACK SEAL AND CHIP SEAL
SE MOCKINGBIRD DR	CUL DE SAC W. OF LANDEN DR	LARCH AVE	MOCKING	010	820	35	28,700	R	AC		77	74	83	\$11,841	23,250	CRACK SEAL AND CHIP SEAL
SE MOUNTAIN VIEW DR	BROADWAY AVE	CENTRAL AVE	MOUNTVI	010	1,009	40	40,360	R	AC		81	80	88	\$16,651	22,194	CRACK SEAL AND CHIP SEAL
NE MULBERRY CT	WHITMAN DR	CUL DE SAC N.	MULBERRY	010	390	34	13,260	R	AC		74	71	80	\$5,471	23,506	CRACK SEAL AND CHIP SEAL
NE ROSE ST	DAMSON AVE	WALLULA AVE	ROSEST	020	1,560	34	53,040	OPA	AC		75	70	79	\$21,883	29,313	CRACK SEAL AND CHIP SEAL
NE ROSE ST	WALLULA AVE	CITY LIMITS @ CAREY CT	ROSEST	030	810	48	38,880	OPA	AC		74	69	78	\$16,041	30,897	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (4) Increase PCI 5 points (to 79)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NE SPRUCEWOOD PL	C ST	CUL DE SAC	SPRUCEPL	010	360	36	12,960	R	AC		80	77	85	\$5,347	22,027	CRACK SEAL AND CHIP SEAL
NE TREMONT DR	WHITMAN DR	A ST	TREMONT	010	762	38	28,956	R	AC		81	80	88	\$11,946	22,194	CRACK SEAL AND CHIP SEAL
SE VALLEY DR	LINDA DR	CENTRAL AVE	VALLEY	010	590	28	16,520	R	AC		81	80	88	\$6,816	22,194	CRACK SEAL AND CHIP SEAL
Treatment Total														\$424,973		
SW 4TH ST	BADE AVE	COLLEGE AVE	4THST	050	690	37	25,530	MaC	AC		54	47	100	\$105,330	10,957	2.5" OVERLAY W/DIGOUTS
Treatment Total														\$105,330		
SW 6TH ST	BADE AVE	COLLEGE AVE	6THST	040	690	33	22,770	R	AC		52	48	100	\$67,102	12,371	1.75" OVERLAY W/DIGOUTS
SE HIGHLAND PARK DR	4TH ST	170 FT N. OF DAVIN DR (N INT)	HIGHLAND	020	1,630	42	68,460	R	AC		48	44	100	\$201,748	12,721	1.75" OVERLAY W/DIGOUTS
Treatment Total														\$268,850		
SE 10TH ST	COLLEGE AVE	BIRCH AVE	10THST	030	610	15	9,150	R	AC		94	89	90	\$14	448,065	SEAL CRACKS
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	88	89	\$67	751,543	SEAL CRACKS
SW ALICIA LOOP	VIRGINIA ST	VIRGINIA ST	ALICIA	010	610	34	20,740	R	AC		94	89	90	\$33	444,232	SEAL CRACKS
SW ANGELINA LOOP	VIRGINIA ST	VIRGINIA ST	ANGELI	010	670	34	22,780	R	AC		94	89	90	\$36	448,978	SEAL CRACKS
S COLLEGE AVE	50 FT S. OF CEDAR BEND DR	150 FT S. OF LAMPERTI ST	COLLEGE	030	330	42	13,860	OPA	AC		94	88	89	\$24	808,940	SEAL CRACKS
NE DAMSON AVE	C ST	CARGILL AVE	DAMSON	020	220	35	7,700	R	AC		94	89	90	\$12	448,065	SEAL CRACKS
SW HOMESTEAD AVE	DEAD END S. OF SW JULIA ST	170 FT S OF SW 4TH ST	HOMEST	010	1,000	34	34,000	R	AC		93	89	89	\$58	480,576	SEAL CRACKS
SW JULIA ST	VIRGINIA ST	HOMESTEAD AVE	JULIA	010	660	34	22,440	R	AC		94	89	90	\$35	444,232	SEAL CRACKS
SW JULIA ST	HOMESTEAD AVE	DOANS AVE	JULIA	020	680	34	23,120	R	AC		94	89	90	\$36	444,232	SEAL CRACKS
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	89	\$14	6,497,698	SEAL CRACKS
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	89	\$13	6,497,698	SEAL CRACKS
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	88	89	\$28	4,399,483	SEAL CRACKS
SW VIRGINIA ST	DEAD END W. OF JULIA ST	DOANS AVE	VIRGINIA	010	2,350	34	79,900	R	AC		93	89	89	\$137	480,576	SEAL CRACKS
WHISPERING CREEK	DEAD END S.	8TH ST	WHISPCR	010	450	35	15,750	R	AC		93	89	89	\$27	480,274	SEAL CRACKS
Treatment Total														\$535		
**SE 12TH ST	LARCH AVE	GARRISON DR	12THST	060	2,230	45	100,350	MiA	AC		57	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)

Scenarios - Sections Selected for Treatment

Interest: 5.00% Inflation: 3.00% Printed: 2/14/2023
Scenario: (4) Increase PCI 5 points (to 79)

Year: 2025

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
**SE 12TH ST	GARRISON DR	MYRA RD	12THST	070	1,700	45	76,500	MiA	AC		66	62	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$0		
Year 2026 Area Total								1,753,578		Year 2026 Total			\$799,687			

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SW 10TH ST	BADE AVE	COLLEGE AVE	10THST	020	670	26	17,420	R	AC		81	77	85	\$7,403	21,579	CRACK SEAL AND CHIP SEAL
SW 1ST ST	ACADEMY WAY	DAVIS AVE	1STST	010	1,270	26	33,020	R	AC		80	78	86	\$14,032	21,784	CRACK SEAL AND CHIP SEAL
SE 3RD ST	DATE AVE	ELM AVE	3RDST	040	480	39	18,720	R	AC		84	82	89	\$7,955	20,894	CRACK SEAL AND CHIP SEAL
SE ADMIRAL PL	SENTRY DR	CUL DE SAC	ADMIRAL	010	140	35	4,900	R	AC		81	77	85	\$2,082	21,579	CRACK SEAL AND CHIP SEAL
NE A ST	COLLEGE AVE	ASH AVE	AST	010	330	38	12,540	R	AC		82	80	87	\$5,329	21,435	CRACK SEAL AND CHIP SEAL
SW BADE AVE	12TH ST	10TH ST	BADEAV	020	645	40	25,800	R	AC		84	82	89	\$10,964	20,894	CRACK SEAL AND CHIP SEAL
SW BADE AVE	10TH ST	6TH ST	BADEAV	030	1,300	34	44,200	R	AC		84	82	89	\$18,783	20,894	CRACK SEAL AND CHIP SEAL
SE BIRCH AVE	150 FT S. OF 10TH ST / #1010	8TH ST	BIRCHAV	020	800	35	28,000	R	AC		79	77	85	\$11,899	21,641	CRACK SEAL AND CHIP SEAL
SE BRIGADE PL	SENTRY DR	CUL DE SAC	BRIGADE	010	140	35	4,900	R	AC		82	78	86	\$2,082	21,225	CRACK SEAL AND CHIP SEAL
SE BROADWAY AVE	SE MOUNTAIN VIEW DR	SE 12TH ST	BROADW	030	300	28	8,400	R	AC		82	80	87	\$3,570	21,435	CRACK SEAL AND CHIP SEAL
NW B ST	130 FT W. OF SCHNABELL LN	COLLEGE AVE	BST	040	670	36	24,120	R	AC		80	78	86	\$10,250	21,784	CRACK SEAL AND CHIP SEAL
SE CENTRAL AVE	VALLEY DR	SCENIC VIEW DR	CENTRAL	010	612	38	23,256	R	AC		82	80	87	\$9,883	21,435	CRACK SEAL AND CHIP SEAL
SE COMMODORE PL	SENTRY DR	CUL DE SAC	COMMODO	010	190	35	6,650	R	AC		80	76	84	\$2,826	21,830	CRACK SEAL AND CHIP SEAL
NE C ST	COLLEGE AVE	DAMSON AVE	CST	010	1,290	34	43,860	MaC	AC/AC		88	84	91	\$18,638	23,358	CRACK SEAL AND CHIP SEAL
NE C ST	DAMSON AVE	LARCH AVE	CST	020	1,435	34	48,790	MaC	AC		90	84	91	\$20,733	22,196	CRACK SEAL AND CHIP SEAL
NE DANNER	C ST	DEAD END N.	DANNER	010	192	27	5,184	R	AC		82	78	86	\$2,203	21,226	CRACK SEAL AND CHIP SEAL
SE DATE AVE	3RD ST	2ND ST	DATEAV	030	420	34	14,280	R	AC		84	82	89	\$6,068	20,894	CRACK SEAL AND CHIP SEAL
SW DAVIS AVE	8TH ST	6TH ST	DAVISAV	010	620	36	22,320	MaC	AC		90	85	92	\$9,485	23,609	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NW EARL LN	EVANS AVE	WHITMAN DR	EARLLN	010	1,029	36	37,044	R	AC		82	78	86	\$15,742	21,224	CRACK SEAL AND CHIP SEAL
SE EDMONT PL	12TH ST	STANFORD PL	EDGEMO	010	254	40	10,160	R	AC		84	82	89	\$4,317	20,894	CRACK SEAL AND CHIP SEAL
SE GARRISON DR	12TH ST	SENTRY DR	GARRISON	010	300	35	10,500	R	AC		81	77	85	\$4,462	21,579	CRACK SEAL AND CHIP SEAL
SE GARRISON VILLAGE WAY	ROUNDAABOUT	MYRA RD	GARRVILL	020	400	30	12,000	R	AC		80	76	84	\$5,099	21,828	CRACK SEAL AND CHIP SEAL
NE LAMBERT AVE	C ST	SPITZENBURG ST	LAMBERT	010	590	18	10,620	MaC	AC		79	74	83	\$4,513	25,110	CRACK SEAL AND CHIP SEAL
NE LAMBERT AVE	SPITZENBURG ST	ROSE ST	LAMBERT	020	550	18	9,900	MaC	AC		75	70	79	\$4,207	23,768	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	COLLEGE AVE	175 FT W. OF RED OAK AVE	LAMPER	010	410	40	16,400	MiA	AC/AC		83	78	86	\$6,969	29,518	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	175 FT W. OF RED OAK AVE	MEADOWBROOK BLVD	LAMPER	020	1,320	28	36,960	MiA	AC/AC		90	88	94	\$15,706	33,563	CRACK SEAL AND CHIP SEAL
SE LAMPERTI ST	MEADOWBROOK BLVD	LARCH AVE	LAMPER	030	884	38	33,592	MiA	AC/AC		90	88	94	\$14,275	33,563	CRACK SEAL AND CHIP SEAL
NW PONTI MORO CT	SPAGNUOLO LP	CUL DE SAC	PONTI	010	150	36	5,400	R	AC		83	79	87	\$2,295	20,809	CRACK SEAL AND CHIP SEAL
SE SCENIC VIEW DR	BROADWAY AVE	CENTRAL AVE	SCENICV	010	1,010	40	40,400	R	AC		82	80	87	\$17,168	21,435	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	LARCH AVE	MARINE DR (WEST INT)	SENTRYDR	010	140	35	4,900	R	AC		81	77	85	\$2,082	21,579	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	MARINE DR (WEST INT)	BRIGADE PL	SENTRYDR	020	1,291	36	46,476	R	AC		81	77	85	\$19,750	21,579	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	GARRISON DR	CUL DE SAC E.	SENTRYDR	040	550	36	19,800	R	AC		80	76	84	\$8,414	21,830	CRACK SEAL AND CHIP SEAL
NW SPAGNUOLO LOOP B ST		B ST	SPAGNU	010	890	36	32,040	R	AC		81	77	85	\$13,615	21,581	CRACK SEAL AND CHIP SEAL
SE STANFORD PL	DATE AVE	CUL DE SAC EAST	STANFORD	010	600	40	24,000	R	AC		80	78	86	\$10,199	21,787	CRACK SEAL AND CHIP SEAL
SE VALLEY DR	CENTRAL AVE	CUL DE SAC NORTH EAST	VALLEY	020	650	24	15,600	R	AC		80	78	86	\$6,629	21,784	CRACK SEAL AND CHIP SEAL
											Treatment Total		\$319,627			
**NE CEDAR AVE	A ST	C ST	CEDARAV	020	712	39	27,768	R	AC		20	10	100	\$0	0	2" OVERLAY
											Treatment Total		\$0			
NW EVANS AVE	B ST	CITY LIMITS NORTH (#336)	EVANSAV	050	760	19	14,440	R	AC		55	49	100	\$43,830	11,909	1.75" OVERLAY W/DIGOUTS
NE MAPLE AVE	DEAD END S. OF MAKIAH CT	C ST	MAPLEAV	030	640	39	24,960	R	AC		54	48	100	\$75,762	11,921	1.75" OVERLAY W/DIGOUTS
											Treatment Total		\$119,593			
SE 12TH ST	COLLEGE AVE	BROADWAY AVE 12THST		030	341	45	15,345	MiA	AC		61	87	88	\$16	2,039,045	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE 12TH ST	BROADWAY AVE	CENTRAL AVE	12THST	040	1,010	45	45,450	MiA	AC		55	87	88	\$46	2,039,045	SEAL CRACKS
SE 12TH ST	CENTRAL AVE	LARCH AVE	12THST	050	1,250	45	56,250	MiA	AC		55	87	88	\$57	2,039,045	SEAL CRACKS
SE BROADWAY AVE	SUNNY DR	SE SCENIC VIEW DR	BROADW	010	290	24	6,960	R	AC/AC		94	88	89	\$3	2,272,211	SEAL CRACKS
SE CLOVER CT	HARVEST DR	CUL DE SAC	CLOVER	010	150	36	5,400	R	AC		84	80	82	\$19	602,905	SEAL CRACKS
S COLLEGE AVE	SCHOOL BUS YARD ENTRANCE	50 FT S. OF CEDAR BEND DR	COLLEGE	020	1,220	42	51,240	OPA	AC		94	89	90	\$84	1,098,786	SEAL CRACKS
S COLLEGE AVE	150 FT S. OF LAMPERTI ST	LAMPERTI ST	COLLEGE	040	150	48	7,200	OPA	AC		68	72	75	\$35	971,828	SEAL CRACKS
S COLLEGE AVE	LAMPERTI ST	12TH ST	COLLEGE	050	1,301	48	62,448	OPA	AC		79	81	82	\$206	956,547	SEAL CRACKS
S COLLEGE AVE	12TH ST	10TH ST	COLLEGE	060	640	48	30,720	OPA	AC		81	83	85	\$87	1,050,123	SEAL CRACKS
S COLLEGE AVE	10TH ST	6TH ST	COLLEGE	070	1,310	38	49,780	OPA	AC		80	82	83	\$152	1,002,061	SEAL CRACKS
S COLLEGE AVE	6TH ST	WHITMAN DR	COLLEGE	080	2,000	34	68,000	OPA	AC		80	82	83	\$208	1,002,061	SEAL CRACKS
N COLLEGE AVE	WHITMAN DR	ROSE ST	COLLEGE	090	1,719	37	63,603	OPA	AC		83	85	87	\$151	1,125,027	SEAL CRACKS
N COLLEGE AVE	ROSE ST	CITY LIMITS (30 FT N. OF BLALO	COLLEGE	100	280	44	12,320	MiA	AC		75	76	78	\$52	787,143	SEAL CRACKS
SE COLONIAL DR	TAUMARSON RD	CONSTITUTION DR	COLONIA	010	1,090	40	43,600	R	AC		89	84	86	\$113	583,437	SEAL CRACKS
SE CONSTITUTION DR	INDEPENDENCE DR	JUSTICE AVE	CONSTIT	010	820	40	32,800	R	AC		89	84	86	\$85	583,437	SEAL CRACKS
SW DAVIS AVE	4TH ST	1ST ST (SOUTH INT)	DAVISAV	030	988	43	42,484	MaC	AC/AC		82	86	87	\$58	1,634,094	SEAL CRACKS
SW DAVIS AVE	1ST ST (SOUTH INT)	WHITMAN DR	DAVISAV	040	320	32	10,240	MaC	AC/AC		85	88	89	\$4	4,535,308	SEAL CRACKS
NW EVANS AVE	WHITMAN DR	105 FT S. OF EARL LN	EVANSAV	030	555	28	15,540	R	AC		94	88	89	\$30	509,471	SEAL CRACKS
SE FREEDOM PL	TAUMARSON RD	CUL DE SAC	FREEDO	010	490	40	19,600	R	AC		89	84	86	\$51	583,437	SEAL CRACKS
SE GRASSLAND CT	LARCH AVE	CUL DE SAC	GRASSL	010	190	36	6,840	R	AC		80	76	78	\$29	578,701	SEAL CRACKS
SE HARVEST DR	CUL DE SAC S.	LARCH AVE (WEST INT)	HARVEST	010	160	36	5,760	R	AC		84	80	82	\$20	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (WEST INT)	LARCH AVE (EAST INT)	HARVEST	020	1,290	36	46,440	R	AC		84	80	82	\$162	602,905	SEAL CRACKS
SE HARVEST DR	LARCH AVE (EAST INT)	SUNFLOWER CT	HARVEST	030	230	36	8,280	R	AC		84	80	82	\$29	602,905	SEAL CRACKS
SE INDEPENDENCE DR	COLONIAL DR	CUL DE SAC N. OF LIBERTY WAY	INDEPEN	010	1,170	35	40,950	R	AC		89	84	86	\$106	583,437	SEAL CRACKS
SE JUSTICE AVE	TAUMARSON RD	LIBERTY WAY	JUSTICE	010	630	34	21,420	R	AC		89	84	86	\$55	583,437	SEAL CRACKS
SE LARCH AVE	TAUMARSON RD	HARVEST DR INT EAST	LARCHAV	010	950	35	33,250	R	AC		84	80	82	\$116	602,905	SEAL CRACKS
SE LARCH AVE	LAMPERTI ST	12TH ST	LARCHAV	030	1,270	47	59,690	MiA	AC/AC		85	88	89	\$15	11,708,874	SEAL CRACKS
SE LIBERTY WAY	INDEPENDENCE DR	JUSTICE AVE	LIBERTY	010	370	35	12,950	R	AC		89	84	86	\$33	583,437	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SE MARKET ST	TAUMARSON RD	HARVEST DR	MARKET	010	210	36	7,560	R	AC		83	79	81	\$28	598,398	SEAL CRACKS
MOJONNIER RD	BLUVUE LN	CHRISTENSEN LN	MOJON	010	1,370	23	31,510	MiA	AC		75	87	88	\$67	842,617	SEAL CRACKS
MOJONNIER RD	CHRISTENSEN LN	320 FT W. OF COLLEGE AVE	MOJON	020	1,680	23	38,640	MiA	AC		75	87	88	\$82	842,617	SEAL CRACKS
MOJONNIER RD	320 FT W. OF COLLEGE AVE	COLLEGE AVE	MOJON	030	320	48	15,360	MiA	AC		77	87	88	\$33	842,617	SEAL CRACKS
NE MYRA RD	ROSE ST	CITY LIMITS 260 FT N. OF DAWSO	MYRARD	010	1,140	54	61,560	MiA	AC		76	80	82	\$216	1,122,650	SEAL CRACKS
OWENS RD	600 FT N. OF MOJONNIER RD (CIT	1170 FT N. OF MOJONNIER RD (CI	OWENS	020	570	22	12,540	R	AC		94	88	88	\$24	509,649	SEAL CRACKS
NE ROSE ST	COLLEGE AVE	DAMSON AVE	ROSEST	010	1,320	34	44,880	OPA	AC		75	76	78	\$191	787,143	SEAL CRACKS
SE SCENIC VIEW DR	125 FT E. OF FALBO DR	COMMERCIAL DR	SCENICV	050	423	27	11,421	MaC	AC		81	84	85	\$30	878,134	SEAL CRACKS
SE SUNFLOWER CT	CUL DE SAC W. OF HARVEST DR	CUL DE SAC E. OF HARVEST DR	SUNFLO	010	260	35	9,100	R	AC		84	80	82	\$32	602,905	SEAL CRACKS
TAUMARSON RD	HWY 125	BLISS LN	TAUMAR	010	740	41	30,340	MiA	AC		69	72	75	\$152	818,007	SEAL CRACKS
TAUMARSON RD	150 FT W. OF SEDGWICK CT	SE JUSTICE AVE	TAUMAR	040	820	35	28,700	MiA	AC		74	78	80	\$112	1,082,154	SEAL CRACKS
WALLULA AVE	ROSE ST	CITY LIMITS	WALLULA	010	110	38	4,180	MiA	AC		47	87	88	\$4	2,039,045	SEAL CRACKS
E WHITMAN DR	COLLEGE AVE	ASH AVE	WHITMAN	060	350	38	13,300	MiA	AC		80	83	84	\$38	1,113,199	SEAL CRACKS
E WHITMAN DR	ASH AVE	BIRCH AVE	WHITMAN	070	343	37	12,691	MiA	AC		80	83	84	\$36	1,113,199	SEAL CRACKS
E WHITMAN DR	BIRCH AVE	440 FT E. OF BIRCH AVE	WHITMAN	080	440	37	16,280	MiA	AC		63	87	88	\$16	2,039,045	SEAL CRACKS
E WHITMAN DR	440 FT E. OF BIRCH AVE	140 FT E. OF TREMONT DR	WHITMAN	090	580	37	21,460	MiA	AC		84	86	87	\$48	1,129,646	SEAL CRACKS
E WHITMAN DR	LARCH AVE	DECCIO RD	WHITMAN	110	1,105	37	40,885	MiA	AC		77	82	83	\$126	1,392,955	SEAL CRACKS
E WHITMAN DR	DECCIO RD	MYRA RD	WHITMAN	120	1,180	40	47,200	MiA	AC		74	79	81	\$176	1,220,681	SEAL CRACKS
											Treatment Total			\$3,433		
SE 10TH ST	BIRCH AVE	DATE AVE	10THST	040	650	32	20,800	R	AC		12	1	100	\$277,795	2,829	RECONSTRUCT STRUCTURE (AC)
SW 8TH ST	DEAD END W. OF DAVIS AVE	DAVIS AVE	8THST	010	245	18	4,410	R	AC		18	7	100	\$58,898	2,829	RECONSTRUCT STRUCTURE (AC)
**SE DEWEY DR	LARCH AVE	12TH ST	DEWEY	010	760	47	35,720	R	AC		34	26	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
SE MALLARD LN	DEAD END S.	MOCKINGBIRD DR	MALLARD	010	151	10	1,510	R	AC		31	22	100	\$20,167	2,829	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$356,860		
Year 2026 Area Total								2,203,927		Year 2026 Total			\$799,513			

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
SW 10TH ST	DEAD END W. OF BADE AVE	BADE AVE	10THST	010	420	23	9,660	R	AC		86	80	88	\$4,228	19,529	CRACK SEAL AND CHIP SEAL
SW 11TH ST	DEAD END W. OF BADE AVE	BADE AVE	11THST	010	327	40	13,080	R	AC		85	81	88	\$5,725	20,195	CRACK SEAL AND CHIP SEAL
SW 13TH ST	BADE AVE	COLLEGE AVE	13THST	010	670	32	21,440	R	AC		86	82	89	\$9,384	20,661	CRACK SEAL AND CHIP SEAL
SE 3RD ST	COLLEGE AVE	ASH AVE	3RDST	020	350	39	13,650	R	AC		83	79	87	\$5,975	20,655	CRACK SEAL AND CHIP SEAL
SE 3RD ST	ASH AVE	DATE AVE	3RDST	030	903	39	35,217	R	AC		83	79	87	\$15,414	20,655	CRACK SEAL AND CHIP SEAL
SW 4TH ST	SW HOMESTEAD AVE	DEAD END E. OF SW DOANS AVE	4THST	020	900	42	37,800	MiC	AC		92	85	92	\$16,545	22,798	CRACK SEAL AND CHIP SEAL
SE 5TH ST	DATE AVE	ELM AVE	5THST	020	485	36	17,460	R	AC		86	82	89	\$7,642	20,661	CRACK SEAL AND CHIP SEAL
SE 5TH ST	ELM AVE	DEAD END EAST	5THST	030	351	36	12,636	R	AC		85	81	88	\$5,531	20,195	CRACK SEAL AND CHIP SEAL
SW 6TH ST	GRANDVIEW AVE	EVANS AVE	6THST	010	986	21	20,706	R	AC		86	82	89	\$9,063	20,661	CRACK SEAL AND CHIP SEAL
SW 7TH ST	EVANS AVE	DEAD END EAST	7THST	010	273	28	7,644	R	AC		83	79	87	\$3,346	20,655	CRACK SEAL AND CHIP SEAL
SE 8TH ST	LARCH AVE	CUL DE SAC E.	8THST	060	620	34	21,080	R	AC		84	78	86	\$9,227	20,458	CRACK SEAL AND CHIP SEAL
SW 9TH ST	BADE AVE	COLLEGE AVE	9THST	010	670	35	23,450	R	AC		83	79	87	\$10,264	20,655	CRACK SEAL AND CHIP SEAL
NE A ST	ASH AVE	BIRCH AVE	AST	020	320	38	12,160	R	AC		83	79	87	\$5,322	20,653	CRACK SEAL AND CHIP SEAL
SW BADE AVE	6TH ST	4TH ST	BADEAV	040	671	38	25,498	R	AC		85	81	88	\$11,160	20,195	CRACK SEAL AND CHIP SEAL
SE BIRCH AVE	8TH ST	6TH ST	BIRCHAV	030	660	35	23,100	R	AC		83	79	87	\$10,111	20,653	CRACK SEAL AND CHIP SEAL
SE BIRCH AVE	CUL DE SAC S. OF WHITMAN DR	WHITMAN DR	BIRCHAV	070	240	35	8,400	R	AC		83	79	87	\$3,677	20,653	CRACK SEAL AND CHIP SEAL
NE BIRCH AVE	A ST	C ST	BIRCHAV	090	710	39	27,690	R	AC		84	80	88	\$12,120	21,163	CRACK SEAL AND CHIP SEAL
SE BLISS LN	TAUMARSON RD	CUL DE SAC EAST	BLISSLN	010	630	36	22,680	R	AC		89	83	90	\$9,927	17,702	CRACK SEAL AND CHIP SEAL
SE BROADWAY AVE	12TH ST	DEAD END NORTH	BROADW	040	575	33	18,975	R	AC		84	80	88	\$8,305	21,163	CRACK SEAL AND CHIP SEAL
NW B ST	EVANS AVE	RUBY LN	BST	010	343	35	12,005	R	AC		85	81	88	\$5,255	20,193	CRACK SEAL AND CHIP SEAL
NW B ST	RUBY LN	100 FT E. OF LAURELLA LN	BST	020	300	32	9,600	R	AC		84	80	88	\$4,202	21,163	CRACK SEAL AND CHIP SEAL
NW B ST	100 FT E. OF LAURELLA LN	130 FT W. OF SCHNABELL LN	BST	030	350	29	10,150	R	AC		86	82	89	\$4,443	20,660	CRACK SEAL AND CHIP SEAL
NE DANNER (SPUR)	NE DANNER	DEAD END EAST	DANNER	020	100	29	2,900	R	AC		83	79	87	\$1,269	20,651	CRACK SEAL AND CHIP SEAL

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2027

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
SW DOANS AVE	DEAD END S. OF JULIA ST	CARVER ST	DOANS	010	1,640	34	55,760	MiC	AC		95	87	93	\$24,406	22,221	CRACK SEAL AND CHIP SEAL
SE ENSIGN PL	SENTRY DR	CUL DE SAC	ENSIGN	010	230	35	8,050	R	AC		83	77	85	\$3,523	20,813	CRACK SEAL AND CHIP SEAL
SW EVANS AVE	DEAD END S. OF 7TH ST	6TH ST	EVANSAV	010	598	35	20,930	R	AC		86	82	89	\$9,161	20,661	CRACK SEAL AND CHIP SEAL
SW EVANS AVE	1ST ST	WHITMAN DR	EVANSAV	020	315	36	11,340	R	AC		83	79	87	\$4,963	20,655	CRACK SEAL AND CHIP SEAL
SW GREELEY ST	4TH ST	90 FT W OF SW HOMESTEAD RD	GREELEY	010	810	34	27,540	R	AC		88	82	89	\$12,054	18,364	CRACK SEAL AND CHIP SEAL
NE IVY LN	WHITMAN DR	A ST	IVYLN	010	650	40	26,000	R	AC		86	82	89	\$11,380	20,661	CRACK SEAL AND CHIP SEAL
SE LINDA DR	VALLEY DR	SUNNY DR	LINDADR	010	270	38	10,260	R	AC		84	80	88	\$4,491	21,163	CRACK SEAL AND CHIP SEAL
SE MARINE DR	12TH ST	MARINE DR (MAIN PORTION)	MARINE	010	140	35	4,900	R	AC		83	77	85	\$2,145	20,813	CRACK SEAL AND CHIP SEAL
SE MEADOWBROOK BLVD	HWY 125	LAMPERTI ST	MEADOWB	010	1,202	60	72,120	MiA	AC/AC		93	85	92	\$31,567	27,055	CRACK SEAL AND CHIP SEAL
OWENS RD	1170 FT N. OF MOJONNIER RD (CI	WASTEWATER TREATMENT	OWENS	010	920	22	20,240	R	AC		86	82	89	\$8,859	20,658	CRACK SEAL AND CHIP SEAL
SW PUFF LN	10TH ST	CUL DE SAC SOUTH	PUFFLN	010	350	40	14,000	R	AC		84	80	88	\$6,128	21,165	CRACK SEAL AND CHIP SEAL
NE REDWOOD PL	C ST	CUL DE SAC	REDWPL	010	300	36	10,800	R	AC		84	78	86	\$4,727	20,462	CRACK SEAL AND CHIP SEAL
SE SENTRY DR	BRIGADE PL	GARRISON DR	SENTRYDR	030	928	36	33,408	R	AC		83	77	85	\$14,623	20,813	CRACK SEAL AND CHIP SEAL
SW SETTLEMENT	HOMESTEAD RD	DOANS AVE	SETTLEM	010	680	34	23,120	R	AC		90	83	90	\$10,120	17,026	CRACK SEAL AND CHIP SEAL
SUNCREST TER	CITY LIMITS WEST / HOUSE #841	GRANDVIEW AVE	SUNCRE	010	570	20	11,400	R	AC		83	79	87	\$4,990	20,655	CRACK SEAL AND CHIP SEAL
SE SUNNY DR	COLLEGE AVE	CENTRAL AVE	SUNNYDR	010	1,350	39	52,650	R	AC		84	80	88	\$23,045	21,163	CRACK SEAL AND CHIP SEAL
SE VALLEY VIEW TER	VALLEY DR	SCENIC VIEW DR	VALLVI	010	590	15	8,850	R	AC		86	82	89	\$3,874	20,660	CRACK SEAL AND CHIP SEAL
											Treatment Total			\$358,190		
SW 6TH ST	SW DAVIS AVE (WEST INT)	BADE AVE	6THST	030	703	33	23,199	R	AC		56	48	100	\$72,530	11,673	1.75" OVERLAY W/DIGOUTS
NE ALDEN ST	OMAK AVE	CRISCOLA AVE	ALDEN	030	380	35	13,300	R	AC		57	49	100	\$41,581	11,562	1.75" OVERLAY W/DIGOUTS
NE CRISCOLA AVE	ALDEN ST	BELROY ST	CRISCOLA	010	220	35	7,700	R	AC		57	49	100	\$24,073	11,562	1.75" OVERLAY W/DIGOUTS
SE ELM AVE	150 FT S. OF 3RD ST	3RD ST	ELMAV	040	150	35	5,250	R	AC		57	49	100	\$16,414	11,560	1.75" OVERLAY W/DIGOUTS
SE HIGHLAND PARK DR	SE DAVIN DR (SOUTH INT)	SE HIGHLAND PARK DR	HIGHLAND	040	320	42	13,440	R	AC		56	48	100	\$42,019	11,673	1.75" OVERLAY W/DIGOUTS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

										Treatment Total			\$196,617		
SE 2ND ST	ASH AVE	DATE AVE	2NDST	020	780	40	31,200	R	AC	88	83	84	\$94	580,039	SEAL CRACKS
SW 4TH ST	DEAD END W. OF GREELEY ST	SW HOMESTEAD AVE	4THST	010	360	41	14,760	MiC	AC	87	86	87	\$33	764,324	SEAL CRACKS
SW 4TH ST	DAVIS AVE	BADE AVE	4THST	040	700	37	25,900	MaC	AC	83	82	84	\$81	682,230	SEAL CRACKS
SE 4TH ST	COLLEGE AVE	DATE AVE	4THST	060	1,290	37	47,730	MaC	AC	82	82	83	\$154	689,970	SEAL CRACKS
SE 4TH ST	DATE AVE	LARCH AVE	4THST	070	1,322	37	48,914	MaC	AC	83	82	84	\$154	682,230	SEAL CRACKS
SW 5TH ST	BADE AVE	DEAD END EAST	5THST	010	460	28	12,880	R	AC	40	87	88	\$10	1,399,157	SEAL CRACKS
SE 5TH ST	HILLCREST DR	LARCH AVE	5THST	040	310	34	10,540	R	AC	41	87	88	\$8	1,399,157	SEAL CRACKS
SE 6TH ST	COLLEGE AVE	DATE AVE	6THST	050	1,290	33	42,570	R	AC	42	87	88	\$33	1,399,157	SEAL CRACKS
SE 8TH ST	BADE AVE	BIRCH AVE	8THST	020	1,300	35	45,500	MiC	AC	84	83	85	\$129	726,416	SEAL CRACKS
SE 8TH ST	BIRCH AVE	ELM AVE	8THST	030	980	35	34,300	MiC	AC	83	82	84	\$108	682,115	SEAL CRACKS
SE 8TH ST	ELM AVE	315 FT. WEST OF LARCH AVE	8THST	040	675	27	18,225	MiC	AC	80	80	81	\$66	666,034	SEAL CRACKS
SW BADE AVE	13TH ST	12TH ST	BADEAV	010	320	37	11,840	R	AC	88	84	85	\$32	666,541	SEAL CRACKS
SE CENTRAL AVE	SCENIC VIEW DR	12TH ST	CENTRAL	020	580	42	24,360	R	AC	68	72	74	\$127	538,568	SEAL CRACKS
SE COMMERCIAL DR	HWY 125	SCENIC VIEW DR	COMMERC	010	330	43	14,190	MaC	AC	79	80	81	\$52	719,767	SEAL CRACKS
NE CRISCOLA AVE	DAWSON ST	EMPIRE ST	CRISCOLA	030	225	35	7,875	R	AC	41	87	88	\$6	1,399,157	SEAL CRACKS
NE C ST	LARCH AVE	DECCIO RD	CST	030	920	36	33,120	MiA	AC	71	73	76	\$163	956,614	SEAL CRACKS
NE C ST	DECCIO RD	MYRA RD	CST	040	780	36	28,080	MiA	AC	71	73	76	\$138	956,614	SEAL CRACKS
NE DAMSON AVE	CARGILL AVE	ROSE ST	DAMSON	030	521	32	16,672	R	AC	42	87	88	\$13	1,399,157	SEAL CRACKS
NE FERNWOOD PL	C ST	CUL DE SAC	FERNWPL	010	450	36	16,200	R	AC	78	82	84	\$50	910,036	SEAL CRACKS
SE GARRISON VILLAGE WAY	BEGIN ROUNDABOUT	END ROUNDABOUT	GARRVILL	010	640	19	12,160	R	AC	74	78	80	\$48	806,416	SEAL CRACKS
SE HILLCREST DR	DEAD END S. OF 5TH ST	SE 4TH ST	HILLCR	010	440	33	14,520	R	AC	43	87	88	\$11	1,399,157	SEAL CRACKS
SE LARCH AVE	4TH ST	WHITMAN DR	LARCHAV	060	1,530	36	55,080	MiA	AC	71	73	76	\$270	956,614	SEAL CRACKS
SE MAPLE AVE	S. OF #107 / SE TAMARACK ST	N. OF HOUSE # 101	MAPLEAV	010	220	26	5,720	R	AC	69	72	75	\$29	540,452	SEAL CRACKS
SE MAPLE AVE	N. OF HOUSE # 101	WHITMAN DR	MAPLEAV	020	500	26	13,000	R	AC	82	85	87	\$32	863,298	SEAL CRACKS
SE NEWGATE DR	SCENIC VIEW DR	12TH ST	NEWGAT	020	1,046	36	37,656	R	AC	77	81	83	\$125	854,148	SEAL CRACKS
SE RAVEN LN	SE MOCKINGBIRD DR	CUL DE SAC	RAVEN	010	148	28	4,144	R	AC	40	87	88	\$3	1,399,157	SEAL CRACKS
SE SCENIC VIEW DR	CENTRAL AVE	LARCH AVE	SCENICV	020	1,269	40	50,760	R	AC	82	78	80	\$205	573,604	SEAL CRACKS
SE SCENIC VIEW DR	LARCH AVE	HOUSE #1051	SCENICV	030	1,170	40	46,800	MaC	AC	83	82	84	\$147	682,230	SEAL CRACKS
SE SCENIC VIEW DR	HOUSE #1051	125 FT E. OF FALBO DR	SCENICV	040	680	26	17,680	MaC	AC	69	87	88	\$19	1,372,055	SEAL CRACKS
TAUMARSON RD	BLISS LN	FREEDOM PL	TAUMAR	020	1,890	35	66,150	MiA	AC	87	84	86	\$174	871,476	SEAL CRACKS
TAUMARSON RD	FREEDOM PL	150 FT W. OF SEDGWICK CT	TAUMAR	030	650	35	22,750	MiA	AC	87	84	86	\$60	871,476	SEAL CRACKS
SE VISTA PL	12TH ST	CUL DE SAC EAST	VISTAPL	010	390	27	10,530	R	AC	41	87	88	\$8	1,399,157	SEAL CRACKS
W WHITMAN DR	ACADEMY WAY	DAVIS AVE	WHITMAN	030	1,286	36	46,296	MaC	AC	79	79	81	\$174	675,544	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 3.00%

Printed: 2/14/2023

Scenario: (4) Increase PCI 5 points (to 79)

Year: 2027

											Treatment					
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
W WHITMAN DR	DAVIS AVE	W ADAMS AVE	WHITMAN	040	1,020	37	37,740	MaC	AC		79	79	81	\$142	675,544	SEAL CRACKS
W WHITMAN DR	W ADAMS AVE	COLLEGE AVE	WHITMAN	050	300	40	12,000	MaC	AC		80	80	81	\$44	665,714	SEAL CRACKS
E WHITMAN DR	140 E. OF TREMONT DR	LARCH AVE	WHITMAN	100	930	37	34,410	MiA	AC		71	73	76	\$169	957,372	SEAL CRACKS
											Treatment Total			\$3,111		
SW 6TH ST	EVANS AVE	SW DAVIS AVE (WEST INT)	6THST	020	390	45	17,550	R	AC		32	20	100	\$241,422	2,747	RECONSTRUCT STRUCTURE (AC)
**SE SKY AVE	SCENIC VIEW DR	12TH ST	SKYAVE	010	607	38	23,066	R	AC/AC		95	87	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	CITY LIMITS @ MARTIN FIELD LN	DOANS AVE	WHITMAN	010	1,175	29	34,075	MaC	AC		64	51	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
**W WHITMAN DR	DOANS AVE	ACADEMY WAY	WHITMAN	020	1,471	29	42,659	MaC	AC		64	52	100	\$0	0	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$241,422		
Year 2027 Area Total								1,970,840		Year 2027 Total			\$799,339			
Grand Total Section Area:								10,174,763		Grand Total			\$3,996,907			

Appendix G

Maps

Map – Current PCI

Scenario Maps – PCI Condition after Treatments (all Scenarios)

Scenario Maps – Section Selected for Treatment (all Scenarios)



Current PCI Condition

Printed: 2/14/2023

Feature Legend

Category I - Very Good

Category II - Good (Non-Load)

Category III - Good (Load)

Category IV - Poor

Category V - Very Poor

Map Legend

City Limits

Current PCI Condition

Category I - Very Good

Category II - Good (Non-Load)

Category III - Good (Load)

Category IV - Poor

Category V - Very Poor

The map displays the current PCI condition of streets in College Place, WA. The streets are color-coded according to their condition: green for Category I (Very Good), blue for Category II (Good (Non-Load)), yellow for Category III (Good (Load)), orange for Category IV (Poor), and red for Category V (Very Poor). The map also shows city limits, parks, and water bodies. Key locations include Blalock, Mountain Vista, Homestead Acres, Garrison Creek, and Soaring Hawk. The map is printed on 2/14/2023.



Scenario PCI Condition

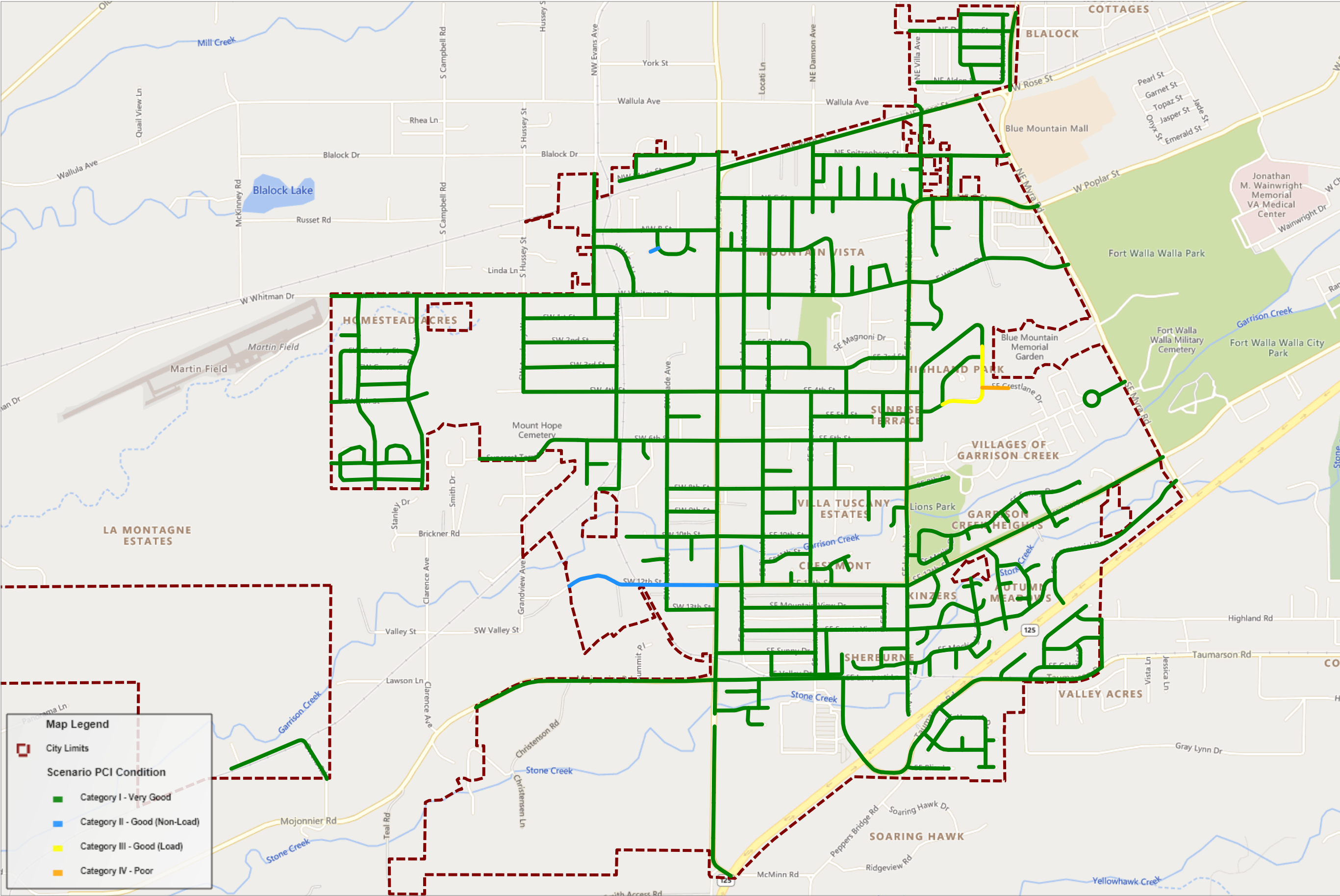
(1) Unconstrained Needs - 2027 Project Period - Printed: 2/14/2023

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor

Map Legend

- City Limits
- Scenario PCI Condition**
 - Category I - Very Good
 - Category II - Good (Non-Load)
 - Category III - Good (Load)
 - Category IV - Poor





Scenario PCI Condition

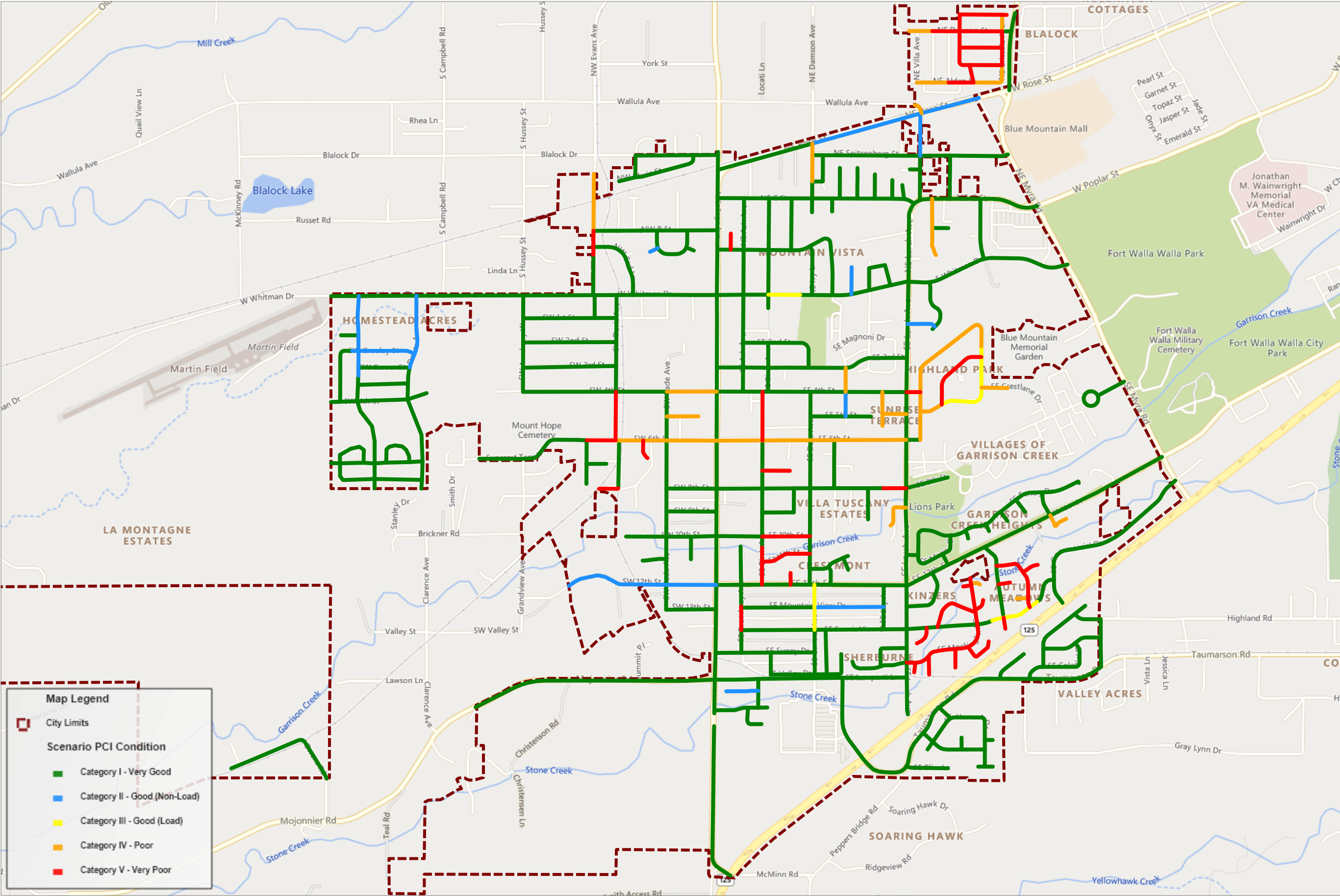
(2) Current Funding (\$100k per year) - 2027 Project Period - Printed: 2/14/2023

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limits
- Scenario PCI Condition**
 - Category I - Very Good
 - Category II - Good (Non-Load)
 - Category III - Good (Load)
 - Category IV - Poor
 - Category V - Very Poor





Scenario PCI Condition

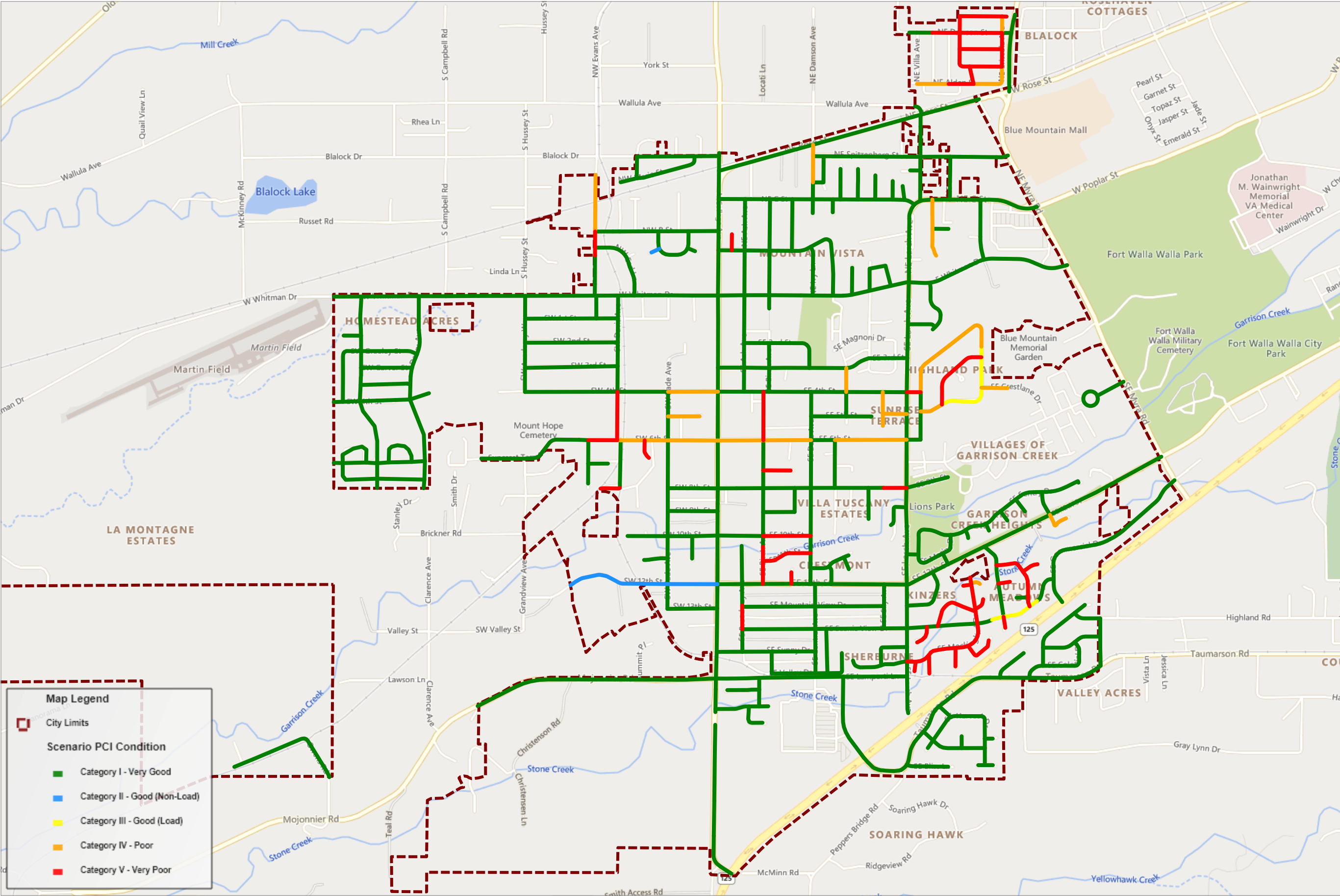
(3) Maintain Current PCI (74) - 2027 Project Period - Printed: 2/14/2023

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limits
- Scenario PCI Condition**
 - Category I - Very Good
 - Category II - Good (Non-Load)
 - Category III - Good (Load)
 - Category IV - Poor
 - Category V - Very Poor





Scenario PCI Condition

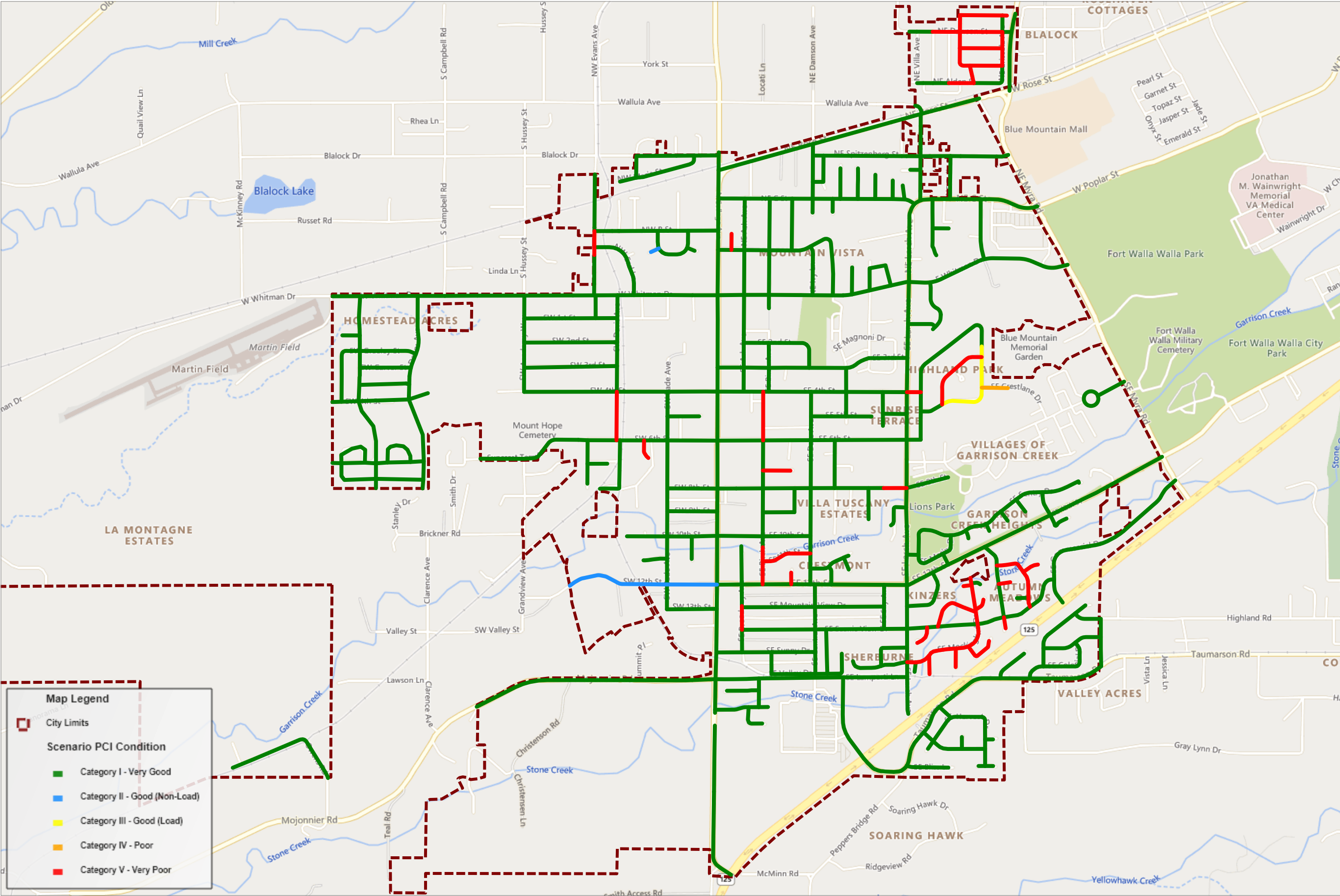
(4) Increase PCI 5 points (to 79) - 2027 Project Period - Printed: 2/14/2023

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor

Map Legend

- City Limits
- Scenario PCI Condition**
 - Category I - Very Good
 - Category II - Good (Non-Load)
 - Category III - Good (Load)
 - Category IV - Poor
 - Category V - Very Poor





Scenario Treatments

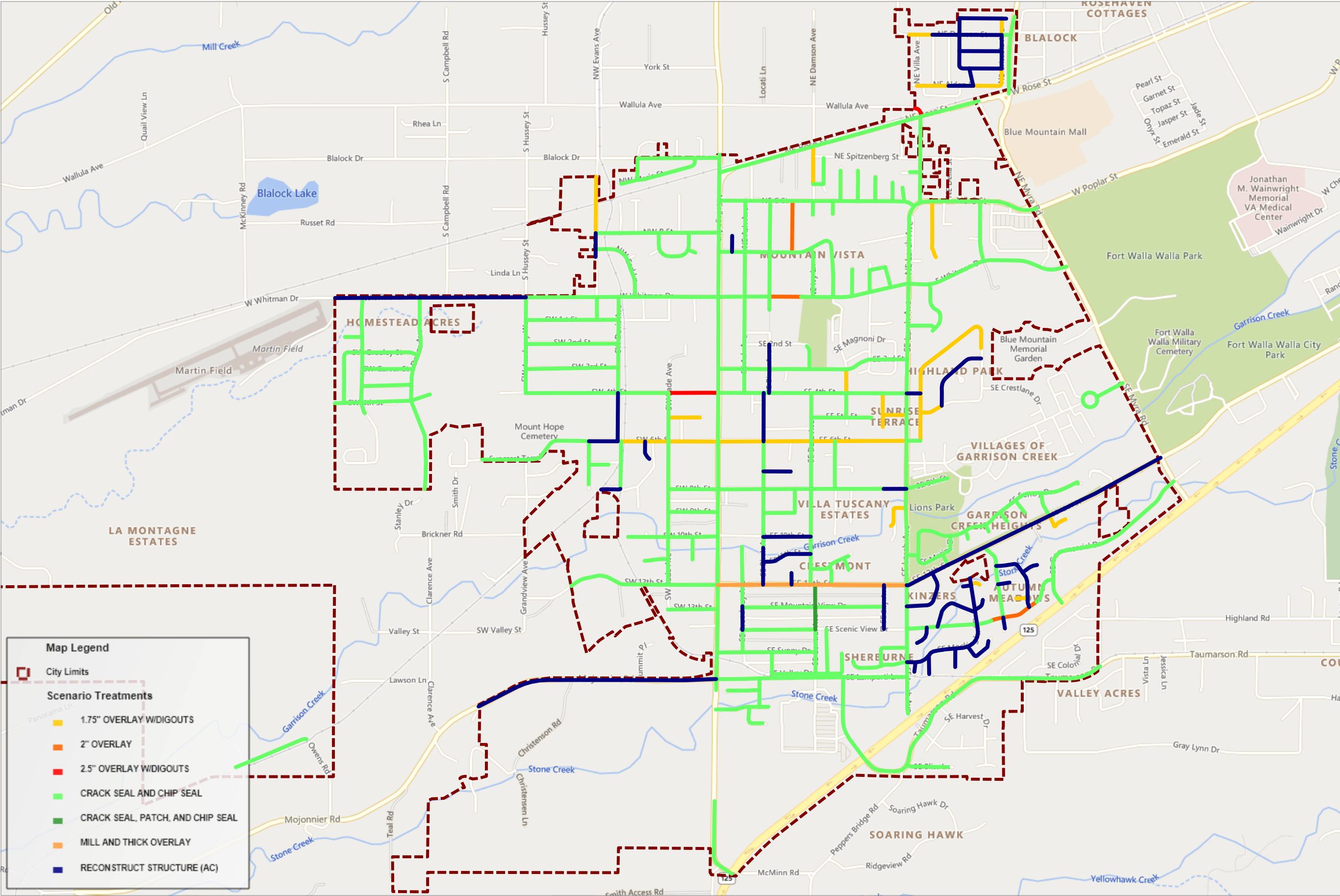
(1) Unconstrained Needs - All Project Periods - Printed: 2/14/2023

Feature Legend

- 1.75" OVERLAY W/DIGOUTS
- 2" OVERLAY
- 2.5" OVERLAY W/DIGOUTS
- CRACK SEAL AND CHIP SEAL
- CRACK SEAL, PATCH, AND CHIP SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)

Map Legend

- City Limits
- Scenario Treatments**
 - 1.75" OVERLAY W/DIGOUTS
 - 2" OVERLAY
 - 2.5" OVERLAY W/DIGOUTS
 - CRACK SEAL AND CHIP SEAL
 - CRACK SEAL, PATCH, AND CHIP SEAL
 - MILL AND THICK OVERLAY
 - RECONSTRUCT STRUCTURE (AC)





Scenario Treatments

(2) Current Funding (\$100k per year) - All Project Periods - Printed: 2/14/2023

Feature Legend

2" OVERLAY

CRACK SEAL AND CHIP SEAL

MILL AND THICK OVERLAY

RECONSTRUCT STRUCTURE (AC)

Map Legend

City Limits

Scenario Treatments

2" OVERLAY

CRACK SEAL AND CHIP SEAL

MILL AND THICK OVERLAY

RECONSTRUCT STRUCTURE (AC)



Scenario Treatments

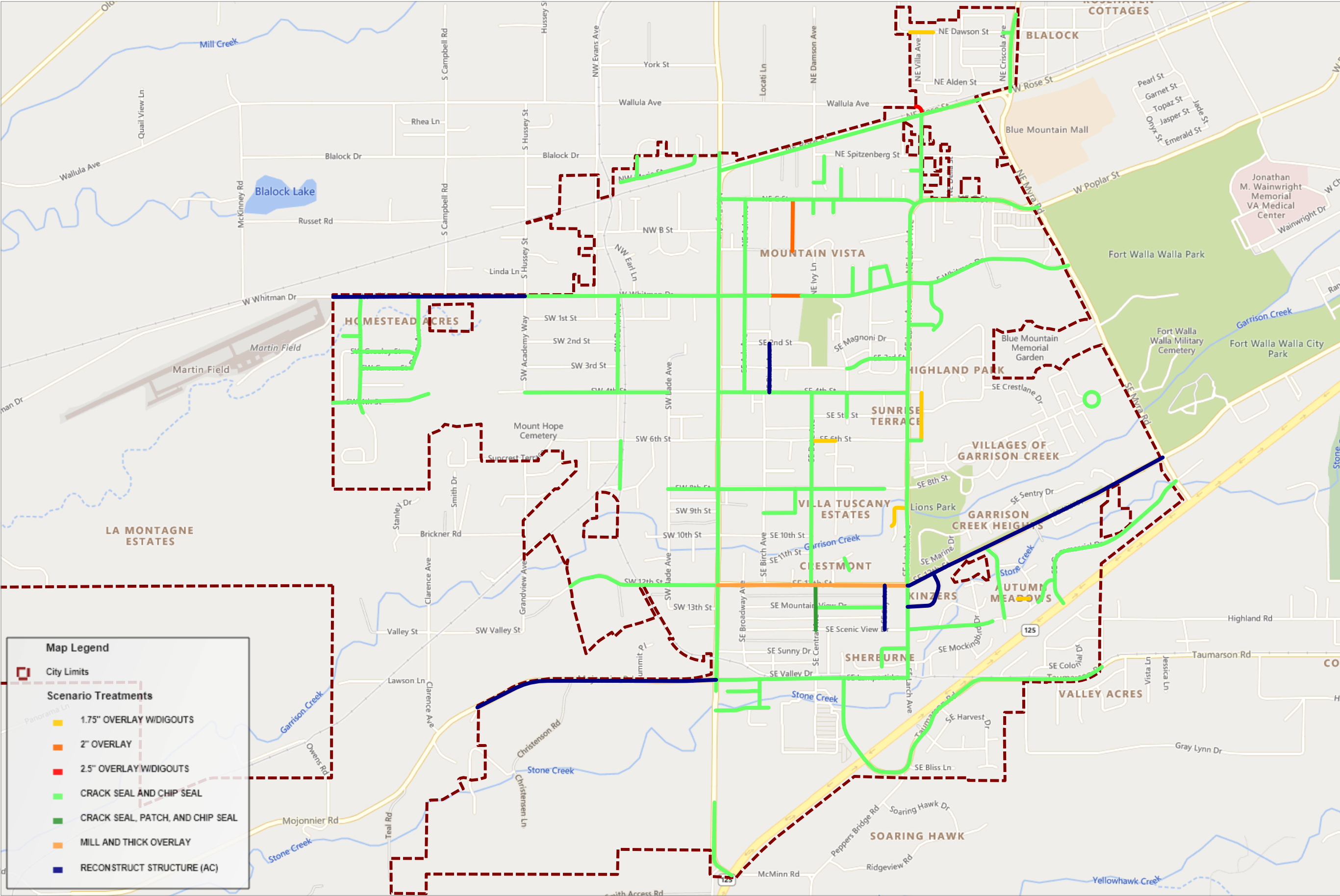
(3) Maintain Current PCI (74) - All Project Periods - Printed: 2/14/2023

Feature Legend

- 1.75" OVERLAY W/DIGOUTS
- 2" OVERLAY
- 2.5" OVERLAY W/DIGOUTS
- CRACK SEAL AND CHIP SEAL
- CRACK SEAL, PATCH, AND CHIP SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)

Map Legend

- City Limits
- Scenario Treatments**
 - 1.75" OVERLAY W/DIGOUTS
 - 2" OVERLAY
 - 2.5" OVERLAY W/DIGOUTS
 - CRACK SEAL AND CHIP SEAL
 - CRACK SEAL, PATCH, AND CHIP SEAL
 - MILL AND THICK OVERLAY
 - RECONSTRUCT STRUCTURE (AC)





Scenario Treatments

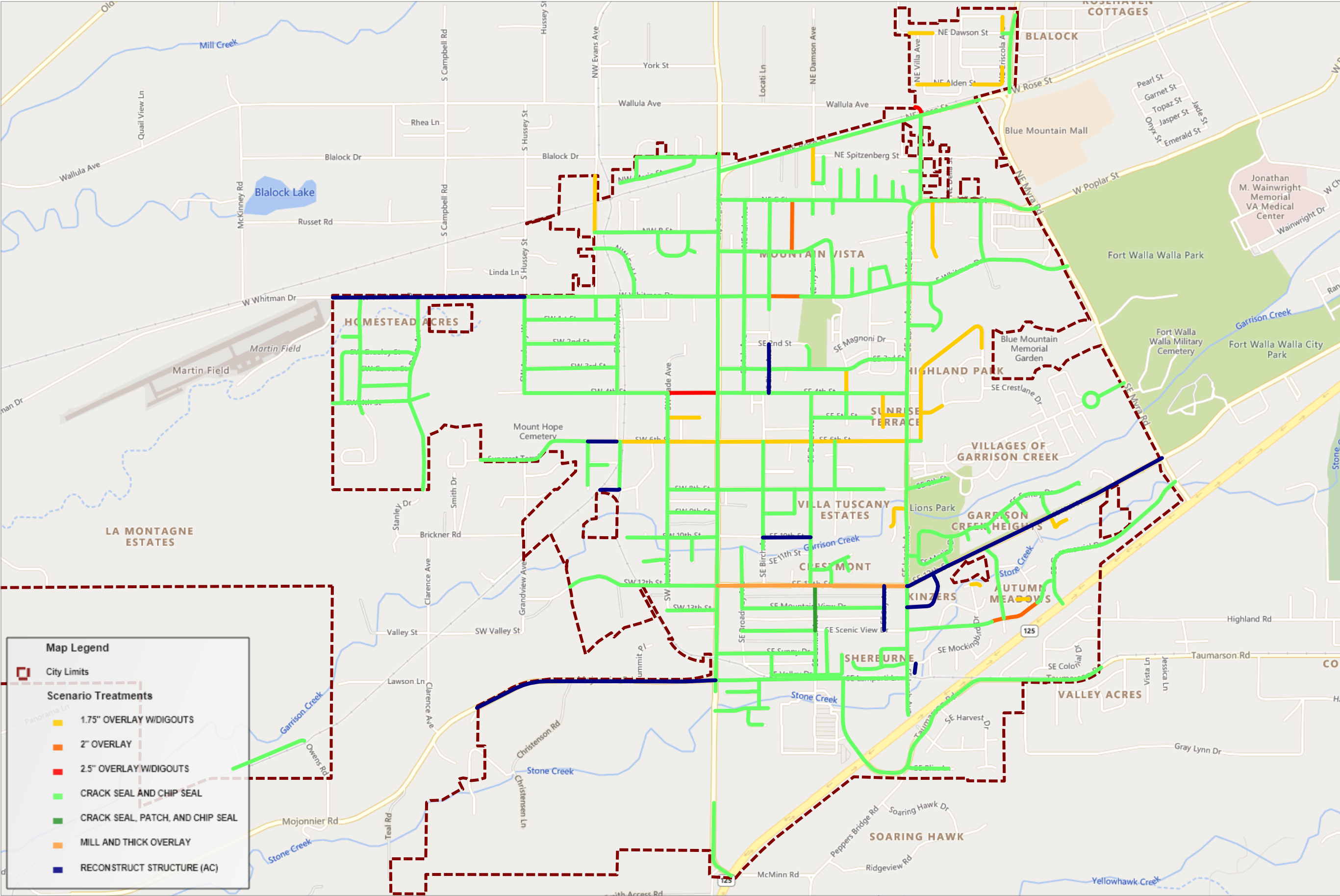
(4) Increase PCI 5 points (to 79) - All Project Periods - Printed: 2/14/2023

Feature Legend

- 1.75" OVERLAY W/DIGOUTS
- 2" OVERLAY
- 2.5" OVERLAY W/DIGOUTS
- CRACK SEAL AND CHIP SEAL
- CRACK SEAL, PATCH, AND CHIP SEAL
- MILL AND THICK OVERLAY
- RECONSTRUCT STRUCTURE (AC)

Map Legend

- City Limits
- Scenario Treatments**
 - 1.75" OVERLAY W/DIGOUTS
 - 2" OVERLAY
 - 2.5" OVERLAY W/DIGOUTS
 - CRACK SEAL AND CHIP SEAL
 - CRACK SEAL, PATCH, AND CHIP SEAL
 - MILL AND THICK OVERLAY
 - RECONSTRUCT STRUCTURE (AC)



Michael Rizzitiello

From: Alex Fazzari <afazzari@jub.com>
Sent: Thursday, March 9, 2023 5:40 PM
To: Michael Rizzitiello; Robert McAndrews
Subject: FW: Pavement Rating Study - Edits Provided by Consultant

STOP and VERIFY - This message came from **outside** of the City of College Place.

Mike & Robert,

You asked us to take a look at the pavement rating study. Please see below for some comments.

-Alex

From: Spencer Montgomery <smontgomery@JUB.com>
Sent: Thursday, March 9, 2023 4:50 PM
To: Travis Marden <tmarden@jub.com>; Alex Fazzari <afazzari@jub.com>
Cc: Rick Door <rdoor@jub.com>
Subject: RE: Pavement Rating Study - Edits Provided by Consultant

Hi Alex,

As you know, I'm not a Pavement Engineer, but was exposed to Pavement Management Systems nearly 30 years ago and I am familiar with their purposes and benefits. The importance of pavement management is clear: regular investment in maintenance can significantly reduce longer term needs as is shown in Figure 1 of the report. We recognize that it can be challenging for city councils to manage budgets with so many needs and allocate funding to streets that are in good to fair condition, but doing so will considerably reduce the need to spend large sums on reconstruction. I've reviewed the Pavement Management Budget Options Report for the City of College Place and offer the following comments:

- This report is typical of many of the pavement reports that I have seen – they often show existing pavement conditions and provide scenarios of either how much funding would be required to maintain pavement at a certain condition or what would the pavement condition be with various levels of funding.
- It appears to me that College Place has been doing pretty well for the most part with maintaining overall pavement condition for the City, with only 13% of pavement in poor or very poor condition.
 - By comparison, the City of Umatilla (slightly smaller in population but with 48.5 centerline miles of pavement), for which we collected data for last year has nearly 40% of their roadways in poor or very poor condition.
 - There is a statement in the recommendations section that says that “Many of the City’s streets are in failed conditions, and this will continue to get worse unless increased funding is allocated for street maintenance and rehabilitation.” Although the last part of that sentence is true, I do not think that 13% of the streets being in poor or very poor condition would constitute “many”.
 - It was interesting to see the results of PCI evaluation if current funding levels were carried into the future, that they went down, and would likely continue to do so. (Maybe the city formerly had higher levels of maintenance prior to the recent trend that was calculated.
- One thing that really stands out is that the city has done well at maintaining the collectors and arterial streets, but there are a couple miles of residential streets that are in very poor condition. It's clear that the City needs to

invest a little more to address these few miles of very poor condition and to keep their pavement in good condition.

- Scenario 1 with so much funding for rehabilitation in the first couple years would be very challenging. It is important to note that this funding could be strategically spread out without seriously impacting the long term pavement budget needs because those roads that are very poor are not going to get much worse, or better said, the treatment will be the same whether it is in year 1 or any other year.
- I might have recommended scenario 4, but it is interesting to note the bar charts in Figure 13 – the percentage of roads that are in very poor condition doesn't go down much in 5 years. What this tells me is that the \$800,000 per year expenditures in that scenario is more than enough to perform the preventative maintenance but not enough to address the worst roads. It seems to reason that if the \$9M in current rehabilitation needs is addressed without continuing with preventative maintenance, then other roads are likely to fall into the poor category and require more expensive treatments.
- If a plan could be made to address those roads that are in poor condition (3.3 miles, approximately \$1.5 million), by neighborhood, over the next 5 years and not letting them fall to the very poor category that would be a wise path to follow (the cost goes up from \$25 per lineal foot to overlay a "poor" road to \$110 per lineal foot when reconstructing pavement in "very poor" condition, so rescue those poor ones first. (I figured this out looking closely at Appendix F, Scenario 1.)
- In the meantime figure out the comfort level of how to balance spreading out the cost to reconstruct those roads that are very poor (1.84 miles, approximately \$7.5 million) while telling those neighborhoods how long it will be before their neighborhood streets get fixed. A hard question. (If only \$1 million is invested annually they would essentially be telling some neighborhoods that they wouldn't get their roads fixed for 7-8 years.)
- Once these poor and very poor roads are fixed, it would appear from Table 6 that an annual budget would go down to approximately \$440,000, which seems much more manageable. Meaning approximately \$500,000/ year for the next 5 years plus \$1.5 M/year for the next 5 year and \$450,00/year in preventative maintenance the next 5 year and beyond is likely to address poor and very poor pavements and keep them in good condition.

Let me know if there are any questions.

SPENCER MONTGOMERY

Transportation Planner/Project Manager

J-U-B ENGINEERS, Inc.

3611 South Zintel Way, Kennewick, WA 9933

e smontgomery@jub.com w www.jub.com

p 509 783-2144 c 509 378-2312



From: Alex Fazzari <afazzari@jub.com>

Sent: Friday, February 24, 2023 9:37 AM

To: Travis Marden <tmarden@jub.com>; Rick Door <rdoor@jub.com>

Cc: Bianca Chavez <bchavez@jub.com>

Subject: FW: Pavement Rating Study - Edits Provided by Consultant

Travis or Rick,

Would one of you have time to review this study on behalf of College Place? Perhaps by the end of next week?

Bianca, please set up a new task under our on-call agreement for this.

-Alex

From: Michael Rizzitiello <MRizzitiello@cpwa.us>
Sent: Thursday, February 23, 2023 6:43 PM
To: Robert McAndrews <RMcAndrews@cpwa.us>; Alex Fazzari <afazzari@jub.com>; Norma Hernandez <NHernandez@cpwa.us>; 'Melodie Williams' <Melodie.Williams@wallawalla.edu>
Subject: [EXTERNAL] Pavement Rating Study - Edits Provided by Consultant

External Email - This Message originated from outside J-U-B ENGINEERS, Inc.

Hi,

Please let me know if this report looks good now.

Sincerely,

Mike

From: Paul Wigowsky [<mailto:paul@capitolasset.net>]
Sent: Wednesday, February 15, 2023 1:39 PM
To: Michael Rizzitiello <MRizzitiello@cpwa.us>
Subject: Re: FW: Questions on the Pavement Rating Study (Edits Needed)

STOP and VERIFY - This message came from outside of the City of College Place.

Michael,

Attached is an updated pdf.

Paul Wigowsky

Capitol Asset & Pavement Services, Inc.
(503) 551-6891

On Fri, Feb 10, 2023 at 1:46 PM Michael Rizzitiello <MRizzitiello@cpwa.us> wrote:

Yes, please follow the WSDOT FC Map.

Mike

From: Paul Wigowsky [<mailto:paul@capitolasset.net>]
Sent: Friday, February 10, 2023 1:42 PM

To: Michael Rizzitiello <MRizzitiello@cpwa.us>

Subject: Re: FW: Questions on the Pavement Rating Study (Edits Needed)

STOP and VERIFY - This message came from outside of the City of College Place.

Michael,

Can do. It does look like we didn't accurately update the functional classes in Streetsaver. Do you want me to follow the WSDOT FC map found here: <https://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass> ?

Paul Wigowsky

Capitol Asset & Pavement Services, Inc.
(503) 551-6891

On Fri, Feb 10, 2023 at 12:25 PM Michael Rizzitiello <MRizzitiello@cpwa.us> wrote:

Hi Paul,

The following critiques were made about the pavement plan. Could you try to address them in the plan and send back. Specifically the bullet point about the catch up funding. Multiple UTAC Commissioners made that request for it to be in the Executive Summary. Thanks.

Sincerely,

Mike Rizzitiello

City Administrator

City of College Place

625 S. College Ave

College Place, WA, 99324

Office Direct: 509-394-8506

Cell: 509-520-9091

NOTICE: All emails, and attachments, sent to and from the City of College Place are public records and may be subject to disclosure pursuant to the Washington State Public Records Act (RCW 42.56)

From: Melodie Williams [mailto:Melodie.Williams@wallawalla.edu]

Sent: Thursday, February 9, 2023 1:39 PM

To: Robert McAndrews <RMcAndrews@cpwa.us>; Michael Rizzitiello <MRizzitiello@cpwa.us>

Subject: Questions on the Pavement Rating Study

STOP and VERIFY - This message came from **outside** of the City of College Place.

Hey,

Sorry for the late notice – I completely understand if you don't have answers by the meeting in 2 hours! Overall, this is an excellent report. I'm teaching transportation engineering in the spring and I've already downloaded it to be an example. I have a few comments/questions.

Executive Summary:

Something missing here:

The Streetsaver maintenance decision tree was updated with standard treatments typically implemented by the City, and costs were updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based and four budget scenarios were evaluated to compare the effects of various funding levels.

This seems to be a contradiction – is it \$10.5 million or \$12.3 million? I don't see the 12.3 anywhere else

streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend **\$10.5 million** over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 85. The City has approximately \$25.0 million in public works projects planned over the next five years, of which approximately half will be for reconstruction of street pavement. The **\$12.3 million** needs is in addition to that work, and all scenarios assume that that work is performed. The current funding level of \$475,000 over the next five years shows that the average network PCI decreases by three points.

Entire Report

- In today's dollars, if our roads were in acceptable condition, what would it cost annually to maintain them? I didn't find that number clearly laid out. I ask because it seems that if we could demonstrate we have established that much funding, it might be easier to get the one-time catch-up funding.
- We don't have any arterials? Everything just shows collector & residential. For example:

City of College Place, WA

Network Summary Statistics
Printed: 11/18/2022

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Collector	65	12.52	29.45	2,511,768	79
Residential/Local	238	26.14	52.08	4,628,061	72
Total	303	38.66	81.53	7,139,829	
Overall Network PCI as of 11/18/2022:					74
**Combined	2	0.10	0.21	9,784	N/A
Gravel	2	0.10	0.21	9,784	N/A

** Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.

Thanks

mw

Mx. *Melodie A. Williams* (formerly Selby), P.E. (she/her)

Professor, Edward F. Cross School of Engineering

[Walla Walla University](https://www.wallawalla.edu/) | 204 S. College Ave. | College Place, WA 99324

T: +1 (509) 527-2747 | F: +1 (509) 527-2867 | E: melodie.williams@wallawalla.edu

[WWU on Facebook](#) | [WWU on Instagram](#) | [WWU on Twitter](#)

Excellence in Thought • Generosity in Service • Beauty in Expression • Faith in God

“Walla Walla is situated on territories of indigenous tribes. I would like to acknowledge and recognize the indigenous land and tribes of the first people Cayuse, Yakama, and Umatilla who steward this land. We respect the first people of this land past and present.”

EdD Student

University of North Dakota

Melodie.selby@und.edu

“Mx.” Is an honorific that conveys esteem or respect for an individual while acknowledging that knowing the person’s gender or marital status is unnecessary for the esteem or respect to be granted.

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THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

ORDINANCE NO. 2023-01

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON, ADDING A NEW SECTION 3.90.055 TO THE POULSBO MUNICIPAL CODE IMPOSING AN ADDITIONAL SALES AND USE TAX OF ONE-TENTH OF ONE PERCENT WITHIN THE BOUNDARIES OF THE POULSBO TRANSPORTATION BENEFIT DISTRICT FOR THE PURPOSE OF FINANCING THE COSTS ASSOCIATED WITH TRANSPORTATION IMPROVEMENTS IN THE DISTRICT AS AUTHORIZED BY RCW 36.73.065 AND RCW 82.14.0455; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Poulsbo Transportation Benefit District (the "District") was established by City of Poulsbo Ordinance No. 2021-15, passed by the Poulsbo City Council on December 8, 2021 and codified as Chapter 3.90 of the Poulsbo Municipal Code (PMC); and

WHEREAS, under Ordinance No. 2022-01, passed by the Poulsbo City Council on February 9, 2022, the City of Poulsbo assumed the rights, powers, immunities, functions, and obligations of the District pursuant to RCW 36.74.010 and enacted PMC 3.90.035 to recognize the assumption; and

WHEREAS, RCW 36.73.040(3)(a) authorizes transportation benefit districts to impose a sales and use tax, subject to the provisions of RCW 36.73.065 and RCW 82.14.0455; and

WHEREAS, RCW 36.73.065(4)(a)(v) authorizes transportation benefit districts to impose a sales and use tax in accordance with RCW 82.14.0455 in an amount not exceeding one-tenth of one percent (0.1%) for a period of ten (10) years upon a majority vote of the governing body of the district for the purpose of financing the transportation improvements of a district; and

WHEREAS, post-assumption of the District as provided in Ordinance No. 2022-01, the Poulsbo City Council has all powers given to the governing body of the District; and

WHEREAS, the Poulsbo City Council has carefully considered the financial needs of the City's transportation system and the imposition of the tax and has determined that the best interests of the City and the District will be served by passing this ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF POULSBO, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Imposition of Additional Sales and Use Tax. PMC 3.90.055 is hereby added to impose the additional one-tenth of one percent sales and use tax authorized by RCW 36.73.065(4)(a)(v) and to read as follows:

3.90.055 Additional Sales and Use Tax.

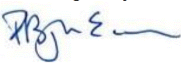
- A. Pursuant to RCW 36.73.065 and RCW 82.14.0455, there is hereby imposed an additional sales and use tax to be collected from persons who are taxable by the state under Chapters 82.08 and 82.12 RCW upon the occurrence of any taxable event within the district. The amount of the additional tax shall be one-tenth of one percent (0.1%) of the selling price, in the case of the sales tax, or the value of the article used, in the case of the use tax.
- B. The tax imposed by this section shall apply for a period of ten (10) years from the date the tax is first collected within the district and shall thereafter cease to be imposed unless renewed with the affirmative vote of the voters voting at an election or a majority vote of the Poulsbo City Council exercising its authority as the governing body of the district.
- C. The tax imposed by this Section shall be in addition to any other taxes authorized by law, including but not limited to, the sales and use taxes imposed under Chapters 3.16, 3.20, 3.22, and 3.23 of the Poulsbo Municipal Code.
- D. The revenues received from the tax imposed by this Section shall be general revenues of the district and shall be used for those purposes set forth in PMC 3.90.060 or as otherwise authorized by law.

Section 2. Duties of Clerk and Finance Director. The City Clerk and the Finance Director are hereby requested to submit this ordinance to the Washington State Department of Revenue and to request that the Department take all necessary steps to implement and collect the tax imposed by this ordinance as soon as possible.

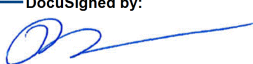
Section 3. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court, board or tribunal of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 4. Effective Date. This ordinance shall take effect and be in full force five (5) days after publication of the attached summary, which is hereby approved.

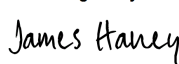
APPROVED:

DocuSigned by:

12C4BDCB4DDD40B
MAYOR BECKY ERICKSON

ATTEST:

DocuSigned by:

D21DA14DCC754A8
CITY CLERK, RHIANNON FERNANDEZ, CMC

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

DocuSigned by:

85394CE968994B5...

CITY ATTORNEY, JAMES E. HANEY

FILED WITH THE CITY CLERK: 01/05/2023
PASSED BY THE CITY COUNCIL: 01/11/2023
PUBLISHED: 01/18/2023
EFFECTIVE DATE: 01/23/2023
ORDINANCE NO. 2023-01

SUMMARY OF ORDINANCE NO. 2023-01

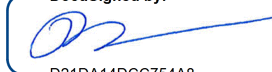
On January 11, 2023, the City Council of the City of Poulsbo passed Ordinance No. 2023-01. A summary of the content of said ordinance, consisting of the title, provides as follows:

AN ORDINANCE OF THE CITY OF POULSBO, WASHINGTON, ADDING A NEW SECTION 3.90.055 TO THE POULSBO MUNICIPAL CODE IMPOSING AN ADDITIONAL SALES AND USE TAX OF ONE-TENTH OF ONE PERCENT WITHIN THE BOUNDARIES OF THE POULSBO TRANSPORTATION BENEFIT DISTRICT FOR THE PURPOSE OF FINANCING THE COSTS ASSOCIATED WITH TRANSPORTATION IMPROVEMENTS IN THE DISTRICT AS AUTHORIZED BY RCW 36.73.065 AND RCW 82.14.0455; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

The full text of this ordinance will be mailed upon request.

DATED this 11th day of January 2023.

DocuSigned by:



D21DA14DCC754A8...

CITY CLERK RHIANNON FERNANDEZ

CITY OF COLLEGE PLACE ORDINANCE NO. 17-015

AN ORDINANCE OF THE CITY OF COLLEGE PLACE ESTABLISHING THE COLLEGE PLACE TRANSPORTATION BENEFIT DISTRICT AND SPECIFYING THAT THE BOUNDARIES OF THE DISTRICT WILL COINCIDE WITH CITY BOUNDARIES

WHEREAS, RCW 35.21.225 authorizes the legislative authority of a city to establish a transportation benefit district (“TBD”) for the purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the TBD, subject to the provisions of Chapter 36.73 RCW; and

WHEREAS, transportation improvements are defined in RCW 36.73.015 to include projects contained in the transportation plan of a city, and which also includes investment in new or existing highways of statewide significance, principal arterials of regional significance, high capacity transportation, public transportation, and other transportation projects and programs of local, regional, or statewide significance including transportation demand management (“TBD Projects”); and

WHEREAS, TBD Projects may also include the operation, preservation, and maintenance of the previously mentioned facilities or programs; and

WHEREAS, the City of College Place (“City”) Capital Facilities Plan (“CFP”), as now existing and as it may exist in the future, constitutes and will constitute a “transportation plan” as contemplated by RCW 36.73.015; and

WHEREAS, the City’s CFP currently includes evidence indicating a need for a coordinated cost efficient approach to street resurfacing improvements and other improvements that may be funded by a TBD (“CFP Projects”); and

WHEREAS, the City Council finds that the CFP Projects are transportation improvements within the meaning of RCW 36.73.015 and therefore also are TBD Projects; and

WHEREAS, on April 11th, 2017 the City Council conducted public hearings in accordance with RCW 36.73.050, after giving proper notice describing the TBD Projects and activities to be funded by the TBD; and

WHEREAS, as part of its review of the merit of establishing a TBD, the City Council considered various funding options for a number of CFP/TBD Projects; and

WHEREAS, the Council finds that the City can most effectively undertake CFP Projects if it works in conjunction with a TBD; and

WHEREAS, the City Council finds that establishment of a TBD would enable the City, in conjunction with the process for the adoption of its annual updates to the CFP, to consider and adopt mechanisms to fund required City street resurfacing in a coordinated, efficient manner; and

WHEREAS, the City Council finds it to be in the best interests of the City to establish a citywide TBD to fund and implement TBD Projects consistent with Chapter 36.73 RCW and the City's CFP to enable the TBD to contract with the City for management and staffing of the TBD's operations, and for the mutual undertaking and/or funding of CFP/TBD Projects; and

WHEREAS, the City Council wishes establish a governing body for the TBD comprised of the City Council acting in an ex officio and independent capacity and to provide for the continuing operations of the TBD;

NOW THEREFORE, THE CITY OF COLLEGE PLACE CITY COUNCIL DOES ORDAIN:

Section 1: Findings

The City Council finds it is in the public interest to help provide an adequate level of funding for transportation improvements through establishment of a TBD.

Section 2: Formation of a Transportation Benefit District

The City, pursuant to RCW 35.21.225 and Chapter 36.73 RCW, hereby establishes and creates a TBD to be known and referred to as College Place Transportation Benefit District (CPTBD), subject to the following:

1. Establishment of the College Place Transportation Benefit District – General Authority

There is hereby created CPTBD with geographical boundaries comprised of the corporate limits of the City, as those boundaries may be adjusted in the future. CPTBD shall be a quasi-municipal corporation and an independent taxing "authority" within the meaning of Article VII, section 1 of the Washington State Constitution, and a "taxing district" within the meaning of Article VII, section 2 of the Washington State Constitution. CPTBD shall constitute a body corporate and possess all the usual powers of a corporation for public purposes as well as all other powers that may now or hereafter be specifically conferred by statute, including, but not limited to, the authority to hire employees, staff, and services, to enter into contracts, to acquire, hold, and dispose of real and personal property, and to sue and be sued. Public works contract limits applicable to the City of College Place shall apply to the district.

2. Powers and Operations of CPTBD

- a. CPTBD shall possess all of the powers of a transportation benefit district authorized pursuant to Chapter 36.73 RCW, including without limitation the power to legislatively approve a yearly vehicle tab fee of \$20, the power to request voter approval of, and thereafter impose and collect, a sales and use tax in accordance with RCW 82.14.0455, a vehicle fee in excess of \$20.00 up to \$100.00 as allowed by RCW 82.80.140. The TBD may impose an ad valorem tax pursuant to RCW 36.73.060, issue general obligation and/or revenue bonds in the manner and subject to the restrictions set forth in RCW 36.73.070 and form a local improvement district and impose assessments therefore, take those actions allowed, and subject to the limitations of RCW 36.73.0810, contract for street and highway improvements, and for its operations, exercise the power of eminent domain in the same manner as authorized for the City and accept and use gifts and grants.
- b. Consistent with RCW 36.73.020(4), the secretary/treasurer of CPTBD shall be the City Finance Director. As such, the Finance Director shall establish those funds and accounts on behalf of CPTBD as required and shall disburse funds and pay claims as approved by the CPTBD Board and prepare and maintain such accounts as appropriate and/or required by state or federal law.
- c. The City Attorney will serve as legal advisor to the CPTBD Board, except where separate counsel is engaged by CPTBD.
- d. Other City employees shall carry out the operations of CPTBD as agreed by CPTBD and the City. Such employees and the contracts of CPTBD shall be overseen and administered by the Mayor and his/her designee.
- e. CPTBD may contract with the City for operations services and materials, office space and equipment, and to undertake and/or fund CFP/TBD Projects undertaken jointly or by one entity or the other.

3. Governing Board

- a. Consistent with RCW 36.73.020(3), the governing board of CPTBD (the “CPTBD Board”) shall be the members of the College Place City Council acting in an independent capacity. The CPTBD Board shall have the authority to exercise the statutory powers set forth in Chapter 36.73 RCW and other applicable provisions of Washington State law. The CPTBD Board shall also include a Chairperson, who shall be the City’s Mayor and whom shall have those duties, rights, and obligations of a Mayor as set forth in RCW 35A.12.100.
- b. To carry out the purposes of this chapter, and subject to the provisions of RCW 36.73.065, the CPTBD Board is authorized to impose the following taxes, fees, charges, and tolls:
 - (i) A sales and use tax in accordance with RCW 82.14.0455;

- (ii) A vehicle fee in accordance with RCW 82.80.140;
 - (iii) A fee or charge in accordance with RCW 36.73.120. However, if the City is levying a fee or charge for a transportation improvement, the fee or charge shall be credited against the amount of the fee or charge imposed by the district. Developments consisting of less than twenty (20) residences would be exempt from the fee or charge under RCW 36.73.120; and
 - (iv) An ad valorem property tax as provided in RCW 36.73.060.
- c. The CPTBD Board may authorize and issue general obligation and/or revenue bonds in the manner and subject to the restrictions set forth in RCW 36.73.070.
- d. The CPTBD Board may form a local improvement district and impose assessments therefor and take those actions allowed, and subject to the limitations of RCW 36.73.0810.
- e. As required by RCW 36.73.160(1), as the same may be amended from time to time, the CPTBD Board shall develop a material change policy to address major plan changes that affect CPTBD Project delivery or the ability to finance the plan for funding and implementing the CPTBD Projects.
- f. Meetings of the CPTBD Board shall be governed by the procedural rules applicable to meetings of the City Council, as those rules may be amended by the City Council from time to time. CPTBD Board actions shall be taken by motion or resolution in the same manner and following the same procedure as for the adoption of City Council resolutions. Meetings of the CPTBD Board shall, whenever possible, take place on the same dates scheduled for City Council meetings; provided that the CPTBD meeting shall take place pursuant to its own agenda during a recess or otherwise outside of any regular business or special meeting of the City Council. The CPTBD Board meetings shall comply with the state Open Public Meetings and Public Records Acts and the officials of CPTBD shall be subject to Chapter 42.23 RCW, Code of Ethics for Municipal Officers – Contract Interests; provided, that the fact that CPTBD Board members and officials and Council members and City officials are simultaneously employed by both entities shall not be deemed a conflict of interest where CPTBD and City are parties to contracts and/or agreements.

4. Transportation Improvements Funded.

The funds generated by CPTBD shall be used for the CPTBD Projects described in this ordinance and/or allowed by state law. The CPTBD Projects may be amended in accordance with the material change policy described in Section 2(c) of this ordinance and in accordance with the notice, hearing, and other procedures described in chapter 36.73 RCW, including RCW 36.73.050 (2) (b), as the same may be amended from time to time.

5. Annual Report to Public.

As required by RCW 36.73.160(2), as the same may be amended from time to time, CPTBD shall issue an annual report, indicating the status of transportation improvement costs, transportation improvement expenditures, revenues, and construction schedules, to the public and to newspapers of record in CPTBD.

6. Dissolution of CPTBD

CPTBD shall be dissolved pursuant to the procedures set forth in chapter 36.73 RCW, when all indebtedness, if any, of CPTBD has been retired and when all of CPTBD's anticipated responsibilities have been satisfied.

Section 3. Severability; Construction.

If a section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason by any court of competent jurisdiction; such decision shall not affect the validity of the remaining portions of this ordinance. If the provisions of this ordinance are found to be inconsistent with the provisions of the College Place Municipal Code, this ordinance is deemed to control. This ordinance shall be liberally construed to permit the accomplishment of CPTBD purposes and objectives.

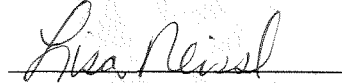
Section 4. This ordinance will be codified as CPMC 3.46.

APPROVED by me this 25th day of April, 2017.



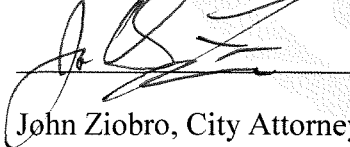
Harvey Crowder, Mayor

ATTEST:



Lisa Niessl, City Clerk

APPROVED AS TO FORM:



John Ziobro, City Attorney

COLLEGE PLACE STONE CREEK & DOWNTOWN Tax Increment Financing (TIF) PROJECT ANALYSIS

DRAFT



January 25, 2023

ACKNOWLEDGEMENTS

This Project Analysis was prepared for the City of College Place by Stowe Development & Strategies, LLC in association with ECONorthwest (SDS/ECO team).

The Project Analysis represents a thorough and comprehensive evaluation of a future Tax Increment Financing program and establishment of a Tax Increment Area for a significant and development opportunity in the Stone Creek and Downtown areas. The production of this report would not have been possible without the participation, collaboration, and guidance of the following individuals and groups.

College Place Mayor & City Council

- Mayor Norma Hernandez
- Councilmember Paul Jessup
- Councilmember Michael Cleveland
- Councilmember Tito Espinoza
- Councilmember Loren Peterson
- Councilmember Melodie Williams
- Councilmember Heather Schermann
- Councilmember Monica Boyle

City of College Place Staff

- Mike Rizzitiello, City Administrator
- Rea Culwell, City Attorney
- Brian Carleton, Finance Director
- Jon Rickard, Community Development Director
- Robert McAndrews, Public Works Director

Legal and Financial Consultants

Bond Counsel?

Financial Consultant?

Tax Increment Financing Consultants

- Bob Stowe, Stowe Development & Strategies (TIF Project Manager)
- Morgan Shook, ECONorthwest

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About College Place:

The City of College Place is located in the Walla Walla Valley of Southeastern Washington State adjacent to the City of Walla Walla. The City was incorporated on January 19, 1946 and has a Strong Mayor form of government. College Place is a full service municipality providing police, fire, community development, public works, and a host of other services with 55 staff.

The City has 9,902 residents and is anchored by Walla Walla University (a Seventh-Day Adventist Higher Education Institution). The City also features a public K-12 and Seventh-Day Adventist K-12 School System. The City has a Downtown Business District focused around College Avenue as well as big box commercial districts focused around Myra Rd as well as State Route 125 & Meadowbrook.

Figure1: College Ave./Walla Walla University



Source: City of College Place, 2023

Introduction/Summary

Tax Increment Financing (TIF) is a powerful economic development tool and was adopted into law in Washington State in 2021. The Washington State Legislature created the TIF authority through House Bill 1189 (now codified as RCW 39.114) for a city, county, or port to create a tax increment area (TIA). TIFs are used throughout the United States to promote economic development.

In general, our State's TIF is a financing option that allows a public agency (city, county, or port) to fund publicly-owned infrastructure determined necessary to encourage the envisioned private development within a TIA designated by the public agency. As private development occurs (as a result of the public agencies' investment in the identified public improvements), property values rise, and the public agency uses the property tax generated by that development in the TIA to pay for the public improvement projects. After the project costs are paid, the public agency retires the TIA.

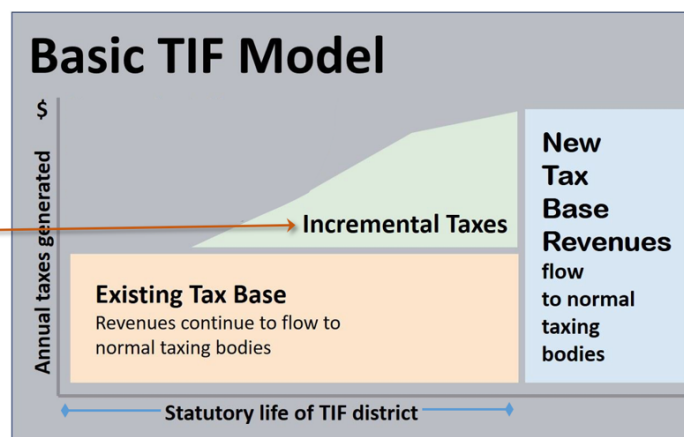
Figure 2: TIF Model

Generally, TIF captures property taxes generated from the increased assessed valuation on the site that results from private development following infrastructure investment.

Washington State TIF law excludes State property tax and voter approved school levies.

Revenues from **REGULAR** property taxes assessed against the **Increment Value** only, are captured:

- ✓ To pay "public improvement costs"
- ✓ To repay bonds issued for "public improvements"



Source: Stowe Development & Strategies, 2023

There are several key limitations to TIF in this State which include the following:

- No more than two active increment areas per sponsoring jurisdiction and they may not overlap.
- Increment areas may not total more than \$200 million in assessed valuation, or more than 20% of the total assessed valuation of the sponsoring jurisdiction, whichever is less.
- Cannot add additional public improvements or change the boundary of the increment area once adopted.
- Must include a deadline of 5 years following the TIF adoption ordinance by when construction of public improvements will begin (ability to extend for good cause).
- The local government may only receive TIF revenues for the period of time necessary to pay the costs of the public improvements.
- If the local government finances the public improvements, the increment area must be retired no more than 25 years after the adoption of the ordinance designating the increment area.

A key element and consideration when forming a TIA are to evaluate the risks associated with such an action along with the development of a mitigation plan. Using local property tax revenues to finance certain public improvements can encourage and generate the desired or envisioned private development; however, using TIF has risks. The largest risks are that: 1) the expected private development does not occur; occurs slower than expected; and/or, the type of development and its magnitude is less than expected, and, 2) the cost projected for the infrastructure improvements is higher than projected. These risks impact the expected revenues to be generated within the TIA or the costs for the identified public infrastructure improvements. If risks are not mitigated, a local government must then use other sources of revenue to pay for the public improvements. Other related risks include over-investment of infrastructure funding by TIF which can waste limited tax dollars for other uses. Local governments can guard against and potentially avoid over-investing and under-investing by carefully evaluating the local market conditions and performing the analysis associated with the But-For-Requirement identified in this memorandum. When TIF is used correctly, the growth and development pay for the infrastructure investments that encouraged it.

A risk and mitigation plan is included in this Project Analysis. This Project Analysis also examines other anticipated revenues from the projected private development (e.g., sales tax on construction, on-going sales tax, etc.) and the potential to sequence the appropriate infrastructure improvements with multiple bond issues over time (e.g., 5-year period) as well as structuring the debt service to align with projected property tax revenues generated within the TIA to better manage potential development and revenue risks. Following the adoption of a TIA, the City has multiple levers in which to direct a successful project utilizing property tax revenues generated by the TIA and/or safeguard its other resources. These levers or options include how much debt should be issued and when to issue the debt based the expected private development scope (product type and scale), as well as more refined infrastructure cost estimates. By law, construction of the TIF infrastructure must commence within five years after the adoption of the ordinance forming the TIA, subject to extensions for good cause. Depending on the development interest in the TIA, and the anticipated interest rates, the City could select the debt amount and proceed on the schedule identified in the Project Analysis or modify based on the known conditions at that time. Alternatively, the City could choose not to issue any debt, especially if development interest substantially changes to a very low level or the cost of debt is too high. In this situation, the City could use a pay-as-you-go strategy for the infrastructure. This, however, will likely significantly change the timing and scale of the private development. Finally, the City could also rescind or retire the TIA by ordinance prior to the issuance of any debt.

The City of College Place has been planning for the Stone Creek and Downtown area's for many years. Planning for the Stone Creek area dates back to the early 2000's when the land was brought into the College Place Urban Growth area and then annexed into the City in 2018. The land has been slated for a mix of residential and commercial development as was expounded upon in the 2018 Comprehensive Plan: Likewise, the vision for College Avenue as a mixed-use Downtown corridor can also be traced in the City's 2018 Comprehensive Plan as well as the College Avenue Design Standards.

Figure 3: Comprehensive Plan Meeting



The projects to support the development of the Stone Creek area (SW Mojonnier Road, East-West Road, and intersection of College Avenue & East-West Road) have existed in the City's Comprehensive Plan and Capital Facilities Plan for several years.

Infrastructure Needs

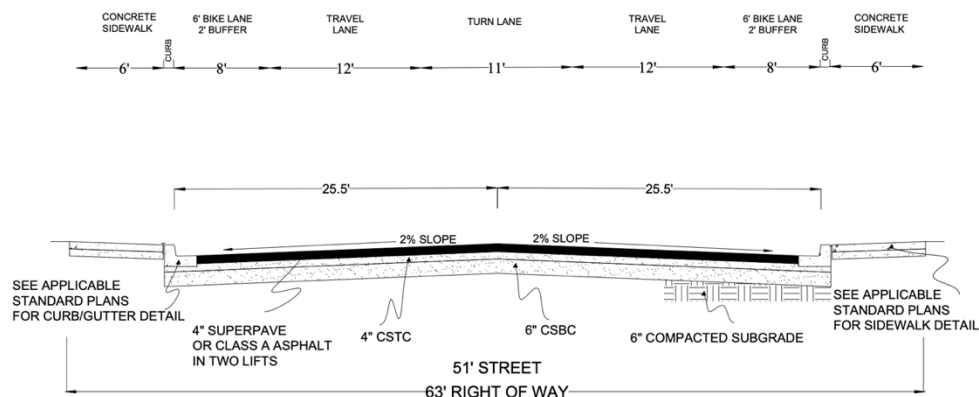
To support the envisioned private development within the Stone Creek and Downtown will require a public infrastructure investment of **\$8,186,000 from TIF**. The proposed public infrastructure improvements will correct inadequate infrastructure that currently exists, provide regional transportation benefits, and will support the proposed residential and commercial development. The four projects below were identified as candidates to be supported by TIF on the basis that they were unlikely to be built by any single development and may take over a decade to complete, and proactively building them now will provide the necessary support for the City's redevelopment vision.

Mojonnier Road

Cost: \$9.3 million

TIF is proposed to fund **\$4,300,000** with the balance coming from Federal earmark funds (already received, and expected State grant and State earmark funds). The current condition of this critical road is inadequate to support current development and traffic to and from College Place Highschool/Sager Middle School campuses (CPHS/Sager campuses) and the proposed future development of the Stone Creek area.

Figure 4:



East-West Road**Cost: \$7.1 million**

TIF is proposed to fund **\$1,936,000 (for improvements across the McKiernan Property planned for commercial development)** with the balance coming from the Stone Creek developer, College Place School District, and the City of College Place. The specific funding contributions will be determined at a later date. This new road is needed to allow circulation into the development and to connect the CPHS/Sager campuses with the eventual new intermediate school at the far west end of the East-West Road.

Signalization at College Avenue and East/West Road**Cost: \$1.1 million**

TIF is proposed to fund **\$550,000** with the balance coming from the Stone Creek developer, College Place School District, and the City of College Place. The specific funding contributions will be determined at a later date. The improvements will make getting into/out of CPHS/Sager campuses safer since the parking lot entrance will line up with the new east-west road via a controlled intersection and support the increased traffic from the envisioned private development.

Downtown Parking Lots**Cost: \$1.4 million**

TIF is proposed to fund the full cost of \$1,400,000. City officials have cited a lack of parking in the Downtown area along College Avenue as deterring business and private investment in the Downtown. TIF funds would be used to acquire land and build 3-4 surface parking lots in the Downtown corridor likely providing up to 183 parking spaces that could be accessed by the land uses Downtown. Simultaneously, City administration plans to advance legislation for the City Council to consider reducing and/or eliminating parking requirements in the Downtown to further encourage private investment in concert with the proposed TIF improvements.

Private Development

The proposed TIA includes two development areas of Stone Creek and Downtown. The Stone Creek area is owned by two property owners. The largest area of 131 acres is owned by Lakeside Capital. McKiernan Commercial owns the other parcel of land comprising 47.5 acres. The remaining properties are owned by multiple parties in Downtown along College Avenue. Within the Stone Creek area, it is envisioned that a mixed-use development will be built that contains 829 residential units (including senior housing), a 200-room hotel, and both small and large commercial retail stores totaling 280,000 square feet. Based on discussions with the Stone Creek property owners and review of the Draft Conceptual Site Plan (see next page) created by the Stone Creek property owner/developers, SDS has developed a preliminary Base Development Scenario below for purposes of evaluating potential TIF revenues. The Baseline Development Scenario represents over \$414 million of private market value in the TIA.

Figure 5: Baseline Development Scenario

Phase 1 - North	Value Per Unit	Number of Units	Start Year	Build-Out/Years	Total Value
SF Homes - 5,200 Lot	\$676,554	130	2024	4 years	\$87,952,020
SF Homes - 7,800 Lot	\$817,148	44	2026	2 years	\$35,954,512
Sub-Total					\$123,906,532
Phase 2 - South					
Row Homes	\$448,880	50	2030	2 years	\$22,444,000
Cottage BTR	\$448,880	37	2032	2 years	\$16,608,560
SF Homes- 3850 Lot	\$524,635	24	2029	3 years	\$12,591,240
SF Homes - 5720 Lot	\$676,554	58	2030	2 years	\$39,240,132
SF Homes - 8640 Lot	\$817,148	20	2031	2 years	\$16,342,960
Sub-Total					\$107,226,892
Phase 3					
Apartments (Market)	\$225,000	176	2034	2 years	\$39,600,000
Apartments (Workforce)	\$175,000	120	2036	2 years	\$21,000,000
Sub-Total					\$60,600,000
Phase 4					
Senior Housing	\$200,000	170	2038	2 years	\$34,000,000
Sub-Total					\$34,000,000
McKiernan					
Hotel (Rooms)	\$150,000	200	2026	2 years	\$30,000,000
Retail - Large Format (SF)	\$150	200,000	2030	4 years	\$30,000,000
Retail/Restaurant (SF)	\$325	80,000	2026	10 years	\$26,000,000
Sub-Total					\$86,000,000
Downtown					
Retail/Restaurant (SF)	\$325	10,000	2024	5 years	\$3,250,000
Sub-Total					\$3,250,000
TOTAL					\$414,983,424

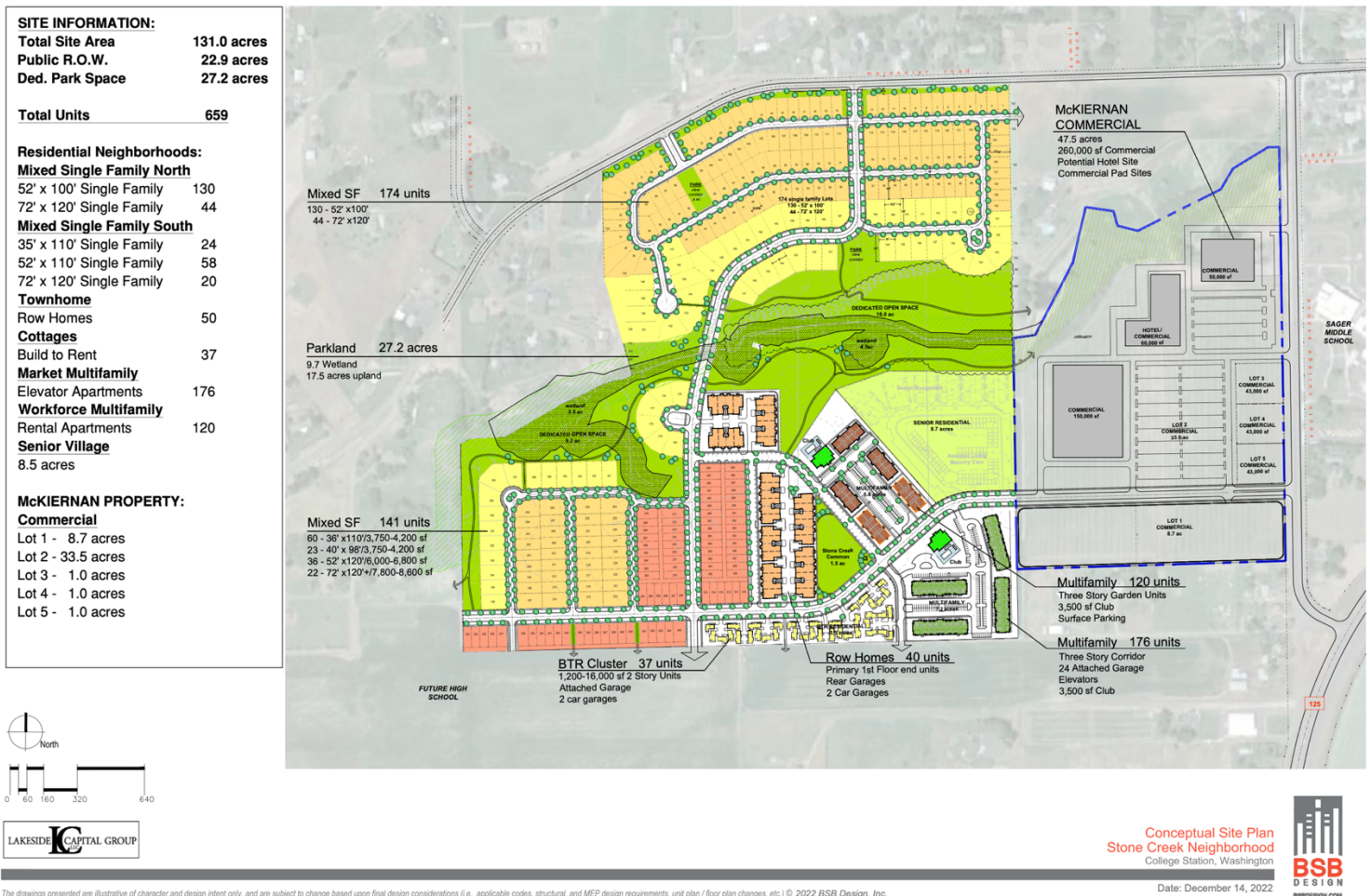
Source: Stowe Development & Strategies; Values Per Unit for Phase 1 and 2 provided by Lakeside Capital Group/John Burns Real Estate Consulting

The Base Development Scenario has been developed to help assess potential opportunities and risks within the TIA. The Baseline Development Scenario represents the most aggressive development program. Two additional development scenarios (Alternative 1 and Alternative 2) have also been developed as part of a sensitivity analysis to further help assess the risks and provide

greater certainty that the City will have sufficient resources to pay for the proposed infrastructure improvements before the issuance of any bonds. Understanding and accepting a certain level of risk is important as the City will be obligated for the repayment of any bond debt that is issued for the infrastructure improvements, regardless if the projected private development and property tax materialize.

DRAFT CONCEPTUAL SITE PLAN: SUBJECT TO CHANGE

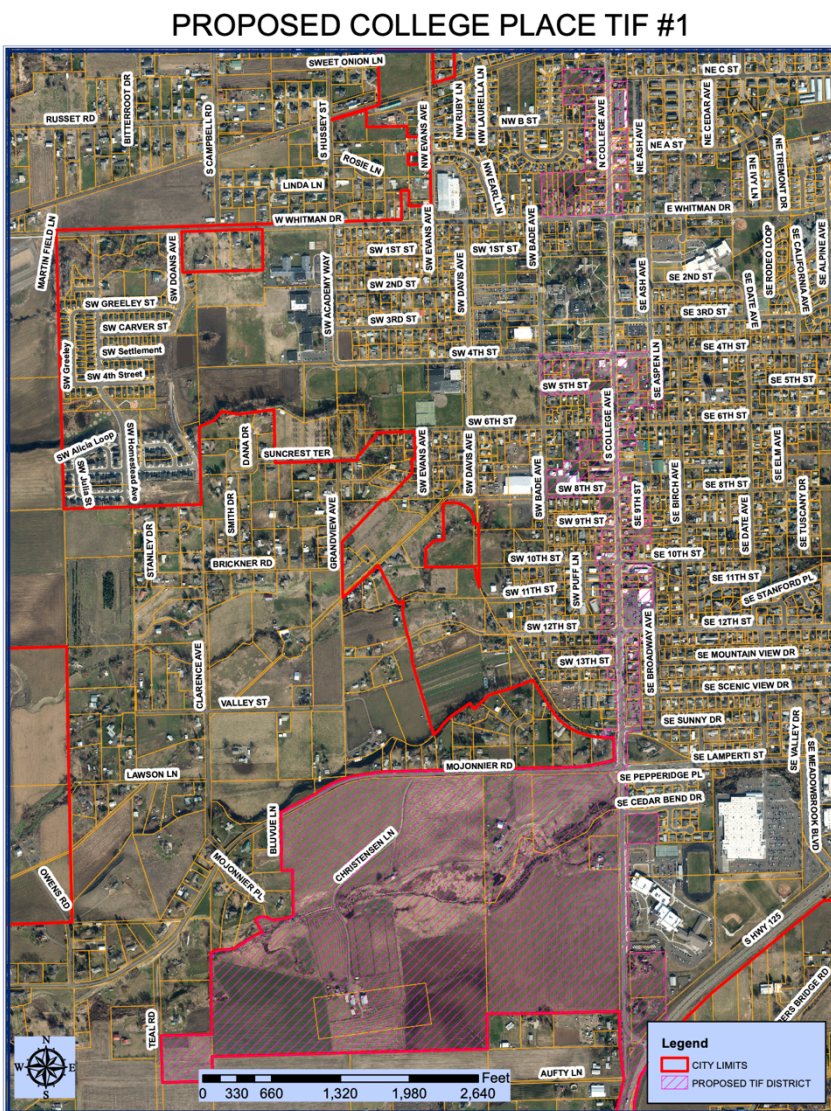
Figure 6: Draft Conceptual Pan



Tax Increment Area

The TIA includes the Stone Creek and Downtown areas shown below which represents approximately 258.9 acres. The assessed valuation of the TIA in 2022 for 2023 taxes is approximately \$42,835,090, well below either the \$200 million assessed valuation threshold or the 20 percent of the City of College Place's total assessed valuation of \$907,140,360 at \$181,428,072.¹ The TIA is 4.7% of the total City valuation. The TIA boundary was selected in part because it represents key areas that are expected to redevelop over time as the result of the infrastructure improvements funded by TIF and also reserves some capacity to form another TIA in the future provided that the assessed value of a second TIA is less than \$138,592,982.

Figure 7: Map of TIA



Source: City of College Place, 2023

¹ The Walla Walla County Assessor has not published 2023 valuations for 2024 taxes at the time of this analysis.

The following table in the figure summarizes the parcel identification numbers and assessed values of properties in the TIF area.

Figure 8: Summary TIF Parcels

Parcel ID	Appraised Land Value	Appraised Improvement Value	Total Appraised Value	Parcel ID	Appraised Land Value	Appraised Improvement Value	Total Appraised Value	Parcel ID	Appraised Land Value	Appraised Improvement Value	Total Appraised Value
350601230047	\$94,410	\$155,110	\$249,520	350726523811	\$0	\$0	\$0	350736600514	\$39,900	\$132,300	\$172,200
350735602419	\$60,010	\$286,820	\$346,830	350735602514	\$65,780	\$0	\$65,780	350726523928	\$0	\$0	\$0
350726523978	\$49,140	\$271,070	\$320,210	350736600404	\$67,900	\$0	\$67,900	350735601747	\$105,500	\$0	\$105,500
350726523936	\$60,900	\$25,100	\$86,000	350736600446	\$61,670	\$291,640	\$353,310	350601230032	\$103,600	\$240,480	\$344,080
350726523821	\$61,040	\$109,780	\$170,820	350735602413	\$35,400	\$0	\$35,400	350736600445	\$77,380	\$111,810	\$189,190
350736601209	\$61,300	\$201,810	\$263,110	350735602805	\$61,080	\$240,470	\$301,550	350726523932	\$0	\$0	\$0
350602110002	\$0	\$0	\$0	350736600417	\$61,710	\$298,230	\$359,940	350735601722	\$62,070	\$298,380	\$360,450
350736601211	\$38,480	\$221,610	\$260,090	350736601213	\$32,060	\$133,840	\$165,900	350736601215	\$45,400	\$13,800	\$59,200
350725570412	\$28,400	\$130,600	\$159,000	350735602530	\$56,700	\$41,810	\$98,510	350725620001	\$28,500	\$103,500	\$132,000
350726523983	\$81,310	\$170,110	\$251,420	350735602528	\$0	\$0	\$0	350735602427	\$72,890	\$0	\$72,890
350736601746	\$211,700	\$517,800	\$729,500	350726523828	\$62,510	\$263,060	\$325,570	350735602803	\$61,080	\$247,150	\$308,230
350736600416	\$213,300	\$1,003,400	\$1,216,700	350726523935	\$0	\$247,010	\$247,010	350736601334	\$397,900	\$1,586,100	\$1,984,000
350736601321	\$59,230	\$0	\$59,230	350736600429	\$23,970	\$0	\$23,970	350735601723	\$41,300	\$312,300	\$353,600
350736580118	\$61,100	\$101,500	\$162,600	350735602420	\$47,250	\$265,310	\$312,560	350726523920	\$63,820	\$213,650	\$277,470
350736600418	\$47,960	\$201,650	\$249,610	350735602424	\$67,910	\$294,970	\$362,880	350735602808	\$61,140	\$275,910	\$337,050
350735601737	\$61,570	\$273,110	\$334,680	350736601201	\$68,310	\$154,330	\$222,640	350736600515	\$37,130	\$288,520	\$325,650
350726523919	\$63,820	\$333,100	\$396,920	350725330018	\$204,400	\$0	\$204,400	350735602521	\$46,300	\$231,200	\$277,500
350735440053	\$63,010	\$261,770	\$324,780	350725330014	\$60,940	\$217,130	\$278,070	350736580111	\$62,720	\$143,110	\$205,830
350735601708	\$61,250	\$232,110	\$293,360	350726523971	\$66,700	\$307,150	\$373,850	350736600507	\$72,700	\$154,800	\$227,500
350736601234	\$44,550	\$168,500	\$213,050	350726523918	\$64,800	\$290,840	\$355,640	350735602804	\$61,080	\$253,940	\$315,020
350735601703	\$61,200	\$274,620	\$335,820	350726523933	\$58,850	\$284,960	\$343,810	350736601237	\$64,050	\$142,550	\$206,600
350736600421	\$12,600	\$43,100	\$55,700	350736600401	\$61,350	\$97,500	\$158,850	350726523822	\$61,310	\$202,490	\$263,800
350735602525	\$106,300	\$174,500	\$280,800	350735601724	\$30,380	\$155,540	\$185,920	350726523970	\$2,030	\$0	\$2,030
350735602523	\$66,000	\$0	\$66,000	350602110005	\$0	\$0	\$0	350736601328	\$53,760	\$197,560	\$251,320
350736580115	\$42,200	\$3,000	\$45,200	350725570414	\$46,200	\$175,800	\$222,000	350736580101	\$85,600	\$1,418,000	\$1,503,600
350736601239	\$73,000	\$390,080	\$463,080	350735602802	\$64,550	\$262,480	\$327,030	350726523979	\$19,090	\$31,810	\$50,900
350735601744	\$159,200	\$698,200	\$857,400	350726523823	\$0	\$0	\$0	350735601725	\$62,400	\$0	\$62,400
350726523931	\$70,700	\$234,600	\$305,300	350736600443	\$43,620	\$0	\$43,620	350736600506	\$72,600	\$331,900	\$404,500
350602130001	\$0	\$159,200	\$159,200	350601320073	\$75,500	\$0	\$75,500	350602110003	\$158,000	\$123,350	\$281,350
350725330061	\$41,200	\$0	\$41,200	350735440128	\$5,090	\$0	\$5,090	350736600523	\$50,200	\$10,700	\$60,900
350726523915	\$52,500	\$0	\$52,500	350735602545	\$25,400	\$110,100	\$135,500	350735601706	\$33,800	\$131,600	\$165,400
350735602807	\$62,570	\$248,120	\$310,690	350725570105	\$54,200	\$258,700	\$312,900	350735601728	\$30,380	\$137,180	\$167,560
350735601727	\$30,780	\$248,370	\$279,150	350725570107	\$8,500	\$0	\$8,500	350736601329	\$61,060	\$303,670	\$364,730
350736580116	\$75,100	\$215,100	\$290,200	350726523934	\$49,000	\$237,200	\$286,200	350726523810	\$62,210	\$10,200	\$72,410
350602230040	\$259,700	\$0	\$259,700	350735602544	\$35,400	\$199,090	\$234,490	350736601333	\$163,700	\$121,000	\$284,700
350726523843	\$9,870	\$0	\$9,870	350736600513	\$0	\$0	\$0	350725570413	\$73,600	\$639,000	\$712,600
350726523927	\$69,500	\$397,890	\$467,390	350736600406	\$61,990	\$229,560	\$291,550	350726523926	\$68,630	\$118,210	\$186,840
350736601203	\$68,310	\$152,680	\$220,990	350725330063	\$54,100	\$1,143,250	\$1,197,350	350726523925	\$68,040	\$159,700	\$227,740
350725620002	\$28,100	\$98,700	\$126,800	350735602809	\$49,800	\$434,130	\$483,930	350726523972	\$4,860	\$0	\$4,860
350725570109	\$20,300	\$93,400	\$113,700	350725330062	\$98,100	\$64,000	\$162,100	350736600403	\$67,900	\$456,500	\$524,400
350735602411	\$88,100	\$762,300	\$850,400	350736601208	\$0	\$0	\$0	350735602412	\$60,930	\$113,350	\$174,280
350736600408	\$46,240	\$252,560	\$298,800	350735601704	\$62,020	\$269,000	\$331,020	350736600407	\$27,840	\$174,020	\$201,860
350736600444	\$41,320	\$269,450	\$310,770	350735440061	\$87,000	\$573,090	\$660,090	350735602417	\$54,300	\$593,800	\$648,100
350736601210	\$53,400	\$64,100	\$117,500	350725570111	\$37,800	\$121,500	\$159,300	350726523969	\$53,840	\$262,020	\$315,860
350602120006	\$0	\$0	\$0	350735602541	\$12,150	\$0	\$12,150	350726523901	\$63,820	\$302,180	\$366,000
350736600437	\$63,470	\$247,980	\$311,450	350602110004	\$222,470	\$470,610	\$693,080	350735601701	\$104,000	\$284,800	\$388,800
350735601748	\$71,800	\$271,760	\$343,560	350726523842	\$66,260	\$257,800	\$324,060	350735601726	\$30,800	\$157,550	\$188,350
350736601212	\$61,820	\$334,890	\$396,710	350735440027	\$40,090	\$216,550	\$256,640	350735601729	\$112,500	\$391,400	\$503,900
350736601322	\$61,210	\$0	\$61,210	350735602519	\$48,600	\$189,590	\$238,190	350726523817	\$61,860	\$112,740	\$174,600
350735602410	\$175,600	\$1,707,000	\$1,882,600	350736580109	\$62,810	\$250,600	\$313,410	350735602426	\$20,760	\$54,630	\$75,390
350736580106	\$66,500	\$0	\$66,500	350736580113	\$62,700	\$19,100	\$81,800	350735601741	\$18,590	\$0	\$18,590
350735602414	\$66,700	\$605,220	\$671,920	350726523982	\$0	\$0	\$0	350601220067	\$94,860	\$0	\$94,860
Total Assessed Value											\$22,446,010

Source: ECONorthwest, 2023

Tax Increment Revenue Projections

Overview of TIF Allocation Revenues

Following guidance issued by the Washington State Department of Revenue (June 29, 2022), the analysis estimates the apportionment of taxes to the TIA. These revenues are available to the sponsoring local jurisdiction for funding the identified public infrastructure projects (that are

named in the ordinance). Under the TIF legislation, only certain regular levies are available to the TIA. Using 2022 levy rates in the preliminary TIA, only \$4.17 of the \$11.68 total levy, approximately 35.7%, would be available.²

Since these are regular levies, the taxes must conform with the constitutional 1% limit as well as the \$5.90 aggregate limits. Both parts of the State School levy, local school district excess levies, and voted bond levies are excluded. In addition, any taxes levied by port districts for the purpose of making payments on bonds would be excluded.

Broadly, TIF in Washington allocates a portion of incremental property taxes to the TIA based on the amount of assessed value added to the TIA. This means that each taxing district in the TIA will receive that portion of its regular property taxes produced by the rate of tax levied by the taxing district based on the assessed value of real property located in the area for taxes imposed in the year that the TIA was created. This amount will flow to the member districts for the period that the TIA is in place. The local government that created the TIA will receive a portion of the regular property taxes levied by each taxing district based on the increment value within the increment area. For the local government that created the TIA, this includes their portion of their regular levy. Property taxes from the TIA begin on the calendar year following the passage of the ordinance. The County Treasurer will distribute these funds to the agency that created the TIA. The table on the following page shows the Levy Rate Composition for 2023 Taxes.

Figure 9: Levy Rate Composition for 2023 Taxes

Levy Code Area 74	2022 Taxes Rates	Exempt: State Schools	Exempt: Excess and Other Levies	Available for TIF allocation
Total	\$11.6779	\$2.8308	\$4.6769	\$4.1703
State				
Part 1	\$1.83965	\$1.8397		\$0.0000
Part 2	\$0.99115	\$0.9911		\$0.0000
County				
Regular_Current Expense	\$1.20642			\$1.2064
Regular_Veterans Aid	\$0.01560			\$0.0156
Regular_Mental Health	\$0.02500			\$0.0250
Port				
General Fund	\$0.29279			\$0.2928
Bond Fund			\$0.00000	\$0.0000
City of College Place				
Regular Levy	\$1.75704			\$1.7570
City Bond	\$0.54596		\$0.54596	\$0.0000
EMS				
Regular Levy	\$0.44688			\$0.4469
School				
#250 Enrichment	\$1.85621		\$1.85621	\$0.0000
#250 Bond	\$1.85621		\$1.85621	\$0.0000
#250 Capital	\$0.41849		\$0.41849	\$0.0000
Library District				
Regular Levy	\$0.42655			\$0.4265
Bond Levy			\$0.00000	\$0.0000

Source: ECONorthwest, 2023

² The Walla Walla County Assessor has not published 2024 levy rates.

TIA Allocation Revenue Modeling

New incremental development in the TIA will drive future growth in incremental assessed value. These values will then be multiplied by the levy rate in the respective years to estimate the amount of TIA allocation revenues. To accomplish this, four separate analyses must be completed.

- **Forecast incremental TIA assessed value.** Based on the development program, the future assessed value is estimated by assigning market-based improvement prices based on the land use and size of the proposed development.
- **Forecast jurisdiction assessed value.** Outside of growth in the incremental assessed value in the TIA, it is necessary to forecast growth in the City's overall assessed value (not counting the incremental growth in the TIA).
- **Forecast the highest lawful levy.** For each taxing jurisdiction in the TIA, future levies must be estimated. To do so, the amount of new construction, other add-on value, 101% limit factor, total levy limit, and the maximum allowable levy must be taken into consideration. From that interplay, it is possible to estimate what the given levy will be for any respective jurisdiction in the future.
- **Forecast levy rates.** Once the levy and assessed value are known in future years, it is possible to calculate the levy rate (divide levy by thousands of assessed value). TIA allocations are made by multiplying the levy rate by the incremental TIF assessed value.

To model TIA allocation property tax revenues, a 25-year cash flow model was created to reflect development over time and applied the appropriate property tax base productivity and property tax rates to estimate the stream of future property tax revenues. Additional assumptions in the forecast modelling include:

- Inflation (impacting the cost of construction) is assumed to be 3%.
- The City's assessed valuation growth is assumed to grow at a rate of 2.8% a year. This is the average real growth in assessed value growth.
- Once new built structures are placed on the tax assessments, these properties are also assumed to grow at a real rate of 2.8% a year after their initial assessment.
- Outside of new construction growth within the tax increment area, new construction within the City is assumed to be no more than 2.9% of the City's assessed value base (based on a historical average of the relationship).

TIA Allocation Results

Assumptions on Incremental Assessed Value Growth

Using the assumptions identified in the Baseline Development Scenario, plus two additional scenario alternatives), future assessed values of those improvements are estimated and serve as a foundation for the expected TIA allocation revenues.

TIA Allocation Revenues

The following tables summarize the discounted value of 25 years of TIA allocation revenues that would flow to the preliminary TIA created by the City of College Place (first year of revenues is 2024) based on a Base Development Scenario. The revenues are discounted at a rate of 4.5% to approximate the City's cost of capital (debt and issuance costs) and a slightly higher rate of 5.0% to address rate uncertainty. The Base Development scenario supported by TIF could generate between \$15.9 and \$17.0 million in TIF allocation revenues (25-year PV at 4.5 and 5.0 percent). As stated previously, the Base Development scenario is the most aggressive development program.

Two other scenarios have also prepared. Alternative 1 doubles the build-out/years for completion of all development identified in the Baseline Scenario and reduces the single-family home value by 20 percent. Alternative 2 also doubles the build-out/years for completion of all development identified in the Baseline Scenario; reduces the single-family home value by 30 percent; reduces the number of senior housing units by fifty percent and only includes the hotel development for modeling purposes. These alternatives generate between \$9.2 and \$13.8 million depending on the alternative and discount rate. The following tables summarize the discounted values of TIA allocation revenues for each of the development scenario alternatives.

Baseline

- Represents Full Development

Alternative 1

- **Extends the Build-Out/Year for All Development by 2X; and,**
- **Reduce Single-Family Home valuation developed by 20 percent.**

Alternative 2

- **Extend Build-Out/Year for All Development by 2X;**
- **Reduce Single-Family Home Value by 30 percent;**
- **Reduce Senior Housing by 50 percent; and,**
- **Hotel Development Only on McKiernan Parcel.**

Figure 10: Summary of TIF Allocation Revenues

4.50% Discount Rate				5.00% Discount Rate			
	Baseline	Alternative 1	Alternative 2	Baseline	Alternative 1	Alternative 2	Alternative 2
College Place	\$7,130,000	\$5,800,000	\$4,150,000	College Place	\$6,640,000	\$5,380,000	\$3,850,000
Walla Walla County	\$5,150,000	\$4,190,000	\$3,000,000	Walla Walla County	\$4,800,000	\$3,890,000	\$2,780,000
Port of Walla Walla	\$1,190,000	\$970,000	\$690,000	Port of Walla Walla	\$1,110,000	\$900,000	\$640,000
EMS	\$1,820,000	\$1,480,000	\$1,060,000	EMS	\$1,690,000	\$1,370,000	\$980,000
Library	\$1,730,000	\$1,410,000	\$1,010,000	Library	\$1,610,000	\$1,310,000	\$930,000
Total	\$17,020,000	\$13,850,000	\$9,910,000	Total	\$15,850,000	\$12,850,000	\$9,180,000

Source: ECONorthwest, 2023

The table in the figure below summarizes the 1) the property taxes that will remain in the affected taxing districts and 2) identifies the property tax allocation values that will flow to the TIA. They are shown for:

- The City of College Place
- Walla Walla County
- The Port of Walla Walla
- Emergency Medical District (EMS)
- Library

Figure 11: TIF Allocation Revenues to City and Other Taxing Jurisdictions – Baseline Scenario

City of College Place													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Base Value	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
Increment Value	\$0	\$0	\$26,000,000	\$53,490,000	\$114,270,000	\$178,490,000	\$184,170,000	\$195,460,000	\$254,180,000	\$325,540,000	\$365,750,000	\$397,370,000	\$433,770,000
Levy Rate	\$1.67	\$1.64	\$1.62	\$1.59	\$1.56	\$1.54	\$1.51	\$1.49	\$1.46	\$1.44	\$1.41	\$1.39	\$1.37
Total Property Tax	\$40,000	\$40,000	\$80,000	\$120,000	\$210,000	\$310,000	\$310,000	\$320,000	\$400,000	\$500,000	\$550,000	\$580,000	\$620,000
Tax Allocated to TIF	\$0	\$0	\$40,000	\$90,000	\$180,000	\$270,000	\$280,000	\$290,000	\$370,000	\$470,000	\$520,000	\$550,000	\$590,000
Tax Allocated to City	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000

	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
\$471,940,000	\$503,340,000	\$536,160,000	\$602,660,000	\$672,550,000	\$691,040,000	\$710,050,000	\$729,570,000	\$749,640,000	\$770,250,000	\$791,430,000	\$813,200,000	\$835,560,000	\$858,540,000	\$858,540,000
\$1.35	\$1.32	\$1.30	\$1.28	\$1.26	\$1.24	\$1.22	\$1.20	\$1.18	\$1.16	\$1.14	\$1.12	\$1.10	\$1.08	\$1.08
\$670,000	\$700,000	\$730,000	\$800,000	\$870,000	\$880,000	\$890,000	\$900,000	\$910,000	\$920,000	\$930,000	\$940,000	\$940,000	\$950,000	\$950,000
\$630,000	\$670,000	\$700,000	\$770,000	\$850,000	\$860,000	\$870,000	\$880,000	\$890,000	\$900,000	\$900,000	\$910,000	\$920,000	\$930,000	\$930,000
\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$20,000	\$20,000	\$20,000

Walla Walla County													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Base Value	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
Increment Value	\$0	\$0	\$26,000,000	\$53,490,000	\$114,270,000	\$178,490,000	\$184,170,000	\$195,460,000	\$254,180,000	\$325,540,000	\$365,750,000	\$397,370,000	\$433,770,000
Levy Rate	\$1.25	\$1.19	\$1.17	\$1.15	\$1.13	\$1.11	\$1.09	\$1.07	\$1.06	\$1.04	\$1.02	\$1.00	\$0.99
Total Property Tax	\$30,000	\$30,000	\$60,000	\$90,000	\$150,000	\$220,000	\$230,000	\$230,000	\$290,000	\$360,000	\$400,000	\$420,000	\$450,000
Tax Allocated to TIF	\$0	\$0	\$30,000	\$60,000	\$130,000	\$200,000	\$200,000	\$210,000	\$270,000	\$340,000	\$370,000	\$400,000	\$430,000
Tax Allocated to County	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
\$471,940,000	\$503,340,000	\$536,160,000	\$602,660,000	\$672,550,000	\$691,040,000	\$710,050,000	\$729,570,000	\$749,640,000	\$770,250,000	\$791,430,000	\$813,200,000	\$835,560,000	\$858,540,000	\$858,540,000
\$0.97	\$0.96	\$0.94	\$0.92	\$0.91	\$0.89	\$0.88	\$0.86	\$0.85	\$0.84	\$0.82	\$0.81	\$0.80	\$0.78	\$0.78
\$480,000	\$500,000	\$530,000	\$580,000	\$630,000	\$640,000	\$640,000	\$650,000	\$660,000	\$660,000	\$670,000	\$680,000	\$680,000	\$690,000	\$690,000
\$460,000	\$480,000	\$500,000	\$560,000	\$610,000	\$620,000	\$620,000	\$630,000	\$640,000	\$640,000	\$650,000	\$660,000	\$660,000	\$670,000	\$670,000
\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

Port of Walla Walla													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Base Value	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
Increment Value	\$0	\$0	\$26,000,000	\$53,490,000	\$114,270,000	\$178,490,000	\$184,170,000	\$195,460,000	\$254,180,000	\$325,540,000	\$365,750,000	\$397,370,000	\$433,770,000
Levy Rate	\$0.28	\$0.27	\$0.27	\$0.27	\$0.26	\$0.26	\$0.25	\$0.25	\$0.24	\$0.24	\$0.24	\$0.23	\$0.23
Total Property Tax	\$10,000	\$10,000	\$10,000	\$20,000	\$40,000	\$50,000	\$50,000	\$50,000	\$70,000	\$80,000	\$90,000	\$100,000	\$100,000
Tax Allocated to TIF	\$0	\$0	\$10,000	\$10,000	\$30,000	\$50,000	\$50,000	\$50,000	\$60,000	\$80,000	\$90,000	\$90,000	\$100,000
Tax Allocated to Port	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000

	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
\$471,940,000	\$503,340,000	\$536,160,000	\$602,660,000	\$672,550,000	\$691,040,000	\$710,050,000	\$729,570,000	\$749,640,000	\$770,250,000	\$791,430,000	\$813,200,000	\$835,560,000	\$858,540,000	\$858,540,000
\$0.22	\$0.22	\$0.22	\$0.21	\$0.21	\$0.21	\$0.20	\$0.20	\$0.20	\$0.20	\$0.19	\$0.19	\$0.19	\$0.18	\$0.18
\$110,000	\$120,000	\$120,000	\$130,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$160,000	\$160,000	\$160,000
\$110,000	\$110,000	\$120,000	\$130,000	\$140,000	\$140,000	\$140,000	\$140,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$160,000
\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Figure 11: TIF Allocation Revenues to City and Other Taxing Jurisdictions – Baseline Scenario Continued

EMS														
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Base Value	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	
Increment Value	\$0	\$0	\$26,000,000	\$53,490,000	\$114,270,000	\$178,490,000	\$184,170,000	\$195,460,000	\$254,180,000	\$325,540,000	\$365,750,000	\$397,370,000	\$433,770,000	
Levy Rate	\$0.43	\$0.42	\$0.41	\$0.40	\$0.40	\$0.39	\$0.39	\$0.38	\$0.37	\$0.37	\$0.36	\$0.35	\$0.35	
Total Property Tax	\$10,000	\$10,000	\$20,000	\$30,000	\$50,000	\$80,000	\$80,000	\$80,000	\$100,000	\$130,000	\$140,000	\$150,000	\$160,000	
Tax Allocated to TIF	\$0	\$0	\$10,000	\$20,000	\$50,000	\$70,000	\$70,000	\$70,000	\$90,000	\$120,000	\$130,000	\$140,000	\$150,000	
Tax Allocated to EMS	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
	\$471,940,000	\$503,340,000	\$536,160,000	\$602,660,000	\$672,550,000	\$691,040,000	\$710,050,000	\$729,570,000	\$749,640,000	\$770,250,000	\$791,430,000	\$813,200,000	\$835,560,000	\$858,540,000
	\$0.34	\$0.34	\$0.33	\$0.33	\$0.32	\$0.32	\$0.31	\$0.30	\$0.30	\$0.29	\$0.29	\$0.29	\$0.28	\$0.28
	\$170,000	\$180,000	\$190,000	\$200,000	\$220,000	\$220,000	\$230,000	\$230,000	\$230,000	\$230,000	\$240,000	\$240,000	\$240,000	\$240,000
	\$160,000	\$170,000	\$180,000	\$200,000	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000	\$230,000	\$230,000	\$230,000	\$230,000	\$240,000
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Library														
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
Base Value	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	
Increment Value	\$0	\$0	\$26,000,000	\$53,490,000	\$114,270,000	\$178,490,000	\$184,170,000	\$195,460,000	\$254,180,000	\$325,540,000	\$365,750,000	\$397,370,000	\$433,770,000	
Levy Rate	\$0.41	\$0.40	\$0.39	\$0.39	\$0.38	\$0.37	\$0.37	\$0.36	\$0.36	\$0.35	\$0.34	\$0.34	\$0.33	
Total Property Tax	\$10,000	\$10,000	\$20,000	\$30,000	\$50,000	\$80,000	\$80,000	\$80,000	\$100,000	\$120,000	\$130,000	\$140,000	\$150,000	
Tax Allocated to TIF	\$0	\$0	\$10,000	\$20,000	\$40,000	\$70,000	\$70,000	\$70,000	\$90,000	\$110,000	\$130,000	\$130,000	\$140,000	
Tax Allocated to Library	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049
	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000	\$22,450,000
	\$471,940,000	\$503,340,000	\$536,160,000	\$602,660,000	\$672,550,000	\$691,040,000	\$710,050,000	\$729,570,000	\$749,640,000	\$770,250,000	\$791,430,000	\$813,200,000	\$835,560,000	\$858,540,000
	\$0.33	\$0.32	\$0.32	\$0.31	\$0.31	\$0.30	\$0.30	\$0.29	\$0.29	\$0.28	\$0.28	\$0.27	\$0.27	\$0.26
	\$160,000	\$170,000	\$180,000	\$190,000	\$210,000	\$210,000	\$220,000	\$220,000	\$220,000	\$220,000	\$230,000	\$230,000	\$230,000	\$230,000
	\$150,000	\$160,000	\$170,000	\$190,000	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000	\$220,000	\$220,000	\$220,000	\$220,000	\$230,000
	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000

Financing Plan/Duration of TIA

The City anticipates issuing Limited Term General Obligation (LTGO no-voted debt) tax-exempt bonds to pay for the TIF infrastructure projects in the amount not to exceed \$8.186 million. The City anticipates issuing the debt in mid 2023 or early 2024 to coincide with the public infrastructure and private development timelines.

The City plans the LTGO bonds to be structured with a 25-year amortization and a 10-year par call. Additionally, the City is not currently expecting to capitalize interest during the first three years of the financing when TIF revenues alone are not expected to be sufficient to cover debt service. Instead, the City plans to pay any difference between debt service and TIF revenues from non-TIF revenues. The City will reimburse itself for any feasibility studies, including engineering design work to accurately project costs that occurred prior to the expected adoption of the Ordinance designating a TIA in May 2023. The City also plans to reimburse itself for any non-TIF revenue sources that are needed to meet the City's debt service payments associated with the TIF Infrastructure.

Debt Capacity

The maximum limit for LTGO non-voted debt cannot exceed 1.5 percent of the value of taxable property within the City. Based on an assessed value of \$907,140,360 in 2022, the City has \$13,607,105 million in total non-voted debt capacity and will have \$16,050,895 in 2023. As shown below, the City has sufficient capacity for the issuance of the proposed \$8.186 million LTGO bonds related to the TIF public improvements and is expected to have approximately \$3.988 million, in debt capacity available after the proposed issuance.

Figure 12: Debt Capacity Table

	2022	2023
Assessed Valuation for 2022/2023 Collections	\$907,140,360	\$1,070,059,643
Non-Voted Debt Capacity (1.5% of AV)	\$13,607,105	\$16,050,895
Less: Outstanding Non-Voted Debt	\$4,138,800	\$3,877,052
New Non-Voted Debt	\$9,468,305	\$12,173,843
Less: Financing Proposed		\$8,186,000
Projected Remaining Non-Voted Capacity		\$3,987,843

Source: Stowe Development & Strategies & City of College Place, 2023

Debt Service Payments and Coverage

Assuming the City issues \$8,186,000 of debt in mid 2023 or early 2024 to fund the proposed infrastructure project, it will need to service that debt with available resources regardless of whether the anticipated private development occurs and regardless of whether assessed values increase within the TIA. The debt service in Figure 13 assumes an interest rate of 4.5% and the schedule is illustrative of the range of debt but does not have the precision of working with bond professionals in the issuance of debt.

However, given the nature of TIF, incremental revenues early in the TIF period may not be sufficient to service the debt as private development construction will be in progress, and it will take time to build incremental assessed values contributions that ultimately determine the TIF allocation revenues estimated in this report.

Figure 14 summarizes potential debt service payments (assuming equal debt service) relative to the different TIF tax allocation revenue scenarios that would flow to the City. Until private development (and more specifically increases in assessed valuation in the TIA) catches up and matches the City's debt service payment, the City will need to cover these early deficits by using revenues identified in this Project Analysis (see Additional Incremental Tax and Impact Assessment and Mitigation Sections below) or structure their debt payments in line with their revenue stream (such as interest only).

Figure 13: Illustrative Debt Service Schedule – Level Payments

Year	Debt Payment	Year	Debt Payment
2023		2036	\$629,308
2024	\$629,308	2037	\$629,308
2025	\$629,308	2038	\$629,308
2026	\$629,308	2039	\$629,308
2027	\$629,308	2040	\$629,308
2028	\$629,308	2041	\$629,308
2029	\$629,308	2042	\$629,308
2030	\$629,308	2043	\$629,308
2031	\$629,308	2044	
2032	\$629,308	2045	
2033	\$629,308	2046	
2034	\$629,308	2047	
2035	\$629,308		

Source: ECONorthwest calculations

Figure 14: Summary Equal Debt Payments and TIF Revenue Allocations

TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Baseline													
TIF Revenues	\$0	\$0	\$100,000	\$200,000	\$430,000	\$660,000	\$660,000	\$690,000	\$890,000	\$1,120,000	\$1,230,000	\$1,320,000	\$1,420,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$530,000)	(\$430,000)	(\$200,000)	\$30,000	\$30,000	\$60,000	\$260,000	\$490,000	\$600,000	\$690,000	\$790,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,160,000)	(\$1,590,000)	(\$1,790,000)	(\$1,760,000)	(\$1,730,000)	(\$1,670,000)	(\$1,410,000)	(\$920,000)	(\$320,000)	\$370,000	\$1,160,000
TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,520,000	\$1,590,000	\$1,670,000	\$1,840,000	\$2,020,000	\$2,040,000	\$2,060,000	\$2,080,000	\$2,110,000	\$2,130,000	\$2,150,000	\$2,170,000	\$2,200,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$890,000	\$960,000	\$1,040,000	\$1,210,000	\$1,390,000	\$1,410,000	\$1,430,000	\$1,450,000	\$2,110,000	\$2,130,000	\$2,150,000	\$2,170,000	\$2,200,000
Cumulative Surplus/Deficit	\$2,050,000	\$3,010,000	\$4,050,000	\$5,260,000	\$6,650,000	\$8,060,000	\$9,490,000	\$10,940,000	\$13,050,000	\$15,180,000	\$17,330,000	\$19,500,000	\$21,700,000
TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 1													
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$520,000)	(\$510,000)	(\$400,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,150,000)	(\$1,660,000)	(\$2,060,000)	(\$2,430,000)	(\$2,630,000)	(\$2,720,000)	(\$2,590,000)	(\$2,420,000)	(\$2,170,000)	(\$1,750,000)	(\$1,230,000)
TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Cumulative Surplus/Deficit	(\$640,000)	\$20,000	\$760,000	\$1,620,000	\$2,610,000	\$3,730,000	\$4,980,000	\$6,250,000	\$8,170,000	\$10,110,000	\$12,070,000	\$14,050,000	\$16,050,000
TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 2													
TIF Revenues	\$0	\$0	\$50,000	\$100,000	\$140,000	\$180,000	\$240,000	\$330,000	\$460,000	\$560,000	\$600,000	\$700,000	\$830,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$580,000)	(\$530,000)	(\$490,000)	(\$450,000)	(\$390,000)	(\$300,000)	(\$170,000)	(\$70,000)	(\$30,000)	\$70,000	\$200,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,210,000)	(\$1,740,000)	(\$2,230,000)	(\$2,680,000)	(\$3,070,000)	(\$3,370,000)	(\$3,540,000)	(\$3,610,000)	(\$3,640,000)	(\$3,570,000)	(\$3,370,000)
TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$890,000	\$940,000	\$1,000,000	\$1,100,000	\$1,200,000	\$1,300,000	\$1,400,000	\$1,420,000	\$1,430,000	\$1,450,000	\$1,460,000	\$1,480,000	\$1,490,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$260,000	\$310,000	\$370,000	\$470,000	\$570,000	\$670,000	\$770,000	\$790,000	\$1,430,000	\$1,450,000	\$1,460,000	\$1,480,000	\$1,490,000
Cumulative Surplus/Deficit	(\$3,110,000)	(\$2,800,000)	(\$2,430,000)	(\$1,960,000)	(\$1,390,000)	(\$720,000)	\$50,000	\$840,000	\$2,270,000	\$3,720,000	\$5,180,000	\$6,660,000	\$8,150,000

Jobs Analysis

The job analysis considers two sources of employment tied to the TIA. First, the construction of the development program will create jobs in the construction industry. These jobs will occur during the construction and are therefore “one-time” events. In contrast, once the buildings are constructed, commercial-oriented buildings will be occupied by firms and workers engaged in different sectors of the economy. These jobs are “on-going”, meaning they are permanent on the condition of occupation within the TIA. The following sections summarize these job estimates, and the methods used to derive them.

Construction Employment

Construction of the development over the anticipated build-out period would create temporary construction jobs within the region and state. The jobs estimated in Figure 15 are derived by using the 2023 value of construction investment for the Development Program Scenarios (Baseline, Alternative 1, and Alternative 2) and interpolating them into the Washington State Office of Financial Management’s Input/Output model.

The model relates spending in an industry sector to the number of jobs that would be directly supported by that same investment. While the model estimates the number of jobs generated in the state of Washington, it is likely that most of these workers would come from the immediate region. The region is rapidly growing in population, meaning many of these jobs would be additive to existing jobs within the region. Ultimately, the income earned by workers would bring additional spending to the City that would not have otherwise occurred.

ECONorthwest estimates the total number of construction jobs based on the spending by scenario. The number of jobs at any given time would vary depending on how development buildings are phased and developed. As expected, the scale of the investment in the Baseline scenario produces the largest amount of construction jobs, in this case, 1,130 construction jobs.

Figure 15: Construction Jobs

	Baseline	Alt 1	Alt 2
Construction Jobs	1,130	1,030	770
Investment (millions)	\$311	\$282	\$211

Source: ECONorthwest calculations and Office of Financial Management Input/Output Model, 2022.

On-going Employment

Based on the types of uses and square feet of building area, ECONorthwest estimated the potential number of jobs the development would support when built. These numbers are derived from ratio estimates building area to number of employees. The U.S. Energy Information Administration releases data from the 2018 Commercial Buildings Energy Consumption Survey (CBECS) that provides building characteristics information for commercial buildings in 2018 in the U.S. (the latest year of data). The data contain the average building square foot per worker by building use. Using the amount of planned development square footage by building use at full buildout of the scenarios, these ratios can be applied (less a vacancy rate of 5 percent) to estimate the number of

on-going jobs. The Baseline scenario, by measure of having more commercial space than either of the other scenarios has the largest number of on-going jobs at 270.

Figure 16: On-going Jobs

Employment Uses	Jobs: Baseline	Jobs: Alt 1	Jobs: Alt 2	Mean SqFt/Work
Retail and Food & Beverage	230	230	0	750-1,500
Hotel	40	40	40	2,200
Total Jobs	270	270	40	

Source: 2018 CBECS, Table B1. Summary table: total and means of floorspace, number of workers, and hours of operation, 2018 (Release date: September 2021)

Impact Assessment and Mitigation

Affordable Housing:

No residential housing will be displaced from the development. It is expected that as additional housing is built, demand is lowered and housing costs are reduced over the long-term and become more affordable. The increased number of units stemming from this development will help house the growing population base, meeting the demand with supply. Without additional housing in College Place and Walla Walla County, affordability will only become increasingly challenging. Additionally, the City supports and is implementing (subject to available resources) a Regional Housing Assistance Plan prepared on behalf of a coalition of cities in Walla Walla County.

Local Business Community: In addition to the new residents, between 40 and 270 on-going jobs will be introduced depending on which Development scenario occurs. Likewise, between 770 and 1,130 construction jobs will be introduced based on private investment for the vertical development that would be between \$211 million to \$311 million based on the specific Development Program growth scenario. These new jobs supported by significant private investment will benefit other businesses in the City of College Place as well as the Walla Walla County area.

Local School District: The College Place School District's property tax levies (enrichment, capital, and bond) are excluded from the TIF under the law. The increased assessed values generated in the TIA will operate to lower the rate per thousand of assessed value of levies imposed by the district. School district Enrichment and Capital Levies are excess levies, and the districts periodically ask voters to maintain existing levels of purchasing power via voted ballots. Bond levies ask voters to approve bonds to expand or improve their facilities and to approve excess property tax levies as necessary to pay debt service on the bonds. The effect of growth in the tax base coming from TIF will have two implications. First, it increases the tax base of the district, meaning that lower overall tax rates (per thousand of AV) are needed to fund a similar level of service. Second, it increases the proportion of the tax base that is commercial which leverages the relative voting power of residential households to support school expenditures backed by these excess levies (voter approved or otherwise).

Local Fire Service: State law requires a mitigation plan if the TIA will impact at least 20 percent of the assessed value of an impacted fire district. Local fire service is provided by the City of College Place and therefore there is no impact to another taxing district. Increased revenues from

the TIA are expected to be sufficient, to provide at a minimum, the City's existing levels of services to the area.

Early Outreach to Impacted Taxing Districts

While Washington State law requires formal notice to be provided to each impacted taxing districts upon approval of the Tax Increment Area (TIA), the City of College Place has engaged the Walla Walla County Commissioners, Treasurer and Assessor earlier in the process. This early outreach has allowed the City to collect feedback focused on the logistics of implementing TIF.

The taxing districts whose property tax levy would be directly impacted by TIF include:

- The City of College Place
- Walla Walla County
- The Port of Walla Walla
- Emergency Medical District (EMS)
- Library

The levy rate from each of these jurisdictions will be applied to the increased assessed valuation within the TIA and remitted to the City to pay the bonds associated with constructing the public infrastructure to support the anticipated private development. Alternatively, if TIF revenues exceed the amount necessary to pay the bonds then excess revenues will be distributed to these taxing districts.

The City intends to provide the formal notice once the City Council approves the ordinance establishing the TIA.

But-For-Requirement

Washington State's TIF law requires its local government sponsor to make the following findings:

- (i) The public improvements proposed to be paid or financed with tax allocation revenues are expected to encourage private development within the increment area and to increase the assessed value of real property within the increment area;
- (ii) Private development that is anticipated to occur within the increment area as a result of the proposed public improvements will be permitted consistent with the permitting jurisdiction's applicable zoning and development standards;
- (iii) The private development would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future without the proposed public improvements; and,
- (iv) The increased assessed value within the increment area that could reasonably be expected to occur without the proposed public improvements would be less than the increase in the assessed value estimated to result from the proposed development with the proposed public improvements.

These findings (specifically sections i, ii, and iv) are commonly referred to as the “But-For-Requirement”. The name comes from the assertion that private development would not occur but-for the use of TIF. This requirement is a foundational element of TIF which directs public tax dollars generated by the development to only those public improvement projects necessary to support the proposed development. Although TIF is new to Washington State governments, the But-For-Requirement and associated analysis is not. Many local governments that have invested in infrastructure as part of economic development projects have examined the public agency’s return on its infrastructure investment from the generation of on-going tax revenues associated with new development. Additionally, for most local governments, infrastructure demand exceeds revenue capacity, forcing local governments to make priority decisions regarding infrastructure projects that get funded with tax dollars and determining which projects can be paid for by developers. The But-For-Requirement for TIF formalizes the analysis and requires the local government sponsoring TIF to provide convincing evidence showing that tax dollars from the TIA are necessary to make the development possible.

If the proposed development would occur without TIF, public tax dollars should not be used because it will cost taxpayers more than it should for the resulting development or growth. However, if TIF is used to encourage a development that would not otherwise happen, the tax base can be increased. A larger tax base helps pay for needed services and can control the growth of new taxes. The But- For-Requirement is critical as a means to determining the proper use of public tax dollars.

This area of College Place has not seen new levels of development in the recent past. The city and its development partners have zeroed in on the cost inadequate infrastructure in the area necessary to support community expectations for land development. If the cost of the proposed TIF infrastructure below (estimated at \$8.186 million) were required to be funded by private developers it would likely mean that only the most profitable single-family market rate housing could be built and the project may not be able to deliver on the same amount of public benefits such as proposed with the Stone Creek development. The levels of TIF infrastructure allow for development to reach greater levels of intensity and economies of scale. The road projects improve the transportation access to public schools. Without the TIF investments in the transportation environment, it may be financially difficult to achieve the same level of investment by the private development and/or place an additional burden on the School District to accommodate access to students in the area. Finally, without the investment in parking, insufficient downtown parking would continue to be a drag on existing commercial performance and stunt the investment in new downtown commercial properties due to the lack of proximate on-street parking.

Expected Development Without TIF Improvements

The City of College studied the expected development within the TIA. Without the proposed TIF funding, the area is expected to accommodate less development and take a longer time to develop. This includes about 75% fewer housing units and no commercial components. The figure below compares the amount of assessed valuation growth anticipated in the area with TIF and without TIF for each development scenario.

The figure below compares the amount of assessed valuation growth in both conditions.

Figure 17: Comparison of Assessed Value Growth Between TIF Scenarios and No TIF

Assessment Year	2023	2028	2033	2038	2043	2048
Baseline	\$0	\$184,174,000	\$397,375,000	\$602,661,000	\$749,635,000	\$858,537,000
Alternative 1	\$0	\$118,557,000	\$316,867,000	\$488,655,000	\$682,738,000	\$781,922,000
Alternative 2	\$0	\$66,052,000	\$210,713,000	\$358,625,000	\$509,824,000	\$583,887,000
No TIF	\$0	\$37,345,000	\$79,037,000	\$121,391,000	\$146,974,000	\$168,325,000

Source: ECONorthwest calculations, 2023

Summary of “But-For-Requirement”

Based on the above analysis the proposed private development could not occur without the identified TIF infrastructure improvements. Additionally, the assessed values from projected private development within the TIA would be less than the increase in assessed values from private development with the TIF improvements.

Additional Incremental Taxes

The City’s LTGO bonds will be backed the City’s full faith and credit, meaning bond holders can make a legal claim against the general revenue of the City if a default occurs. However, the City can use any unrestricted revenue sources it has available to satisfy its debt obligations. Washington state tax policy has conditions that allow governments that grow their tax bases to collect additional revenues. This relationship creates a mutually reinforcing benefit of housing and commercial development with additional tax revenues. New land development represents a direct financial investment in land preparation and building structures. Those structures are then occupied by residential neighborhoods and businesses that increase the lands' productive economic capacity. That economic value generates taxable bases at the land, business operation, and transaction levels, represented in land value, retail sales, business income, etc. State tax policy allows government jurisdictions to tax these bases (subject to rate, annual increase and other limitations) to fund needed public services and infrastructure.

Outside of the TIF allocations and the base value of property tax that would flow to TIF jurisdictions, the development and occupation of buildings in the TIA will generate other incremental taxes to those jurisdictions. Tax revenues can be differentiated into three categories:

- **One-time Revenues.** These revenues are tied to construction. Specifically, they include the retail sales tax on construction (materials and labor), which is taxable under Washington state law.
- **Recurring Revenues.** These revenues are derived from the occupation of structures by residents and businesses. Specific revenues include retail sales tax, and utility taxes.
- **Capital Restricted Revenues.** These revenues are restricted to capital and include real estate excise taxes.

City of College Place

The City of College Place is the local service provider for police, fire, public works, community development, parks, and other local services. To support these services, the City collects a range of general and restricted taxes, these include the following.

Sales & Use Taxes

Sales Tax. Of the 8.7% sales tax currently collected in the City on general retail purchases, a 1% "local" share of the tax accrues to local jurisdictions. The City receives 85% of the 1% local tax and King County gets 15%. This tax is levied on businesses in the area, and also on construction activity and some transactions related to housing and business, such as certain online purchases and the delivery of personal and commercial goods. The current rate accruing to the City for the local option is 0.85%. The County levies a 0.3% Public Safety sales tax. The revenue collected by the county is shared back to the cities in the county. The incremental growth of this revenue is based on pro-rata population growth in the TIF development. The City also receives a population pro rata share of 90% of the city allocation of Walla Walla County's 0.1% criminal justice sales tax. Increase in the criminal justice tax is modeled on net increases in population due to development.

The sales tax relies on estimates of new construction value and consumer taxable retail sales spending. These assumptions are driven by valuation and use assumptions in the development program detailed below.

Utility Taxes

The City imposes utility taxes on gross purchases of electricity, water, wastewater, solid waste, telephones, cable, and natural gas. Current tax rates are used for this analysis. A generalized utility expenditure productivity factor (on a per person and employee basis) was used to generate estimates of utility purchases with the follow utility tax rates.

- Water: 10%
- Wastewater: 10%
- Electric: 6%
- Natural Gas: 6%
- Solid Waste: 10%
- Cable/Internet: 10%
- Telephone/Mobile: 6%

State Shared Motor Vehicle Fuel Tax & Liquor Board/Taxes

Local governments receive a gas tax distribution that is unrestricted for street purposes from the State. The distribution is determined using a formula that is heavily weighted towards population. ECONorthwest used a proxy of this formula to derive these revenues to the City. Cities also receive pro rata payments from Liquor Excise Tax & Liquor Board Profits.

Real Estate Excise Tax (REET)

Real estate transactions are subject to a 0.5 percent tax on the value of the transaction. REET revenues are placed in the capital restricted funds to finance capital projects. REET revenues are uncertain given volatility in the real estate market. Since REET is based on the total value of real estate transactions in a given year, the amount of REET revenues the City receives can vary substantially from year to year based on the normal fluctuations in the real estate market. During years when the real estate market is active, revenues are higher, and during softer real estate markets, revenues are lower. For the purposes of this analysis, it is assumed that all new completed projects would be sold and then 0.4 percent of all property value would turn over (re-sold) in any

given year (this ratio in the historical average of REET sales to total assessed value in the city in 2021).

Tax Base Productivity Assumptions

It is assumed that each housing unit will house on average 2.4 persons and that the development will be 90 percent occupied (to account for times when homes sit vacant). Construction costs represent the average per square foot cost for different building types based on recent construction comparable projects (note: these costs are different from what a project is assessed at for property tax purposes).

These below costs are subject to retail sales taxes on construction activity:

- Large Format: \$115 per square foot
- Retail: \$245 per square foot
- Hotel: \$225 per square foot
- Multi-family Unit: \$150,000 per unit
- Single Family and Townhouses: \$330,000 to 400,000 per unit

On-ongoing taxable retail sales are based on assumed comparable businesses:

- Large Format: \$400 per square foot
- Retail: \$325 per square foot
- Hotel: \$50 per square foot
- Multi-family Unit: \$2,500 per unit
- Single Family and Townhouses: \$3,500 to \$5,000 per unit

Summary of Additional Tax Results

Based on the approximate timing of the new development the Baseline Scenario is estimated to generate approximately \$21.7 million in additional tax revenues generated from the private development for the City (Figure 18). The Alternative 1 Scenario generates respectively less at \$19.3 million and Alternative 3 at \$6.9 million. These figures represent a 25-year cash flow (2023-2047) of tax revenues to the to the City in 2023 dollars (e.g., all future tax revenues have been discounted at 4.5% back to 2023 values).

Figure 18: Summary of additional tax benefits (present value, 2023\$)

	Baseline	Alternative 1	Alternative 2
Sales Tax	\$14,840,000	\$13,170,000	\$2,020,000
B&O Tax	\$580,000	\$550,000	\$150,000
Utility Tax	\$1,590,000	\$1,430,000	\$1,140,000
Criminal Justice and Public Safety	\$1,210,000	\$1,100,000	\$1,010,000
State Shared	\$1,400,000	\$1,260,000	\$1,160,000
REET	\$1,480,000	\$1,260,000	\$920,000
Hotel Motel	\$580,000	\$500,000	\$500,000
Total	\$21,680,000	\$19,270,000	\$6,900,000

Source: ECONorthwest calculations, 2023

Risk Assessment and Mitigation Plan

TIF is a powerful tool available to local governments for encouraging development. Using local property tax revenues to finance certain public improvements can encourage and generate the desired or envisioned private development; however, using TIF has risks. The largest risks are that: 1) the expected private development does not occur; occurs slower than expected; and/or, the type of private vertical (office, retail, housing) development and its magnitude is less than expected; and, 2) the cost projected for the infrastructure improvements is higher than projected. These risks impact the expected revenues to be generated within the TIA or the costs for the identified public infrastructure improvements. If risks are not mitigated, a local government must then use other sources of revenue to pay for the public improvements. The City will be obligated to pay for the TIF infrastructure even if little or no private development materializes. As stated previously in this report, the City anticipates issuing LTGO bonds which will be backed by the City's full faith and credit, meaning bond holders can make a legal claim against the general revenue of the City if a default occurs.

Other related risks include over-investment of infrastructure funding by TIF which can waste limited tax dollars for other uses. Local governments can guard against and potentially avoid the over-investing and under-investing by carefully evaluating the local market conditions and performing the analysis associated with the But-For-Requirement identified in this report. When TIF is used correctly, the growth and development pay for the infrastructure investments that encouraged it.

For purposes of this Project Analysis, the City has identified the Alternative 1 as the likely development scenario that will occur. Based on this scenario the TIA is projected to generate approximately \$13,850,00 (present value) in additional property tax revenues over a 25-year TIF period (2024-2048). This value exceeds the projected infrastructure cost of \$8,186,000.

The City will need to fill the financial gap (e.g., the difference between TIF allocation revenues and debt payments) that is projected to occur in the first 7 years for a total gap of \$2.7 million in the Alternative 1 Scenario with other sources of revenue that are identified below. This amount can then be repaid back from increased TIF revenues after the proposed private development stabilizes in later years or from additional local taxes coming from the development. Notwithstanding these projections, the City has prepared the mitigation plan below to respond to possible development and financial risks.

Figure 19: Summary of Alternative 1 TIF Allocations and Level Debt Payments

TIF Allocation Revenues	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 1													
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$520,000)	(\$510,000)	(\$400,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,150,000)	(\$1,660,000)	(\$2,060,000)	(\$2,430,000)	(\$2,630,000)	(\$2,720,000)	(\$2,590,000)	(\$2,420,000)	(\$2,170,000)	(\$1,750,000)	(\$1,230,000)

TIF Allocation Revenues	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Cumulative Surplus/Deficit	(\$640,000)	\$20,000	\$760,000	\$1,620,000	\$2,610,000	\$3,730,000	\$4,980,000	\$6,250,000	\$8,170,000	\$10,110,000	\$12,070,000	\$14,050,000	\$16,050,000

Source: ECONorthwest, 2023

Development Mitigation

Development Program Sensitivity Analysis: Three different private development program scenarios (Baseline, Alternative 1 and Alternative 2) have been developed and evaluated to identify potential TIF revenues and sufficient mitigation measures should development not occur (worst case) or occur at a different speed and magnitude.

Development Agreement: The City of College Place will seek development agreements with developers of key development sites in order to provide predictable timeframes and possible assurances that private development will occur based on the Alternative 1 Development Scenario being relied upon by the City.

Financial Mitigation

The following mitigation plan is proposed to provide multiple levels of financial protection to fill any financial gaps that occur in the early years of the TIA until private development and TIF revenues stabilize or should the expected private development occur slower than planned.

Level 1:

Debt Issuance Timing & Structure. The City may reduce its financial exposure related to the timing and scope of private development by strategically timing the issuance of LTGO bond debt to coincide with the public infrastructure and private development timelines. The City may issue \$4,300,000 in debt (funding the Mojonner Road improvements) in 2023/2024 and the remaining \$3,886,000 (funding the remaining TIF improvements) no later than 2028, subject to private development advancement providing for greater development and TIA revenue certainty.

The City may also make additional adjustments in the timing of the initial debt issuance based on development activity, the nexus between the identified infrastructure improvements and the proposed private development providing for greater development and tax revenue certainty to help pay the debt service associated with TIF infrastructure improvements. The Figure 20 below shows the City will need to fill the financial gap (e.g., the difference between TIF allocation revenues and debt payments) that is projected to remain the same at 7 years but the annual deficits are reduced from \$2.7 million to \$1.5 over that time.

Figure 20: Net Surplus Deficit with Split Debt Issue

TIF Allocation Revenues	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$330,000	\$330,000	\$330,000	\$330,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$330,000)	(\$220,000)	(\$210,000)	(\$100,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Cumulative Surplus/Deficit	\$0	(\$330,000)	(\$550,000)	(\$760,000)	(\$860,000)	(\$1,230,000)	(\$1,430,000)	(\$1,520,000)	(\$1,390,000)	(\$1,220,000)	(\$970,000)	(\$550,000)	(\$30,000)

TIF Allocation Revenues	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$300,000	\$300,000	\$300,000	\$300,000	\$0
Annual Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,620,000	\$1,640,000	\$1,660,000	\$1,680,000	\$2,000,000
Cumulative Surplus/Deficit	\$560,000	\$1,220,000	\$1,960,000	\$2,820,000	\$3,810,000	\$4,930,000	\$6,180,000	\$7,450,000	\$9,070,000	\$10,710,000	\$12,370,000	\$14,050,000	\$16,050,000

Source: ECONorthwest, 2023

Figure 21 below is a modified debt service structure (interest only for first 5 years) designed to limit the City's need to borrow from other sources to pay the projected debt service under the Alternative 1 Development Scenario. In this situation, the interest only shows the City will need to fill the financial gap (e.g., the difference between TIF allocation revenues and debt payments)

that is projected to remain the same at 7 years but the annual deficits are reduced from \$2.7 million to \$1.7 over that time.

Figure 21: Net Surplus Deficit with Interest Only Debt Service (first five years)

TIF Allocation Revenues	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$370,000	\$370,000	\$370,000	\$370,000	\$370,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000
Annual Surplus/Deficit	\$0	(\$370,000)	(\$260,000)	(\$250,000)	(\$140,000)	(\$110,000)	(\$330,000)	(\$220,000)	\$0	\$40,000	\$120,000	\$290,000	\$390,000
Cumulative Surplus/Deficit	\$0	(\$370,000)	(\$630,000)	(\$880,000)	(\$1,020,000)	(\$1,130,000)	(\$1,460,000)	(\$1,680,000)	(\$1,680,000)	(\$1,640,000)	(\$1,520,000)	(\$1,230,000)	(\$840,000)

TIF Allocation Revenues	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$730,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$460,000	\$530,000	\$610,000	\$730,000	\$860,000	\$990,000	\$1,120,000	\$1,170,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Cumulative Surplus/Deficit	(\$380,000)	\$150,000	\$760,000	\$1,490,000	\$2,350,000	\$3,340,000	\$4,460,000	\$5,630,000	\$7,550,000	\$9,490,000	\$11,450,000	\$13,430,000	\$15,430,000

Source: ECONorthwest, 2023

Alternatively, debt could be structured to proportionally match the expected tax allocation revenues with a longer interest only payment or more backloaded payments by capitalizing the interest. The tradeoff with both of these measures is more interest paid on the bond proceeds.

Level 2:

Additional Taxes from Alternative Development Scenario:

Based on the Alternative 1, it is projected the City will receive a present value of \$19.3 million in additional tax revenues generated by the proposed development. A portion of these incremental additional taxes can be used to support any infrastructure debt service gap in TIF revenues. Netting out tax revenues that must be restricted to specific uses (and not available to service debt such as criminal justice sales taxes and hotel-motel taxes) and holding 30% to cover potential increases in public service operating costs, there are additional revenues that can be dedicated to service debt shown below. Applying these additional tax revenues (assumed to be 70% of the total) and interest only for the first 5-years to this Alternative 1 Scenario, the number of years of deficit drops from 7 to 4 years and the amount of deficit decreases from \$1.7 million to \$1.5 million (as compared to the interest only example).

Figure 22: Comparison of Debt Payment Surplus/Deficits; Other Additional Taxes; Interest Only Example

TIF Allocation Revenues	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 1													
TIF Surplus/Deficit	\$0	(\$630,000)	(\$520,000)	(\$510,000)	(\$400,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Additional Taxes	\$0	\$130,000	\$110,000	\$150,000	\$210,000	\$370,000	\$490,000	\$650,000	\$610,000	\$610,000	\$870,000	\$970,000	\$990,000
Surplus/Deficit	\$0	(\$500,000)	(\$410,000)	(\$360,000)	(\$190,000)	\$0	\$290,000	\$560,000	\$740,000	\$780,000	\$1,120,000	\$1,390,000	\$1,510,000

Assessment Year	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Additional Taxes	\$1,090,000	\$1,220,000	\$1,440,000	\$1,550,000	\$1,630,000	\$1,710,000	\$1,580,000	\$1,550,000	\$1,590,000	\$1,630,000	\$1,670,000	\$1,720,000	\$1,770,000
Surplus/Deficit	\$1,680,000	\$1,880,000	\$2,180,000	\$2,410,000	\$2,620,000	\$2,830,000	\$2,830,000	\$2,820,000	\$3,510,000	\$3,570,000	\$3,630,000	\$3,700,000	\$3,770,000

Source: ECONorthwest Calculations, 2023

Level 3:

General Fund Reserves & Re-Prioritization of Existing Capital Projects. Over the last 6 years (2018 to 2023) the City has averaged approximately \$9 million in available General Fund reserves that are not allocated to any specific operating or capital expense that can be used for payment of debt service for its infrastructure obligations for the Stone Creek and Downtown Area if property

tax revenue from the TIA is insufficient. Additionally, the City may reprioritize some capital project expenditures to respond to any gaps between TIF revenues and debt payments.

Financial Mitigation Summary:

Depending on the actual revenue-debt gap, the City will likely be required to use multiple levels of mitigation identified above to satisfy its debt obligations if development does not occur as expected in accordance with the Alternative 1 scenario.

Additional Mitigation Measures

Public Infrastructure Cost Containment. Municipal agencies have vast experience with building horizontal infrastructure (streets, water, sewer, etc.). The City of College Place is no exception and takes pride in its ability to provide conservative construction estimates, create clear construction bid documents, and effectively manage the construction delivery process. The cost estimates for the TIF public infrastructure improvements are currently planning level estimates and include a 30 percent contingency at this time to buffer any volatility in the construction industry. Construction costs will be further refined prior to the issuance of any debt.

There are other risks that a municipal government faces regularly such as: construction delays which increase costs for public infrastructure improvements; economic slowdown or recession; higher borrowing costs than even accounted for in the Project Analysis; and lower levy rates within the TIA than anticipated. The City of College Place has been successful in addressing these secondary type risks by using conservative estimates and adherence to prudent fiscal and construction management policies. The City will continue these same practices as it implements the proposed TIA and the associated infrastructure improvements.

College Place TIF Team

City of College Place

- Mike Rizzitiello, City Administrator
- Brian Carleton, Finance Director
- Jon Rickard, Community Development Director
- Robert McAndrews, Public Works Director

Tax Increment Financing Consultants

- Bob Stowe, Stowe Development & Strategies (TIF Project Manager)
- Morgan Shook, ECONorthwest

Legal & Financial Advisors

Bond Counsel?

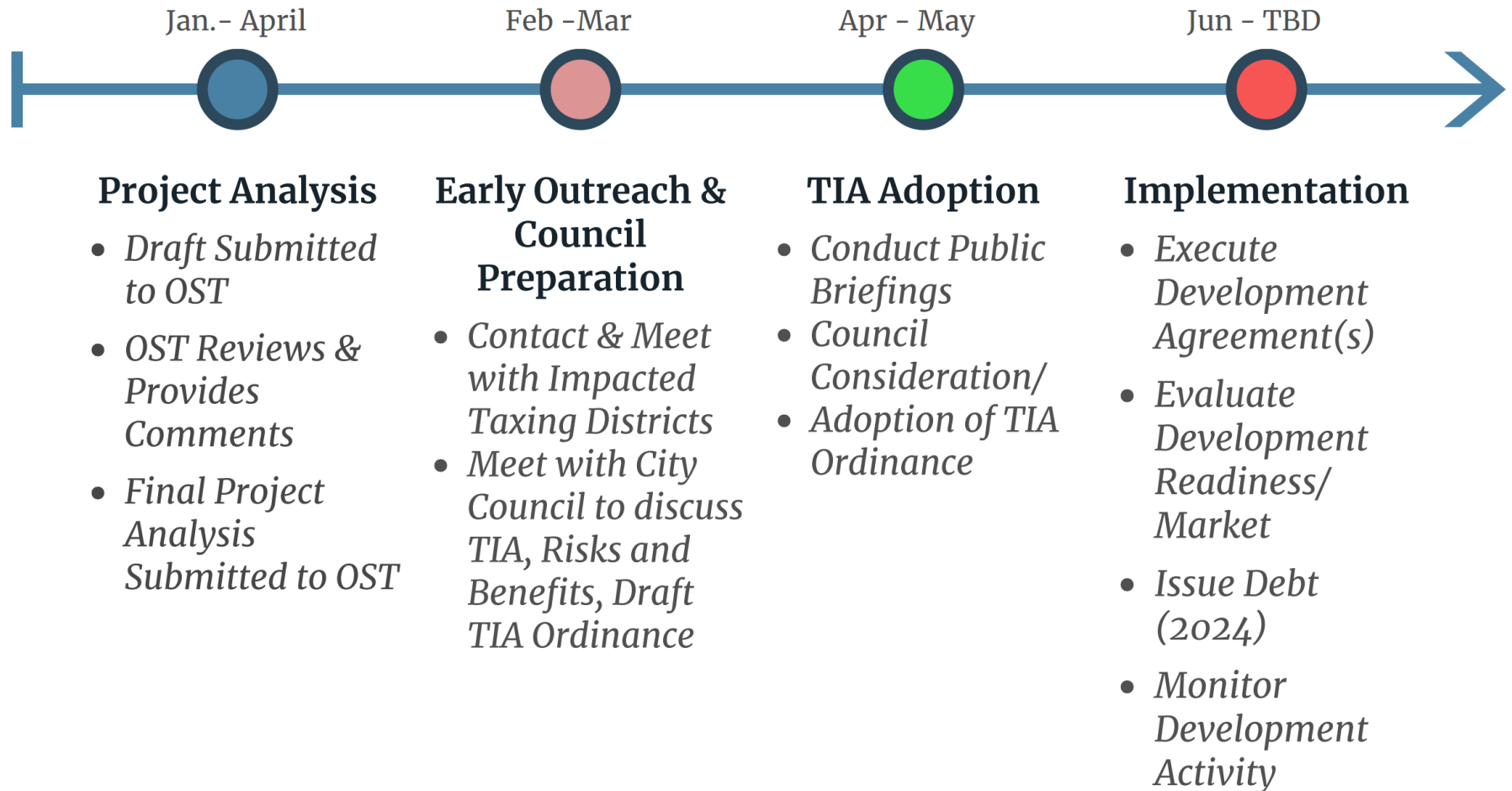
Financial Advisors?

Future TIF Actions

There are a number of actions that will occur before the College Place City Council formally considers the formation of a TIA for Stone Creek and Downtown Area. First, is to receive and review feedback offered by the Office of the State Treasurer related to this Project Analysis. Second, based on any feedback, the TIF team will evaluate and make appropriate adjustments to its proposed TIF program. Third, it will conduct two separate public briefings on the proposed TIA for the Stone Creek and Downtown Area and provide formal notice in the local newspaper. The City will continue to engage its local partners and taxing districts as discussions continue. There are also a number of planning, engineering, finance, and legal activities that will occur to advance the proposed public infrastructure and private development for the Stone Creek and Downtown Area. Below is an expected schedule for the future TIF actions.

Timeline

College Place Key TIF Elements: 2023



Findings | Bottom Line

The envisioned Stone Creek and Downtown Development would not be viable without the City's intervention to provide the identified infrastructure via the establishment of a TIA. The City has demonstrated a strong nexus between the proposed development and the proposed infrastructure. The City is conservatively estimating the potential revenues that will be generated by the formation of a TIA and has available resources to pay for infrastructure debt service should the expected TIA revenues not materialize.

There are no negative impacts to affordable housing, the local business community, the local school district, and there are no local fire districts. The Stone Creek and Downtown Development will provide for jobs and investment into the local and regional economy.

Based on all of the above findings and information contained in this Project Analysis, the Stone Creek and Downtown Development and its proposed TIA meets both the spirit and the letter of Washington's State's new law.

APPENDICES

- State Audit Report Summary
- Consultant Team Bios

The City of College Place



State Audit Report Summary

The City of College Place



City of College Place - Debt Service Balances

	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Actual 2022	Budget 2023
Beginning Cash Available for Debt Service	9,719,694	14,120,270	13,210,627	14,396,114	17,519,503	18,493,082
Operating Revenue Available for Debt Service						
Operating Revenue	21,684,262	24,737,700	24,840,150	35,873,201	31,017,700	61,658,208
Operating Expenditures	17,283,685	25,647,342	23,654,663	32,749,812	29,955,735	62,739,740
Operating Income (Loss)	4,400,577	(909,642)	1,185,487	3,123,389	1,061,965	(1,081,532)
Total Revenue Available for Debt Service	14,120,271	13,210,628	14,396,114	17,519,503	18,581,468	17,411,550
Debt Service (General Obligation)	630,234	729,062	953,566	676,235	677,235	537,451
Debt Service - Other	1,490,077	1,163,926	1,198,625	1,169,505	1,049,974	1,638,218
TIF GO Debt Obligation						
Total Debt Service	2,120,311	1,892,988	2,152,191	1,845,740	1,727,209	2,175,669
Reserve Restrictions	3,224,994	4,685,106	4,383,286	4,776,701	4,896,509	5,553,475
Ending Cash Available for Debt Service	8,774,966	6,632,534	7,860,637	10,897,062	11,957,750	9,682,406

Consultant Team Bios

The City of College Place



Bob Stowe - Principal



Bob Stowe is the principal and founder of Stowe Development & Strategies — a company he formed in 2016 to help public sector clients succeed with their economic and community development interests. With 34 years of experience in progressive community transformations, Bob is one of the Northwest's most innovative and entrepreneurial real estate and community developers. He uses sound long- range fiscal planning skills and has achieved enviable results in leading redevelopment efforts from the dream stage to construction. This is true for projects large and small, straightforward and complex.

Bob's understanding and experience with tax increment financing, master plan development, transit oriented development, placemaking, negotiation of purchase and sale agreements, development agreements, public benefit agreements, and his ability to create public private partnerships make him an ideal public sector development partner.

Bob has been responsible for leading, managing, coordinating, and implementing a wide variety of complex and multi-faceted projects including, downtown revitalization plans, civic center plans and development, master plans, public-private partnerships, and transit-oriented developments to name a few.

Bob was the City Manager for the City of Bothell, Washington from 2005 to 2016 where he was the architect and leader of Washington's largest and most successful publicly-led downtown revitalization. Under Bob's leadership, this project utilized a Local Infrastructure Financing Tool award (AKA TIF light) as part of the funding package that stimulated private investment of over \$300 million; a very big step in achieving the City's 25-year goal of \$650 million. The fact that nearly half that goal was reached in just a few years, during the Great Recession, and with leverage from public/private collaboration, made it all the more remarkable.

Bob guided the development of approximately \$150 million in public sector improvements (relocation of a state highway, creation of new streets, storm water system, parks, environmental clean-up, etc.) identified as necessary to achieve the revitalization vision. The massive public development plan and schedule also needed to align with private sector purchase of surplus land from the City, environmental remediation, public streets to be developed by the private sector, and on-site mixed-use development. Precise scheduling, communication and the ability to respond to changing conditions were skills that Bob successfully delivered on this project.

Before arriving in Bothell, Bob was the City Manager for the City of Mill Creek for nine years and helped lead development of the award-winning Mill Creek Town Center in the early 2000s. His first downtown transformation project began with the revitalization of Downtown Dayton, Washington in the late 1980s.

The hallmark of Bob's effort is his commitment to create well designed and environmentally sustainable places where people want to live, work, and come together to celebrate. Bob has tackled the most difficult and complex projects, achieving the redevelopment and economic dreams of several communities with his failure is not an option approach.

EDUCATION

- MBA, Albers School of Business & Economics, Seattle University (with honors).
- BA, Urban and Regional Planning, Eastern Washington University.

Morgan Shook - Director/Partner



Morgan Shook is a Senior Policy and Economic Analyst working in real estate, land use, and transportation economics, and finance. He has deep expertise in economic, market and financial analytics that he brought to bear in business, enterprise, and policy settings.

Morgan has worked for a range of government, business, and non-profit clients to advance their missions that in diverse set areas and topics.

Morgan has worked on every form of tax increment financing in Washington including Community Revitalization Financing, Local Infrastructure Financing Tool, Local Revitalization Financing LRF, Landscape Conservation and Local Infrastructure Program, as well as the recently passed Tax Increment Financing bill in the 2021 legislative session.

Before joining ECONorthwest, Morgan worked in biotechnology development at the Institute for Systems Biology, and health disparities research at the University of Chicago. Morgan recently served on the Seattle Planning Commission.

EDUCATION

- M.U.R.P., Portland State University
- B.S. Molecular Biology, University of Puget Sound
- Certificate in Commercial Real Estate Development, University of Washington Extension

Areas of Expertise

- Economic Development
- Affordable Housing
- Land Use Planning
- Market & Feasibility Analysis
- Infrastructure & Finance Funding
- Transit-Oriented Development

The City of College Place



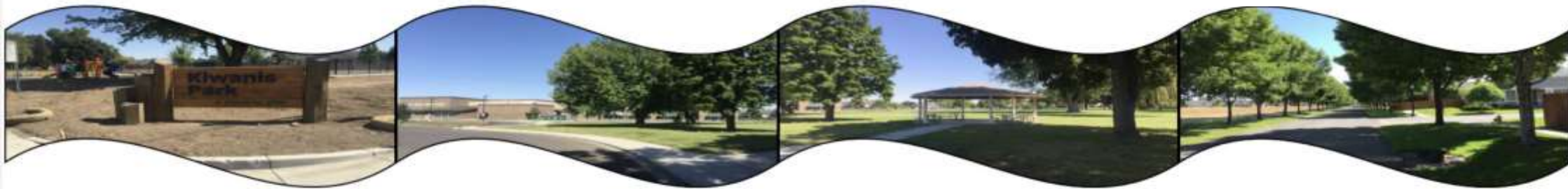
Prepared by:



In association with:

ECONorthwest
ECONOMICS • FINANCE • PLANNING

CITY OF COLLEGE PLACE



Tax Increment Financing

In Association with:

ECONorthwest
ECONOMICS • FINANCE • PLANNING

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15117 Main Street, Suite 205 PMB #131
Mill Creek, WA 98012

Tax Increment Financing

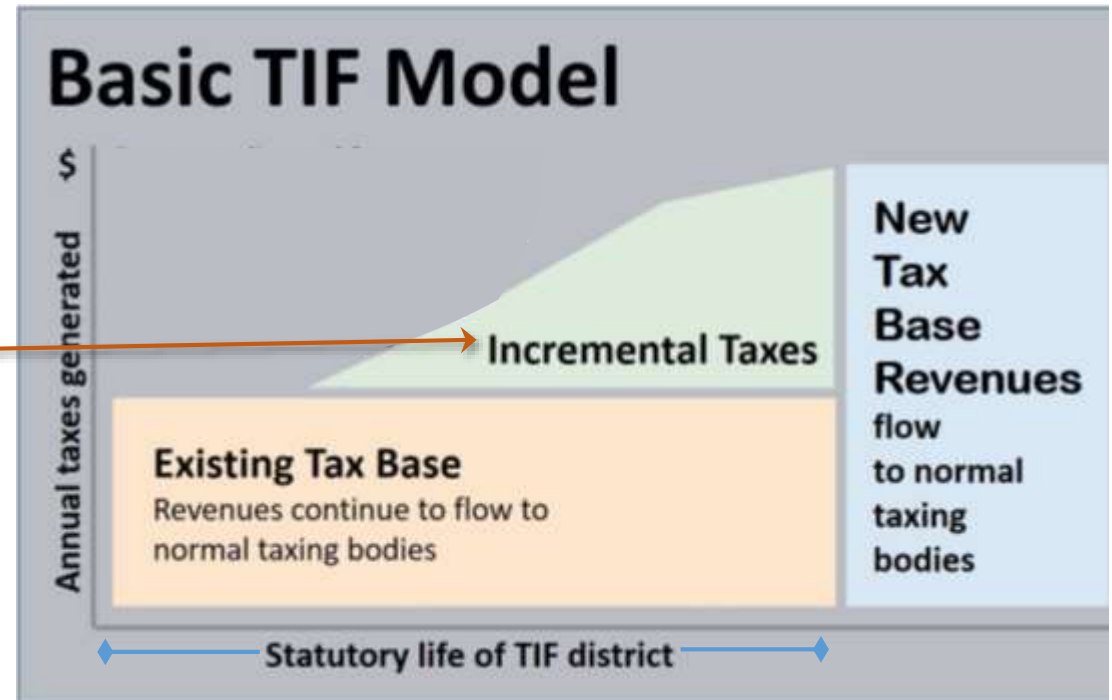
Model

Generally, TIF captures property taxes generated from the increased assessed valuation on the site that results from private development following infrastructure investment.

Washington State TIF law excludes State property tax and voter approved school levies.

Revenues from **REGULAR** property taxes assessed against the **Increment Value** only, are captured:

- ✓ To pay “public improvement costs”
- ✓ To **repay bonds** issued for “public improvements”



Overview of Tax Increment Financing

SUMMARY

- Available to cities, counties, and ports.
- Powerful economic development tool.
- Designed for specific project/site – Not build infrastructure and hope/wait for development.
- Projects will not occur “but for” the public investment in infrastructure – “But-For” Requirement
- Results in creation of new assessed value, public benefits, construction of desired development and short/long-term jobs.
- Taxes from the development fund the public infrastructure needed by the development; no impact on individual property owners.
- **NOT A NEW TAX**

Overview of Tax Increment financing

KEY ELEMENTS

City, county, or port adopts an ordinance designating increment area, and identifying the public improvements to be financed, and whether bonds will be issued. Limitations:

- No more than two active increment areas per sponsoring jurisdiction and they may not overlap.
- Increment areas may not total more than \$200 million in assessed valuation, or more than 20% of the total assessed valuation of the sponsoring jurisdiction, whichever is less.
- Cannot add additional public improvements or change the boundary of the increment area once adopted.
- Must include a deadline by when construction of public improvements will begin.
- The local government may only receive TIF revenues for the period of time necessary to pay the costs of the public improvements.
- If the local government finances the public improvements, the increment area must be retired no more than 25 years after the adoption of the ordinance designating the increment area.

Infrastructure Needs

• Mojonnier Road:	TIF Cost: \$4.3M
• East-West Road:	TIF Cost: \$1.936M
• Signalization at College Avenue and East/West Road:	TIF Cost: \$550K
• Downtown Parking Lots:	TIF Cost: \$1.4M
 TOTAL	 \$8.186 MILLION

- TIA: 259 Acres
- AV: \$43 Million



TIA LEVY: 4.1703

Levy Code Area 74	2022 Taxes Rates	Exempt: State Schools	Exempt: Excess and Other Levies	Available for TIF allocation
Total	\$11.6779	\$2.8308	\$4.6769	\$4.1703
State				
Part 1	\$1.83965	\$1.8397		\$0.0000
Part 2	\$0.99115	\$0.9911		\$0.0000
County				
Regular_Current Expense	\$1.20642			\$1.2064
Regular_Veterans Aid	\$0.01560			\$0.0156
Regular_Mental Health	\$0.02500			\$0.0250
Port				
General Fund	\$0.29279			\$0.2928
Bond Fund			\$0.00000	\$0.0000
City of College Place				
Regular Levy	\$1.75704			\$1.7570
City Bond	\$0.54596		\$0.54596	\$0.0000
EMS				
Regular Levy	\$0.44688			\$0.4469
School				
#250 Enrichment	\$1.85621		\$1.85621	\$0.0000
#250 Bond	\$1.85621		\$1.85621	\$0.0000
#250 Capital	\$0.41849		\$0.41849	\$0.0000
Library District				
Regular Levy	\$0.42655			\$0.4265
Bond Levy			\$0.00000	\$0.0000

Private Development

Phase 1 - North	Value Per Unit	Number of Units	Start Year	Build-Out/Years	Total Value
SF Homes - 5,200 Lot	\$676,554	130	2024	4 years	\$87,952,020
SF Homes - 7,800 Lot	\$817,148	44	2026	2 years	\$35,954,512
Sub-Total					\$123,906,532
Phase 2 - South					
Row Homes	\$448,880	50	2030	2 years	\$22,444,000
Cottage BTR	\$448,880	37	2032	2 years	\$16,608,560
SF Homes- 3850 Lot	\$524,635	24	2029	3 years	\$12,591,240
SF Homes - 5720 Lot	\$676,554	58	2030	2 years	\$39,240,132
SF Homes - 8640 Lot	\$817,148	20	2031	2 years	\$16,342,960
Sub-Total					\$107,226,892
Phase 3					
Apartments (Market)	\$225,000	176	2034	2 years	\$39,600,000
Apartments (Workforce)	\$175,000	120	2036	2 years	\$21,000,000
Sub-Total					\$60,600,000
Phase 4					
Senior Housing	\$200,000	170	2038	2 years	\$34,000,000
Sub-Total					\$34,000,000
McKiernan					
Hotel (Rooms)	\$150,000	200	2026	2 years	\$30,000,000
Retail - Large Format (SF)	\$150	200,000	2030	4 years	\$30,000,000
Retail/Restaurant (SF)	\$325	80,000	2026	10 years	\$26,000,000
Sub-Total					\$86,000,000
Downtown					
Retail/Restaurant (SF)	\$325	10,000	2024	5 years	\$3,250,000
Sub-Total					\$3,250,000
TOTAL					\$414,983,424

Source: Stowe Development & Strategies; Values Per Unit for Phase 1 and 2 provided by Lakeside Capital Group/John Burns Real Estate Consulting

Private Development

Draft and Subject to Change

SITE INFORMATION:

Total Site Area 131.0 acres
Public R.O.W. 22.9 acres
Ded. Park Space 27.2 acres

Total Units 659

Residential Neighborhoods:

Mixed Single Family North

52' x 100' Single Family 130
72' x 120' Single Family 44

Mixed Single Family South

35' x 110' Single Family 24
52' x 110' Single Family 58
72' x 120' Single Family 20

Townhome

Row Homes 50

Cottages

Build to Rent 37

Market Multifamily

Elevator Apartments 176

Workforce Multifamily

Rental Apartments 120

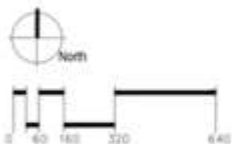
Senior Village

8.5 acres

McKIERNAN PROPERTY:

Commercial

Lot 1 - 8.7 acres
Lot 2 - 33.5 acres
Lot 3 - 1.0 acres
Lot 4 - 1.0 acres
Lot 5 - 1.0 acres



Debt Capacity

	2022	2023
Assessed Valuation for 2022/2023 Collections	\$907,140,360	\$1,070,059,643
Non-Voted Debt Capacity (1.5% of AV)	\$13,607,105	\$16,050,895
<i>Less: Outstanding Non-Voted Debt</i>	\$4,138,800	\$3,877,052
New Non-Voted Debt	\$9,468,305	\$12,173,843
<i>Less: Financing Proposed</i>		\$8,186,000
Projected Remaining Non-Voted Capacity		\$3,987,843

Source: Stowe Development & Strategies & City of College Place, 2023

Potential TIF Revenue: Base Scenario

Baseline

- Represents Full Development

Alternative 1

- **Extends the Build-Out/Year for All Development by 2X; and,**
- **Reduce Single-Family Home valuation developed by 20 percent.**

Alternative 2

- **Extend Build-Out/Year for All Development by 2X;**
- **Reduce Single-Family Home Value by 30 percent;**
- **Reduce Senior Housing by 50 percent; and,**
- **Hotel Development Only on McKiernan Parcel.**

Potential TIF Revenue: Base Scenario

4.50% Discount Rate			
	Baseline	Alternative 1	Alternative 2
College Place	\$7,130,000	\$5,800,000	\$4,150,000
Walla Walla County	\$5,150,000	\$4,190,000	\$3,000,000
Port of Walla Walla	\$1,190,000	\$970,000	\$690,000
EMS	\$1,820,000	\$1,480,000	\$1,060,000
Library	\$1,730,000	\$1,410,000	\$1,010,000
Total	\$17,020,000	\$13,850,000	\$9,910,000

5.00% Discount Rate			
	Baseline	Alternative 1	Alternative 2
College Place	\$6,640,000	\$5,380,000	\$3,850,000
Walla Walla County	\$4,800,000	\$3,890,000	\$2,780,000
Port of Walla Walla	\$1,110,000	\$900,000	\$640,000
EMS	\$1,690,000	\$1,370,000	\$980,000
Library	\$1,610,000	\$1,310,000	\$930,000
Total	\$15,850,000	\$12,850,000	\$9,180,000

Source: ECONorthwest, 2023

Additional Taxes

	Baseline	Alternative 1	Alternative 2
Sales Tax	\$14,840,000	\$13,170,000	\$2,020,000
B&O Tax	\$580,000	\$550,000	\$150,000
Utility Tax	\$1,590,000	\$1,430,000	\$1,140,000
Criminal Justice and Public Safety	\$1,210,000	\$1,100,000	\$1,010,000
State Shared	\$1,400,000	\$1,260,000	\$1,160,000
REET	\$1,480,000	\$1,260,000	\$920,000
Hotel Motel	\$580,000	\$500,000	\$500,000
Total	\$21,680,000	\$19,270,000	\$6,900,000

Source: ECONorthwest calculations, 2023

Jobs

Construction – One-Time

	Baseline	Alt 1	Alt 2
Construction Jobs	1,130	1,030	770
Investment (millions)	\$311	\$282	\$211

Source: ECONorthwest calculations and Office of Financial Management Input/Output Model, 2022.

On-Going

Employment Uses	Jobs: Baseline	Jobs: Alt 1	Jobs: Alt 2	Mean SqFt/Work
Retail and Food & Beverage	230	230	0	750-1,500
Hotel	40	40	40	2,200
Total Jobs	270	270	40	

Source: 2018 CBECS, Table B1. Summary table: total and means of floorspace, number of workers, and hours of operation, 2018 (Release date: September 2021)

AV Growth With and Without TIF

Assessment Year	2023	2028	2033	2038	2043	2048
Baseline	\$0	\$184,174,000	\$397,375,000	\$602,661,000	\$749,635,000	\$858,537,000
Alternative 1	\$0	\$118,557,000	\$316,867,000	\$488,655,000	\$682,738,000	\$781,922,000
Alternative 2	\$0	\$66,052,000	\$210,713,000	\$358,625,000	\$509,824,000	\$583,887,000
No TiF	\$0	\$37,345,000	\$79,037,000	\$121,391,000	\$146,974,000	\$168,325,000

Source: ECONorthwest calculations, 2023

Note: Based on 75% fewer housing units and no commercial components

Level Debt - \$8,186,000

Year	Debt Payment	Year	Debt Payment
2023		2036	\$629,308
2024	\$629,308	2037	\$629,308
2025	\$629,308	2038	\$629,308
2026	\$629,308	2039	\$629,308
2027	\$629,308	2040	\$629,308
2028	\$629,308	2041	\$629,308
2029	\$629,308	2042	\$629,308
2030	\$629,308	2043	\$629,308
2031	\$629,308	2044	
2032	\$629,308	2045	
2033	\$629,308	2046	
2034	\$629,308	2047	
2035	\$629,308		

Source: ECONorthwest calculations

Level Debt – Each Scenario

TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Baseline													
TIF Revenues	\$0	\$0	\$100,000	\$200,000	\$430,000	\$660,000	\$660,000	\$690,000	\$890,000	\$1,120,000	\$1,230,000	\$1,320,000	\$1,420,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$530,000)	(\$430,000)	(\$200,000)	\$30,000	\$30,000	\$60,000	\$260,000	\$490,000	\$600,000	\$690,000	\$790,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,160,000)	(\$1,590,000)	(\$1,790,000)	(\$1,760,000)	(\$1,730,000)	(\$1,670,000)	(\$1,410,000)	(\$920,000)	(\$320,000)	\$370,000	\$1,160,000
TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,520,000	\$1,590,000	\$1,670,000	\$1,840,000	\$2,020,000	\$2,040,000	\$2,060,000	\$2,080,000	\$2,110,000	\$2,130,000	\$2,150,000	\$2,170,000	\$2,200,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$890,000	\$960,000	\$1,040,000	\$1,210,000	\$1,390,000	\$1,410,000	\$1,430,000	\$1,450,000	\$2,110,000	\$2,130,000	\$2,150,000	\$2,170,000	\$2,200,000
Cumulative Surplus/Deficit	\$2,050,000	\$3,010,000	\$4,050,000	\$5,260,000	\$6,650,000	\$8,060,000	\$9,490,000	\$10,940,000	\$13,050,000	\$15,180,000	\$17,330,000	\$19,500,000	\$21,700,000
TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 1													
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$520,000)	(\$510,000)	(\$400,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,150,000)	(\$1,660,000)	(\$2,060,000)	(\$2,430,000)	(\$2,630,000)	(\$2,720,000)	(\$2,590,000)	(\$2,420,000)	(\$2,170,000)	(\$1,750,000)	(\$1,230,000)
TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Cumulative Surplus/Deficit	(\$640,000)	\$20,000	\$760,000	\$1,620,000	\$2,610,000	\$3,730,000	\$4,980,000	\$6,250,000	\$8,170,000	\$10,110,000	\$12,070,000	\$14,050,000	\$16,050,000
TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 2													
TIF Revenues	\$0	\$0	\$50,000	\$100,000	\$140,000	\$180,000	\$240,000	\$330,000	\$460,000	\$560,000	\$600,000	\$700,000	\$830,000
TIF Debt Service	\$0	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$630,000)	(\$580,000)	(\$530,000)	(\$490,000)	(\$450,000)	(\$390,000)	(\$300,000)	(\$170,000)	(\$70,000)	(\$30,000)	\$70,000	\$200,000
Cumulative Surplus/Deficit	\$0	(\$630,000)	(\$1,210,000)	(\$1,740,000)	(\$2,230,000)	(\$2,680,000)	(\$3,070,000)	(\$3,370,000)	(\$3,540,000)	(\$3,610,000)	(\$3,640,000)	(\$3,570,000)	(\$3,370,000)
TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$890,000	\$940,000	\$1,000,000	\$1,100,000	\$1,200,000	\$1,300,000	\$1,400,000	\$1,420,000	\$1,430,000	\$1,450,000	\$1,460,000	\$1,480,000	\$1,490,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$260,000	\$310,000	\$370,000	\$470,000	\$570,000	\$670,000	\$770,000	\$790,000	\$1,430,000	\$1,450,000	\$1,460,000	\$1,480,000	\$1,490,000
Cumulative Surplus/Deficit	(\$3,110,000)	(\$2,800,000)	(\$2,430,000)	(\$1,960,000)	(\$1,390,000)	(\$720,000)	\$50,000	\$840,000	\$2,270,000	\$3,720,000	\$5,180,000	\$6,660,000	\$8,150,000

Split Debt - Alternative 1

\$4.3M in 2024 & \$3.886M By 2028

TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$330,000	\$330,000	\$330,000	\$330,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000
Annual Surplus/Deficit	\$0	(\$330,000)	(\$220,000)	(\$210,000)	(\$100,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Cumulative Surplus/Deficit	\$0	(\$330,000)	(\$550,000)	(\$760,000)	(\$860,000)	(\$1,230,000)	(\$1,430,000)	(\$1,520,000)	(\$1,390,000)	(\$1,220,000)	(\$970,000)	(\$550,000)	(\$30,000)

TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$630,000	\$300,000	\$300,000	\$300,000	\$300,000	\$0
Annual Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,620,000	\$1,640,000	\$1,660,000	\$1,680,000	\$2,000,000
Cumulative Surplus/Deficit	\$560,000	\$1,220,000	\$1,960,000	\$2,820,000	\$3,810,000	\$4,930,000	\$6,180,000	\$7,450,000	\$9,070,000	\$10,710,000	\$12,370,000	\$14,050,000	\$16,050,000

Source: ECONorthwest, 2023

7 years of Deficits; \$2.7 to \$1.5M

Full Debt – No Split & Interest Only for 5 Years

TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
TIF Revenues	\$0	\$0	\$110,000	\$120,000	\$230,000	\$260,000	\$430,000	\$540,000	\$760,000	\$800,000	\$880,000	\$1,050,000	\$1,150,000
TIF Debt Service	\$0	\$370,000	\$370,000	\$370,000	\$370,000	\$370,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000
Annual Surplus/Deficit	\$0	(\$370,000)	(\$260,000)	(\$250,000)	(\$140,000)	(\$110,000)	(\$330,000)	(\$220,000)	\$0	\$40,000	\$120,000	\$290,000	\$390,000
Cumulative Surplus/Deficit	\$0	(\$370,000)	(\$630,000)	(\$880,000)	(\$1,020,000)	(\$1,130,000)	(\$1,460,000)	(\$1,680,000)	(\$1,680,000)	(\$1,640,000)	(\$1,520,000)	(\$1,230,000)	(\$840,000)

TIF Allocation Revenues													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Revenues	\$1,220,000	\$1,290,000	\$1,370,000	\$1,490,000	\$1,620,000	\$1,750,000	\$1,880,000	\$1,900,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
TIF Debt Service	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$760,000	\$730,000	\$0	\$0	\$0	\$0	\$0
Annual Surplus/Deficit	\$460,000	\$530,000	\$610,000	\$730,000	\$860,000	\$990,000	\$1,120,000	\$1,170,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Cumulative Surplus/Deficit	(\$380,000)	\$150,000	\$760,000	\$1,490,000	\$2,350,000	\$3,340,000	\$4,460,000	\$5,630,000	\$7,550,000	\$9,490,000	\$11,450,000	\$13,430,000	\$15,430,000

Source: ECONorthwest, 2023

7 years of Deficits; \$2.7 to \$1.7M

Additional Taxes & Interest Only

TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 1													
TIF Surplus/Deficit	\$0	(\$630,000)	(\$520,000)	(\$510,000)	(\$400,000)	(\$370,000)	(\$200,000)	(\$90,000)	\$130,000	\$170,000	\$250,000	\$420,000	\$520,000
Additional Taxes	\$0	\$130,000	\$110,000	\$150,000	\$210,000	\$370,000	\$490,000	\$650,000	\$610,000	\$610,000	\$870,000	\$970,000	\$990,000
Surplus/Deficit	\$0	(\$500,000)	(\$410,000)	(\$360,000)	(\$190,000)	\$0	\$290,000	\$560,000	\$740,000	\$780,000	\$1,120,000	\$1,390,000	\$1,510,000
Assessment Year													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Surplus/Deficit	\$590,000	\$660,000	\$740,000	\$860,000	\$990,000	\$1,120,000	\$1,250,000	\$1,270,000	\$1,920,000	\$1,940,000	\$1,960,000	\$1,980,000	\$2,000,000
Additional Taxes	\$1,090,000	\$1,220,000	\$1,440,000	\$1,550,000	\$1,630,000	\$1,710,000	\$1,580,000	\$1,550,000	\$1,590,000	\$1,630,000	\$1,670,000	\$1,720,000	\$1,770,000
Surplus/Deficit	\$1,680,000	\$1,880,000	\$2,180,000	\$2,410,000	\$2,620,000	\$2,830,000	\$2,830,000	\$2,820,000	\$3,510,000	\$3,570,000	\$3,630,000	\$3,700,000	\$3,770,000

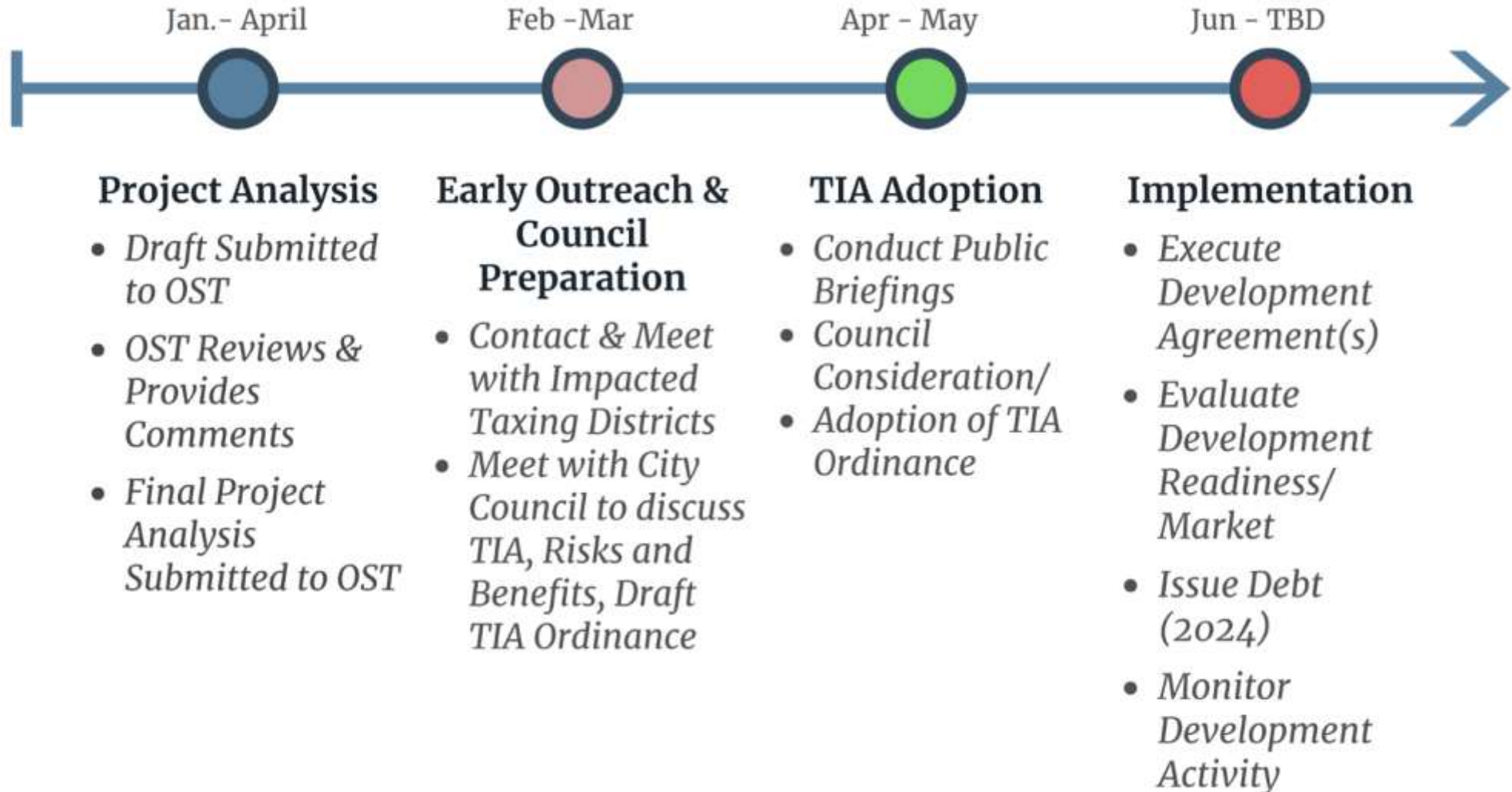
4 years of Deficits; \$2.7 to \$1.5M

Split Debt, Additional Taxes & Interest Only

TIF Allocation Revenues													
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Alternative 1													
TIF Surplus/Deficit	\$0	\$0	(\$110,000)	(\$100,000)	\$10,000	\$40,000	(\$170,000)	(\$60,000)	\$160,000	\$200,000	\$110,000	\$280,000	\$380,000
Additional Taxes	\$0	\$130,000	\$110,000	\$150,000	\$210,000	\$370,000	\$490,000	\$650,000	\$610,000	\$610,000	\$870,000	\$970,000	\$990,000
Surplus/Deficit	\$0	\$130,000	\$0	\$50,000	\$220,000	\$410,000	\$320,000	\$590,000	\$770,000	\$810,000	\$980,000	\$1,250,000	\$1,370,000
Assessment Year													
	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048
TIF Surplus/Deficit	\$450,000	\$520,000	\$600,000	\$720,000	\$850,000	\$980,000	\$1,110,000	\$1,130,000	\$1,170,000	\$1,600,000	\$1,620,000	\$1,640,000	\$1,670,000
Additional Taxes	\$1,090,000	\$1,220,000	\$1,440,000	\$1,550,000	\$1,630,000	\$1,710,000	\$1,580,000	\$1,550,000	\$1,590,000	\$1,630,000	\$1,670,000	\$1,720,000	\$1,770,000
Surplus/Deficit	\$1,540,000	\$1,740,000	\$2,040,000	\$2,270,000	\$2,480,000	\$2,690,000	\$2,690,000	\$2,680,000	\$2,760,000	\$3,230,000	\$3,290,000	\$3,360,000	\$3,440,000

Timeline

College Place Key TIF Elements: 2023





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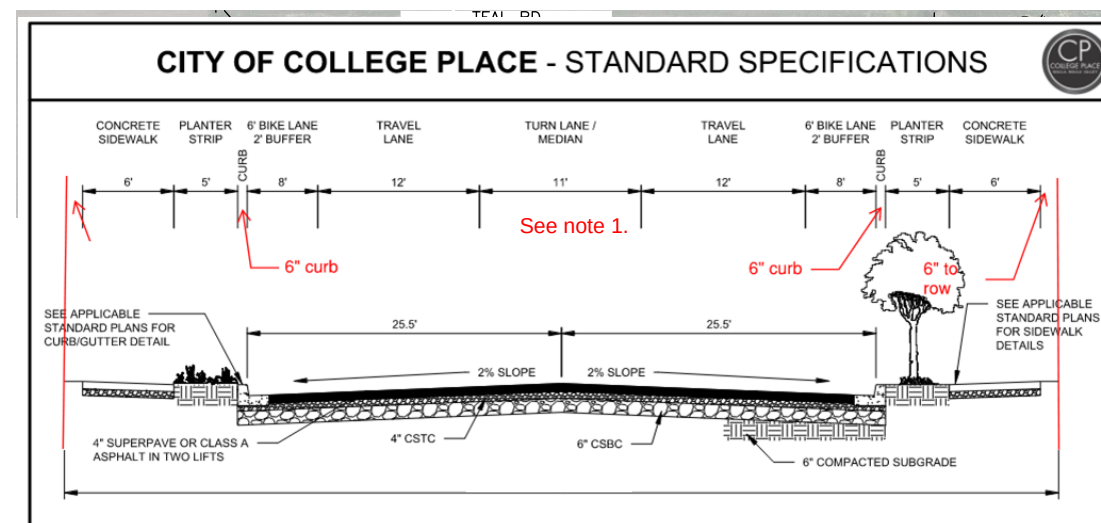
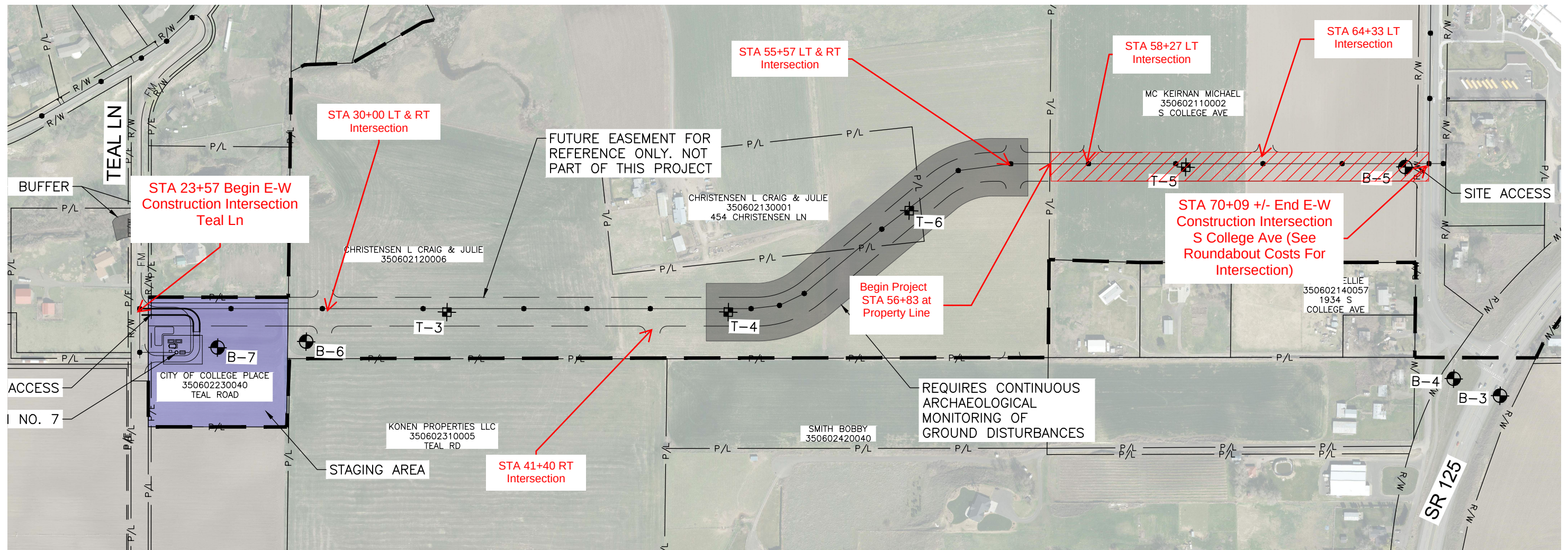
College Place TIA Parcels

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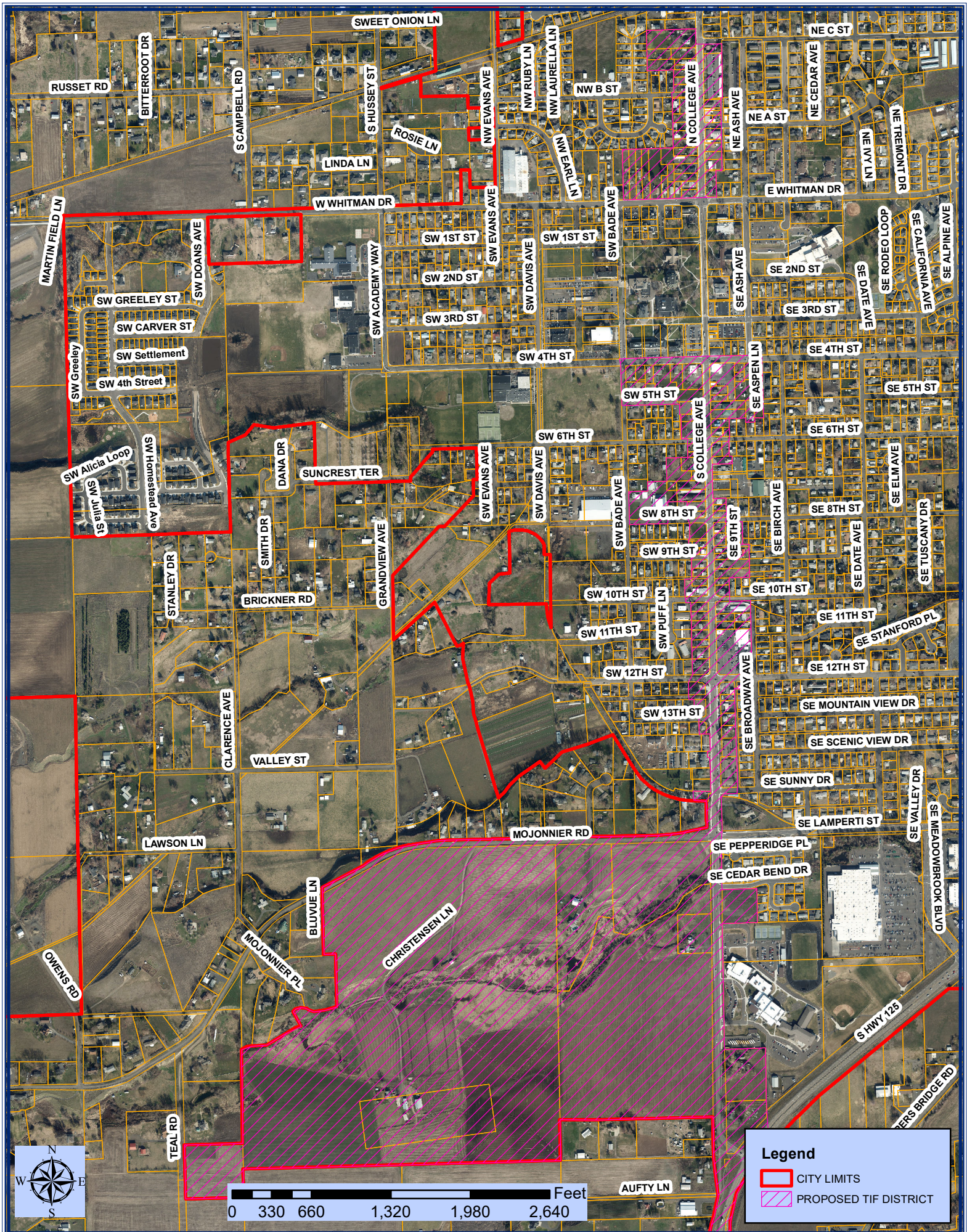
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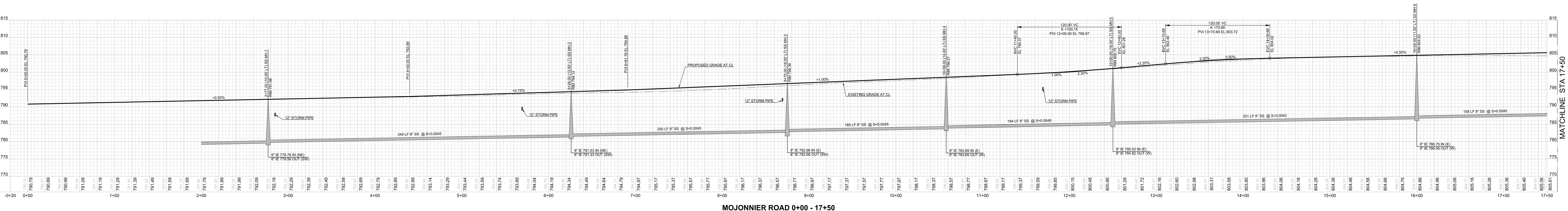
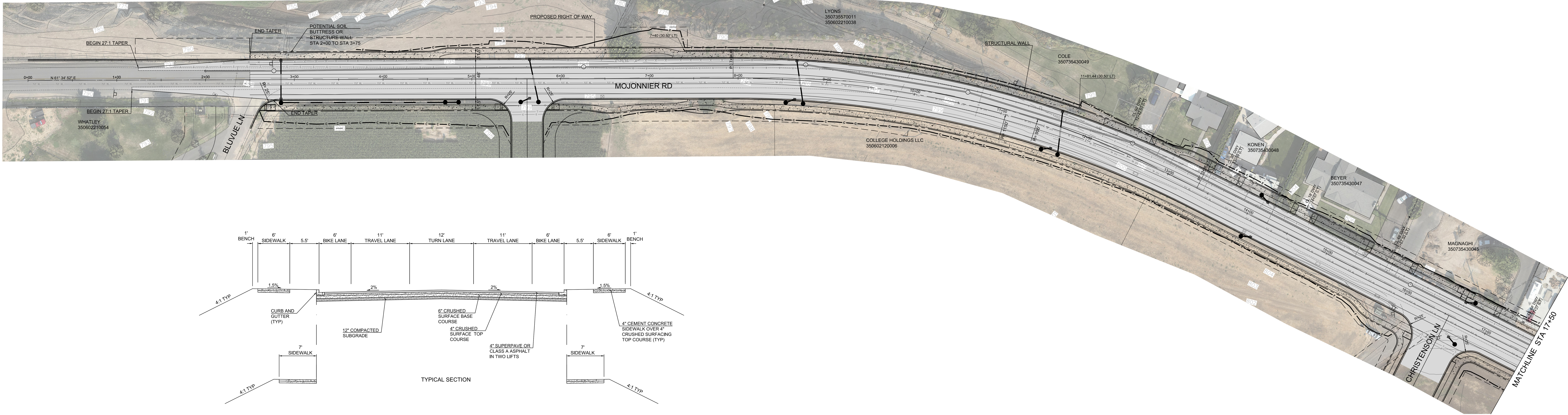


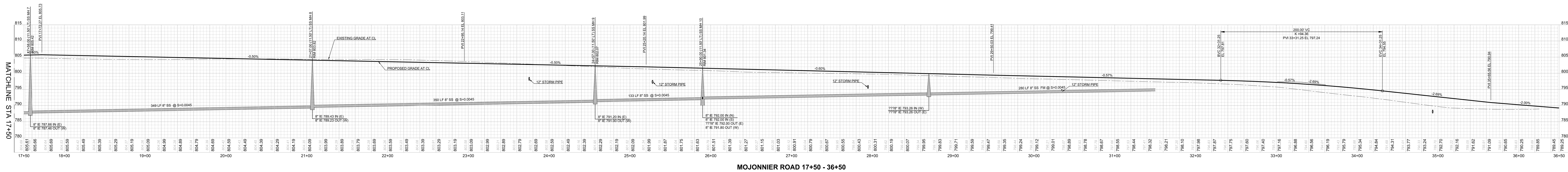
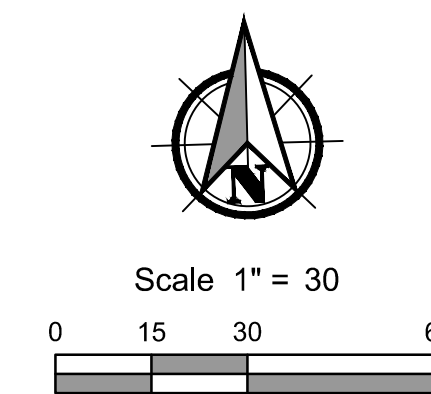
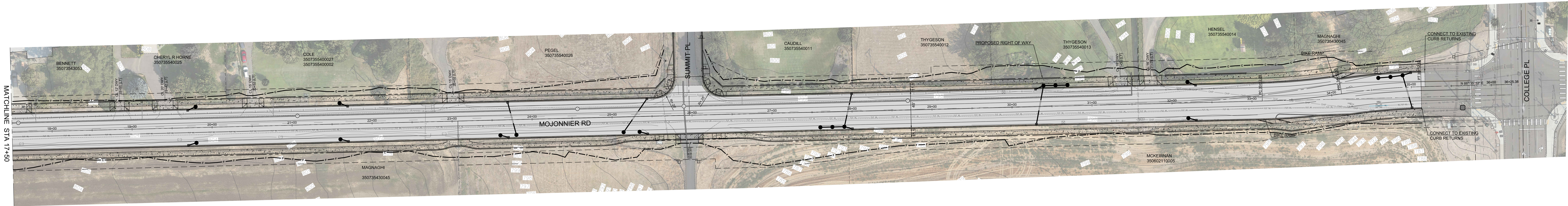
NOTES:

1. Due to intersections, assume two -way turn lane the entire E-W roadway
2. Assume no additional right-of-way required for E-W Corridor
3. See Roundabout Figure 2 for potential intersection at S. College Place.

PROPOSED COLLEGE PLACE TIF #1









CITY of COLLEGE PLACE

NOTICE OF PUBLIC BRIEFING

Contacts: Michael Rizzitiello, City Administrator
509-394-8506 / mrizzitiello@cpwa.us

Rea Culwell, City Attorney
509-394-8540 / rculwell@cpwa.us

Sherri St. Clair, City Clerk
509-394-8569 / sstclair@cpwa.us

PUBLIC BRIEFING

NOTICE OF PUBLIC BRIEFING BY THE CITY OF COLLEGE PLACE ON THE TAX INCREMENT FINANCING DISTRICT

Notice is hereby given that the City of College Place will be holding a public briefing on the Tax Increment Financing District on Monday April 24, 2023 at 9:00 AM. This will be a hybrid meeting, both in-person at the College Place Fire Department Training Room located at 629 S. College Avenue, College Place, WA. 99324 and virtually via Zoom (Zoom attendee link: <https://us06web.zoom.us/j/87976767293>) . Any citizen may submit written comments or appear at the briefing and speak about the proposed Tax Increment Financing District.

Please submit written testimony to Sherri St. Clair – City Clerk at sstclair@cpwa.us or mail to 625 S College Avenue, College Place, WA. 99324. To arrange telephonic or virtual meeting testimony, contact the Clerk at 509-394-8569. All written comments or arrangements for telephonic comments need to be made no later than 5:00 p.m. Thursday April 20, 2023.



CITY of COLLEGE PLACE

NOTICE OF PUBLIC BRIEFING

Contacts: Michael Rizzitiello, City Administrator
509-394-8506 / mrizzitiello@cpwa.us

Rea Culwell, City Attorney
509-394-8540 / rculwell@cpwa.us

Sherri St. Clair, City Clerk
509-394-8569 / [sstclair@cpwa.us](mailto:ssclair@cpwa.us)

PUBLIC BRIEFING

NOTICE OF PUBLIC BRIEFING BY THE CITY OF COLLEGE PLACE ON THE TAX INCREMENT FINANCING DISTRICT

Notice is hereby given that the City of College Place will be holding a public briefing on the Tax Increment Financing District on Monday May 8, 2023 at 9:00 AM. This will be a hybrid meeting, both in-person at the College Place Fire Department Training Room located at 629 S. College Avenue, College Place, WA. 99324 and virtually via Zoom (Zoom attendee link: <https://us06web.zoom.us/j/87320693311>). Any citizen may submit written comments or appear at the briefing and speak about the proposed Tax Increment Financing District.

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1 74° CLEAR



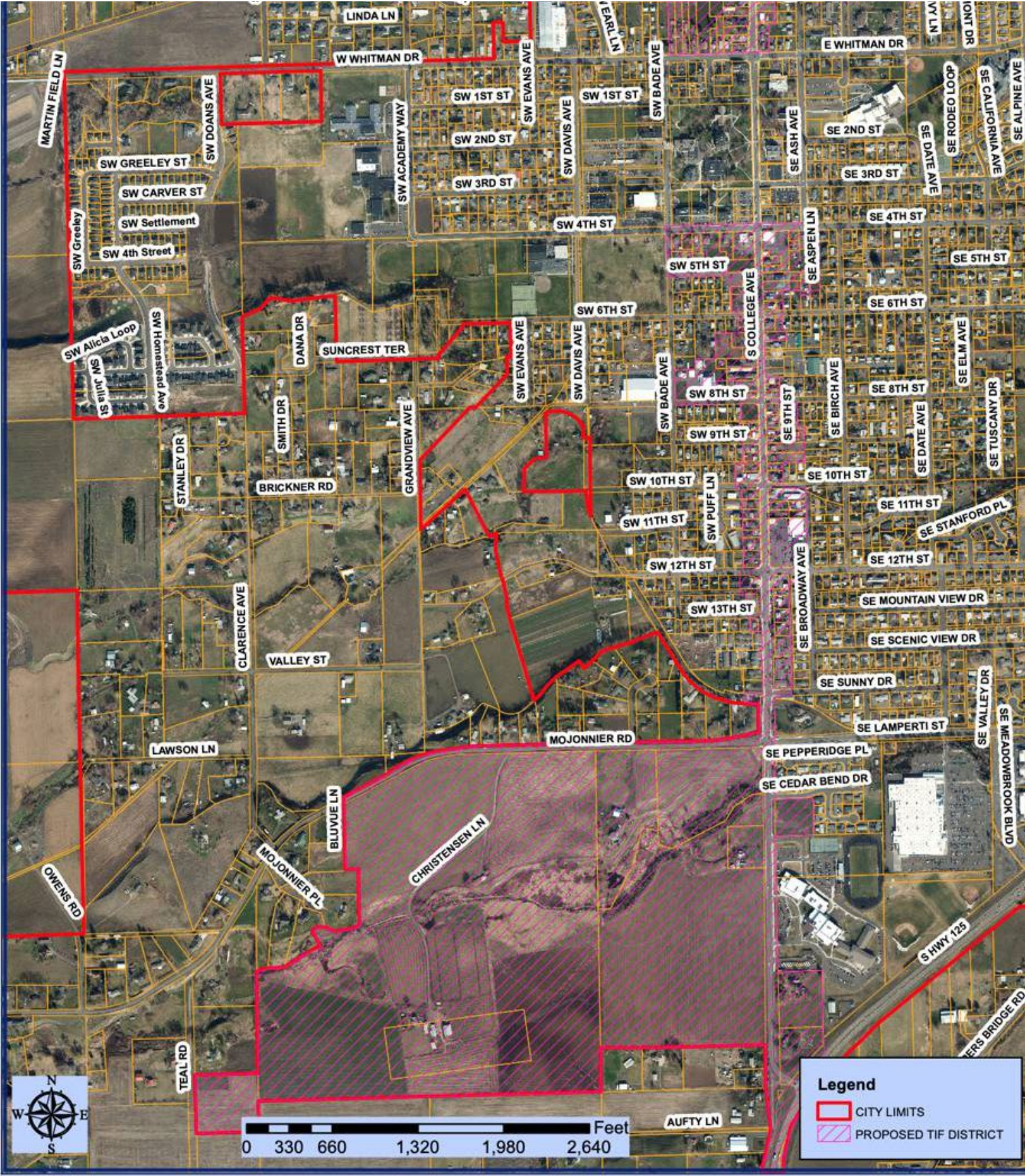
Sub Menu

RELATED LINKS

HOME BUSINESSSES INCENTIVES & FINANCING TAX INCREMENT FINANCING

PROPOSED COLLEGE PLACE TIF #1





As a result of a new State law created in 2021, cities, counties, and ports in Washington State may utilize Tax Increment Financing (TIF) to financially support infrastructure improvements (e.g., streets, water and sewer systems, sidewalks, parking facilities, stormwater systems, park

or community facilities, and brownfield mitigation) necessary for private development, providing for jobs and additional tax revenue.

Locally, the City of Pasco created a TIF to support the Broadmoor Area and the Port of Pasco recently utilized a TIF at the Riemann Industrial Center. In the Stone Creek/Downtown area, a TIF can be an important tool allowing the City to make targeted infrastructure investments to spur economic development that will benefit College Place and the region.

Final action on the formation of a TIA can only occur by Council with the adoption of an ordinance following the preparation and review of the TIF Project Analysis. A TIA ordinance is anticipated to be presented to Council in May 2023 for consideration. Documents pertaining to the Proposed College Place Stone Creek/Downtown TIF #1 can be found below in the Document Center.

Resources

- [MRSC: Tax Increment Financing](#)
- [Washington State Treasurer: Tax Increment Financing](#)

Search for file name:

search here

Search

Project Analysis ☐	6 documents
Public Briefings ☐	2 documents
Creation ☐	No documents

 625 S. College Ave, College Place, WA 99324



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FULL-DAY: July 31 – August 24 (8:30AM–5:30PM) | \$50 per week

AT KIWANIS PARK | FOR DAVIS ELEMENTARY STUDENTS ENTERING 1ST – 6TH GRADES

REGISTRATION OPENS APRIL 10 SPOTS LIMITED

TWO STEPS TO REGISTER – BOTH STEPS MUST BE COMPLETED:

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THROUGH
COLLEGE
PLACE PUBLIC
SCHOOLS



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AND



wwymca.org/camps

REGISTRATION
PACKETS
SUBMITTED TO
THE WALLA
WALLA YMCA